



Jonesboro Municipal Airport Commission

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April 28, 2009

To Whom It May Concern:

The general aviation sector is opposing a proposed change that will adversely effect a vital engine of growth in the City of Jonesboro's economy, providing jobs, economic opportunity and revenue.

We strongly support efforts to improve our nation's aviation security but have serious concerns regarding the Transportation Safety Administration's proposed Large Aircraft Security Program (LASP), including the following:

- 1) The General Aviation community and key stakeholders including state and local elected officials, businesses and others deserve an opportunity to improve the proposal through a negotiated rulemaking process.
- 2) Among the prohibited items are everyday tools. Small aircraft routinely carry employees and their tools to job sites that do not have commercial service. This would greatly reduce the efficiency and utility of business aviation.
- 3) The proposal fails to take into account the significant differences in the nature of Non-Commercial General Aviation operations and Commercial Airline operations.
- 4) The burden of implementing and sustaining this new program as it is currently written would fall disproportionately and unfairly on small towns, airports and small businesses and would cost these communities jobs and cause them financial harm.

Brian Fulkerson, Chairman
Jonesboro Airport Commission

Philip Steed, Manager
Jonesboro Municipal Airport

[9118-05-P]

DEPARTMENT OF HOMELAND SECURITY

Transportation Security Administration

49 CFR Parts 1515, 1520, 1522, 1540, 1542, 1544, and 1550

[Docket No. TSA-2008-0021]

RIN 1652-AA53

**Large Aircraft Security Program, Other Aircraft Operator Security Program, and
Airport Operator Security Program**

AGENCY: Transportation Security Administration, DHS.

ACTION: Notice of proposed rulemaking.

SUMMARY: The Transportation Security Administration (TSA) proposes to amend current aviation transportation security regulations to enhance the security of general aviation by expanding the scope of current requirements and by adding new requirements for certain large aircraft operators and airports serving those aircraft. TSA is proposing to require that all aircraft operations, including corporate and private operations, with aircraft with a maximum certificated takeoff weight (MTOW) above 12,500 pounds ("large aircraft") adopt a large aircraft security program (LASP). This security program would be based on the current security program that applies to operators providing scheduled or charter services.

TSA also proposes to require large aircraft operators to contract with TSA-approved auditors to conduct audits of the operators' compliance with their security programs and with TSA-approved watch-list service providers to verify that their passengers are not on the No Fly and/or Selectee portions of the consolidated terrorist

watch-list maintained by the Federal Government. This proposed rule describes the process and criteria under which auditors and companies that perform watch-list matching would obtain TSA approval.

TSA also proposes further security measures for large aircraft operators in all-cargo operations and for operators of passenger aircraft with a MTOW of over 45,500 kilograms (100,309.3 pounds), operated for compensation or hire. TSA also proposes to require that certain airports that serve large aircraft adopt security programs and amend the security program for full program and full all-cargo operators.

DATES: Submit comments by [insert date 60 days after date of publication in the Federal Register].

ADDRESSES: You may submit comments, identified by the TSA docket number to this rulemaking, to the Federal Docket Management System (FDMS), a government-wide, electronic docket management system, using any one of the following methods:

Electronically: You may submit comments through the Federal eRulemaking portal at <http://www.regulations.gov>. Follow the online instructions for submitting comments.

Mail, In Person, or Fax: Address, hand-deliver, or fax your written comments to the Docket Management Facility, U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building Ground Floor, Room W12-140, Washington, DC 20590-0001; Fax 202-493-2251. The Department of Transportation (DOT), which maintains and processes TSA's official regulatory dockets, will scan the submission and post it to FDMS.

Security Program and the Private Charter Security Program. The table also indicates existing requirements that would be modified under the proposed rule.

Table 3 compares the proposed large aircraft program with the Full Program and the Full All-Cargo Program.

Table 2-Regulatory Requirements for Large Aircraft

Description of Proposed LASIP Requirement	Scheduled or Charter Operations Required to Have a Twelve-Five Program	All-Cargo Operations Required to Have a Twelve-Five Program	Private Charters Required to Have a Private Charter Program	Scheduled or Charter Operations in Aircraft with 31-60 Seats Required to Have a Partial Program	Large Aircraft Operators Not Currently Required to Have a Security Program
Acceptance & screening of individuals and accessible property (§ 1544.201)	Does not apply	Does not apply	Currently applies and would continue	Does not apply	Does not apply
Acceptance and screening of cargo (§ 1544.205)	Does not apply	Currently applies and would continue	Does not apply	Does not apply	Does not apply
Persons and property on board a large aircraft (§ 1544.206)	New requirement	Does not apply	New requirement	New requirement	New requirement
Screening of individuals and property (§ 1544.207)	Does not apply	Does not apply	Currently applies and would continue	Does not apply	Does not apply
Required to have security coordinators (§ 1544.215)	Currently applies and would continue	Currently applies and would continue	Currently applies and would continue	Currently applies and would continue	New requirement

Table 2-Regulatory Requirements for Large Aircraft

Description of Proposed LASP Requirement	Scheduled or Charter Operations Required to Have a Twelve-Five Program	All-Cargo Operations Required to Have a Twelve-Five Program	Private Charters Required to Have a Private Charter Program	Scheduled or Charter Operations in Aircraft with 31-60 Seats Required to Have a Partial Program	Large Aircraft Operators Not Currently Required to Have a Security Program
Provision of law enforcement personnel at airports serving the aircraft operators (§ 1544.217)	Currently applies and would continue	Currently applies and would continue	Currently applies and would continue	Currently applies and would continue	New requirement
Carriage of accessible weapons on board aircraft (§ 1544.219)	Currently applies and would continue	Currently applies and would continue	Currently applies and would continue	Currently applies and would continue	New requirement
Requirement to transport FAMS (§ 1544.223)	Currently applies; would be modified	Currently applies; would be modified	New requirement	Currently applies; would be modified	New requirement
Provide for security of aircraft and facilities (§ 1544.225)	New requirement	New requirement	Currently applies and would continue	New requirement	New requirement