

Subject: Aviation Security Directive Update
From: Collin Fay <crfay@coloradoflightcenter.com>
Date: Sat, 9 May 2009 19:19:22 -0600
To: crfay@coloradoflightcenter.com

Dear Collin,

Several local pilots have asked for an update regarding the planned implementation of TSA Security Directive (SD) 1542-04-08F. Unfortunately, we don't have much positive news to report.

Many of you have written to your representative and senators, and it hasn't gone unnoticed. Both [Senator Bennet](#) and [Representative Salazar](#) have written strongly-worded letters to Janet Napolitano, the Secretary of the Department of Homeland Security (DHS,) expressing their opposition to the SD and urging, at minimum, that implementation be postponed in order for TSA to work with GA to develop a more workable security solution.

There was a [front page article](#) in the Grand Junction *Daily Sentinel* this past Thursday, and an [opinion piece](#) in the same paper on Friday, so the word is getting out to the general public. If you haven't written to your representatives in Washington, or to the TSA, we urge you to do so. Again, we have [sample letters and address information on our web site](#). If you have written, thank you!

[According to AOPA](#), "the TSA has indicated that they will soon release a new version of the SD, which will be known as 1542-04-08G. SD-08G will provide some clarification for the airport administration but will not include any increase or decrease in scope requirements." As version "G" has not yet been released, we can only hope that implementation will be delayed until that clarification is provided. Individual airport administrations are treating this SD quite differently due to the lack of direction provided by TSA. Some are doing next to nothing, even considering a pilot certificate and photo ID sufficient as "badging" for ramp access. Others are interpreting the requirements more strictly.

The Colorado Department of Transportation (CDOT) Aeronautics Board will meet on Tuesday, May 12th, at the Front Range airport (FTG.) They will discuss the issue and recommend that Governor Ritter also write a letter of opposition to DHS and TSA. If you would like information on that meeting, or to pass on your opinion to them, [contact Dennis Heap](#), the airport manager at FTG. Mr. Heap has been a very vocal opponent to this SD for some time.

Several local GA representatives have formed an ad hoc committee to coordinate opposition to the SD in western Colorado. This group was instrumental in both urging the delivery and editing content of the letters from Rep. Salazar and Sen. Bennet to DHS. They have also arranged a meeting with Mr. Rene Dhenin, the TSA Federal Security Director for GJT, MTJ, TEX, and GUC. While Mr. Dhenin cannot effect any changes in the SD, we can get interpretation of the requirements from him, and may get an indication of the timing for release of version "G." The meeting will be held on Monday, May 11th. We will post an update from that meeting [on our website](#).

In the meantime, the Grand Junction Regional Airport (GJT) is proceeding with compliance, given the limited guidance provided by TSA. That means they will be instituting procedures to control access to the Air Operations Area (AOA,) defined as any area on the airport that can be accessed by an aircraft. According to the SD, in order to access the AOA, you must have an ID badge issued by the airport or be escorted by someone who does. If you fly an airplane based at GJT, the Airport Authority is advising that you contact them ASAP to complete these requirements. If not, you may be denied access to your aircraft when the SD is implemented. Contact Donna VanLandingham of the GJT airport at 244-9100 or by e-mail at dvanlandingham@gjairport.com. The requirements need to be met by May 16th in order to ensure that badges are available by June 1st, the current implementation deadline.

We appreciate your help in this fight to maintain General Aviation's access to commercial airports.

- Collin Fay



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