

**Subject:** TSA  
**From:** "Jim Jenkins" <jmj@rof.net>  
**Date:** Mon, 6 Apr 2009 17:00:44 -0600  
**To:** "Collin Fay" <crfay@coloradoflightcenter.com>

I thought you might be interested in what is happening at ASE.

Since I come regularly to GJT, I guess I will have to get a GJT Badge.

--- Jim Jenkins (N1352S)

----- Original Message -----

**From:** [David Ulane](#)  
**To:** [Jim Jenkins](#)  
**Cc:** [Steven Schultz](#)  
**Sent:** Monday, April 06, 2009 10:19 AM  
**Subject:** RE: TSA

Jim- thanks for all the information. To answer your questions below:

1. Airport staff, who is charged with monitoring airport security compliance airport-wide, will check to ensure that individuals inside the perimeter fence have their ID badge with them when the rule kicks in, currently scheduled for June 1st. Under the TSA's current rule, you wouldn't have to wear your badge, but you would have to have it on you. By June, we will eliminate the keypad access control to gate 7, and replace it with a badge-activated card reader, so in order to gain access to the ramp, you and others will have to have a badge.
2. You can escort a passenger or another individual, as long as they remain with you. Again, the badge you received from ASE will not be required of you when you're a transient at another airport, nor will the badge requirement apply to transient pilots visiting here.

Below is the text of an email I sent to ASE tenant Wally Obermeyer a couple of weeks ago, which should explain the basics of the program. Again I emphasize that at Aspen, there will be NO charge for the badge.

*Thanks for the note Wally- this does affect Aspen, and all other commercial service airports in the country. We are aware of this, and letters to all of our tenants explaining this new rule and how we will comply are in your upcoming statement from Atlantic. We will NOT be charging to issue the required access/ID badge, so there will be no cost to any of our tenants, and we will be striving to make this as painless as possible for everyone.*

*It is indeed a frustrating TSA mandate, one on which airports individually and collectively have been pushing back on for several months, to no avail. We and other airports have asked TSA many of the same questions pilots have, with many of the same uninformative responses. Unfortunately, as an air carrier airport, we do not have a choice but to comply with the TSA's Security Directive, which after June 1, 2009, requires any based tenant or employee with unescorted access inside the airport perimeter fence to submit to a TSA "Security Threat Assessment (STA)" and obtain an airport ID badge, which must be carried when that individual is inside the airport perimeter fence. The application process takes about 10 minutes, and the STA results are usually received within 48 hours; there is NO requirement in this directive for fingerprinting. There will be a requirement to pass a computer based training program, which is done in our airport office, and should take no more than 45 minutes.*

*If it's of any comfort, TSA has been conducting the "Security Threat Assessments" of currently badged employees at ASE for well over a year, and not one of our several hundred applicants has been denied a badge on the basis of an STA.*

Jim, thanks again. I will be out the rest of this week, but if you or anyone else has any additional questions, please call Steve Schultz in our office at 970-429-2858.

Dave

**David R. Ulane, A.A.E.**

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**From:** Jim Jenkins [mailto:jmj@rof.net]  
**Sent:** Monday, April 06, 2009 10:02 AM  
**To:** David Ulane  
**Subject:** TSA

I just forwarded you notices that I got from the Flight School in Grand Junction and the Colorado Pilots Association.

It raises the whole question of increased costs.

--- Who will verify that we have a Security Page when we enter the North Ramp?  
--- If I have a passenger, can I escort him/her to the plane or will you have to?  
( This would also apply if I brought someone with me on a return flight )

I do business on the Western Slope and visit Grand Junction, Montrose and Durango. This is going to be a real pain resulting in increased travel time, increased costs and a lot of inconvenience.

--- Jim Jenkins