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**Congress of the United States**  
**House of Representatives**  
**Washington, DC 20515-1503**  
**February 27, 2009**

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The Honorable Janet Napolitano  
Secretary  
U.S. Department of Homeland Security  
3801 Nebraska Ave., NW  
Washington, DC 20374

Dear Madam Secretary:

I would like to take this opportunity to express my strong concern about the pending rulemaking issued by the Department of Homeland Security Transportation Security Administration known as the "Large Aircraft Security Program" (LASP) which would apply security measures designed for the nation's commercial scheduled airlines on general aviation operators and airports.

While the TSA titles this rule the "Large Security Aircraft Program", it would apply to some very small aircraft--as small as 12,500 lbs. Furthermore, other proposals in the rule do not reflect the significant differences between commercial airlines and general aviation. I am concerned that adoption of many of the proposed measures contained in the LASP would create significant operational challenges for general aviation operators and airports. Without changes to the current NPRM, the TSA proposal could make it nearly impossible for some aircraft to operate at all.

As a general aviation pilot myself, I know that the GA community understands and appreciates the importance of protecting our homeland. It is in our best interest to provide safe and secure operations in cooperation with federal regulators. But in doing so, the federal government must recognize the important differences between security procedures designed for commercial aircraft and those necessary for general aircraft. Thus, it is vital that TSA work closely with the general aviation industry as you craft security policies and procedures that affect this diverse community.

I believe that the most effective way to achieve our shared goal of enhancing aviation security and maintain the vital balance necessary to preserve the mobility and flexibility of general aviation would be through an Advisory Committee (FAC) process. The FAC process has been used successfully by a number of federal agencies, including the DOT and FAA, as a critical part of their rulemaking process. In almost every case, government and industry stakeholders have come together and achieved a regulatory result which meets the needs and concerns of all involved. By undertaking a similar collaborative effort on LASP we would ensure that general aviation will continue to provide a critical lifeline for thousands of communities and businesses across America.

I look forward to working with you on this important initiative.

Sincerely,



Leonard L. Boswell  
Member of Congress