

DAVID PRICE  
4TH DISTRICT  
NORTH CAROLINA



2162 RAYBURN HOUSE OFFICE BUILDING  
WASHINGTON, DC 20515  
(202) 225-1784

5400 TRINITY ROAD, SUITE 205  
RALEIGH, NC 27607-3815  
(919) 859-5999

88 VILCOM CENTER, SUITE 140  
CHAPEL HILL, NC 27514-1660  
(919) 967-7924

N.C. MUTUAL PLAZA  
411 WEST CHAPEL HILL STREET  
DURHAM, NC 27701-3642  
(919) 688-3004

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CONGRESS OF THE UNITED STATES  
HOUSE OF REPRESENTATIVES  
WASHINGTON, DC 20515

March 17, 2009

Ms. Gale Rossides  
Acting Administrator  
Transportation Security Administration  
601 South 12<sup>th</sup> Street  
Arlington, VA 22202-4220

Dear Ms. Rossides:

I am writing to express concern about the Transportation Security Administration's (TSA) proposed regulations relating to general aviation aircraft of 12,500 pounds or greater, also known as the Large Aircraft Security Program (LASP).

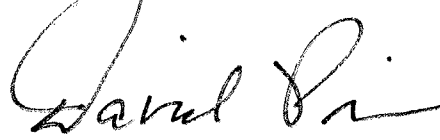
On October 30, 2008, TSA issued a Notice of Proposed Rulemaking (NPRM) on the LASP, which appeared in the Federal Register [TSA-2008-0021]. Since that time, I have heard from a variety of constituents in my district who are concerned about the financial and logistical burdens that the proposed security mandates would place on general aviation operators, and in turn, their customers. The airport industry believes TSA substantially underestimated the cost of implementation by omitting certain expensive requirements in its analysis. One large employer in my district reports that complying with the LASP will cost it 20 times the TSA estimate. Others have questioned whether some of the proposed requirements would even achieve the intended goal of enhancing aviation security.

As Chairman of the Homeland Security Appropriations Subcommittee, I agree that it is critical to ensure the security of air travel, whether in the commercial aviation sector or in general aviation. I also believe that it is in the country's interest to preserve the flexibility and viability of general aviation. Any new security regulations for general aviation should carefully consider the impact on both of these objectives.

Although the comment period for the NPRM is now closed, it is my understanding that TSA is currently working with stakeholders in order to develop possible alternative procedures that minimize adverse effects on general aviation while addressing security concerns. Before it adopts any alternative procedure, I also understand that TSA will invite additional public comment through the Federal Register. I applaud the agency for taking a deliberative approach to this issue and for weighing all the costs and benefits associated with new security mandates for general aviation operators.

I look forward to reviewing any revised proposal from TSA to ensure the security of the nation's general aviation operations.

Sincerely,

A handwritten signature in black ink, appearing to read "David Price". The signature is fluid and cursive, with a large initial "D" and "P".

David Price  
Chairman  
Subcommittee on Homeland Security

cc: Secretary Napolitano, DHS