

Subject: Aviation Security Directive
From: Collin Fay <crfay@coloradoflightcenter.com>
Date: Sun, 5 Apr 2009 21:40:53 -0600
To: crfay@coloradoflightcenter.com

Dear Collin,

You are probably aware that the Transportation Security Administration (TSA) recently handed down a security directive to airports where scheduled airline service and general aviation operations coexist. This directive, number SD 1542-04-08F dated December 10, 2008, has serious implications for the future of General Aviation.

The directive applies to any airport with one or more scheduled airline flights, such as Grand Junction (GJT,) Montrose (MTJ,) or Cortez (CEZ). Strangely enough, it does not apply to many large GA airports, such as Centennial (APA) or Scottsdale (SDL), that have no airline service but even greater aviation activity. It requires the airport to institute background checks and issue I.D. badges for all aircraft operators and related personnel based there, including the General Aviation operators. The requirement applies even if the commercial and General Aviation operations are already well-segregated. **Anyone who does not have the airport-issued I.D. must have an authorized airport escort in order to access the ramp area of the airport.**

The TSA leaves the specifics of the security programs up to each airport; therefore, the I.D. badges are airport-specific. Anyone issued a badge from GJT will not have access to the ramp at MTJ or any other airport, and vice versa. They will have to *remain in their aircraft* when visiting other airports until they can be escorted from their airplane. Clearly, this is not a workable proposal at most airports where staff members are not present 24 hours per day, if at all.

This program was scheduled for implementation beginning April 1st; however TSA received enough protests that they agreed to defer implementation until June 1st; hopefully to allow time for further discussion. Several General Aviation associations, including EAA and AOPA, are working with TSA management and Congressional allies to challenge this Security Directive.

Obviously, this program has far-reaching consequences for those of us in General Aviation. Pilots will avoid air carrier airports due to the restrictions imposed, and those of us based at these airports may not be able to absorb the costs associated with compliance. As such, the affected airports will lose a significant amount of air traffic, revenue, and funding. Many GA businesses, large and small, including Colorado Flight Center, will not be able to survive under these restrictions. Our only options will be to move to a non-affected airport, or cease operations.

The Grand Junction Regional Airport Authority is holding a Board Workshop this Tuesday evening at 5:15 pm where they undoubtedly will discuss this Security Directive, as it has significant impacts on airport operations and finances. Remember, however, that this is not a directive imposed by the airport, nor by the local TSA office. It has "come down" from Washington, DC, and we'll have to take the fight there.

I believe the TSA has overstepped the bounds of reasonable security precautions with this directive. While there may be some prudent steps to take in order to combat the perceived threat from someone with ramp access at an air carrier airport, those outlined in this directive seem ill-conceived and destined to cripple those airports where General Aviation coexists with the air carriers. Many of you with whom I have spoken have suggested some possible alternatives, however our immediate course of action should be to convince those in Washington that any security directives must be deferred until all stakeholders have a chance to weigh-in and develop a workable solution for all.

I join the Grand Junction Regional Airport in encouraging all airport users to contact their Senators (Colorado's are [Michael Bennet](#) and [Mark Udall](#).) Representatives (Colorado's 3rd District's is [John](#)

Salazar,) and the newly-appointed [TSA General Aviation Liaison, Juan Barnes](#), to express concerns regarding this and other new security initiatives. Another way to help is to contribute to [AOPA's General Aviation Serves America fund](#). AOPA will use these funds to launch a national public outreach campaign to inform our fellow citizens and elected leaders about the important role General Aviation plays in our economy. I encourage you **take action today to protect the future of General Aviation**.

Thank you for your support! As with other unreasonable directives from Washington, I believe that if enough voices are heard, common sense will prevail.

- Collin Fay



Colorado Flight Center
800 Heritage Way, Grand Junction, CO 81506
Ph: (970) 254-0444 Fx: (970) 254-0445
www.ColoradoFlightCenter.com

Cessna
Pilot Center

--
To unsubscribe, [this link](#)

