

The Transportation Security Administration (TSA) embarks on an assault against the general aviation community...

ATLANTA, GA: A group of pilots and aviation leaders have come together from all over the country to challenge the Transportation Security Administration's latest "Large Aircraft Security Program (LASP). The TSA has issued a Notice of Proposed Rulemaking (NPRM) that seeks to amend the Twelve Five Standard Security Program (TFSSP) and Private Charter Standard Security Program (PCSSP) and apply new security requirements to all aircraft weighing more than 12,500 pounds. In addition, TSA proposes airports serving large aircraft to adopt mandatory security requirements.

There is no demonstrable evidence that shows general aviation aircraft are a threat to national security any more than trains, boats, public transit, trucks or cars. The general aviation industry has been very aggressive promoting security initiatives since the terrorist attacks of 9-11. It is a fact that the general aviation community has led security efforts - not followed. The proposals put forth in the LASP Notice of proposed rulemaking will do little to improve general aviation security and will have **DISASTEROUS CONSEQUENCES** on the industry.

FACTS:

Among many of the requirements contained within the proposal, the major provisions for aircraft operators include criminal history record checks (CHRC) and security threat assessments (STA) for flight crew, checking passenger names against the TSA's "No-Fly" and "Selectee" lists, development of a security program, and biennial auditing of the security program. Additionally, the proposal would require approximately 320 airports designated by the Department of Transportation (DOT) as "reliever" airports and airports that regularly serve scheduled or public charter operations in large aircraft to adopt a "partial" airport security program that would include specific training, record retention, personnel and notification requirements.

• • • The TSA admits they don't know what this will cost - in addition, private aircraft are just that "private" and the free use thereof. The message here is that government is taking private property - the TSA is embarking on an assault against the general aviation community - they have no real understanding of general aviation. Allowing this TSA rule to become final may signal the death for many segments of the general aviation community and corporations using these aircraft as a whole.

Acting on a joint request from the NBAA (National Business Aviation Association), the AOPA (Aircraft Owners and Pilots Association), GAMA (General Aviation Manufacturers Association) and EAA, Experimental Aircraft Association - the TSA has extended the time period for public comment on the agency's LASP proposal by an additional 60 days. As a result of the extension, the new deadline for public comment is **February 27, 2009**. Unfortunately, the TSA and the media ignore the benefits of general aviation and appear fixated on making this a class warfare issue. After all, the airline passenger has to be hassled, why not the general aviation traveler? This is the message the media seems to be focused upon. Private citizens and pilots do not need to be screened by TSA to get in a private aircraft any more than they need to be screened to get in a car or bus. If this proposal goes through, eventually ALL airplanes (King Airs, Cheyennes, and even small Cessnas) will be next. Many of these smaller aircraft are utilized to protect communities through law enforcement agencies, fight wildfires, transport the sick and injured among many other positive aspects. It would be tragic if the same aircraft that fought to preserve our freedoms were victorious over foreign tyrants only to be defeated by a tyrannical proposal from within our own government.

Skipper Hyle, an active warbird pilot and airline captain; Mike Collier a businessman-pilot and Alan Armstrong, an aviation lawyer and warbird pilot will be meeting in Washington on Friday, February 20th with staff personnel in the offices of Congressmen Graves and Mica to discuss the consequences of the TSA's program if implemented.

(Details of proposal outlined on page 2 of this media alert)

HELP STOP LASP!

Large Aircraft Security Program

FOR IMMEDIATE RELEASE

Contact: Alan Armstrong - (770) 451-0313

The Large Aircraft Security Program (LASP) is the Notice of Proposed Rule Making (NPRM) that the Department of Homeland Security (DHS) has posted in the Federal Register currently. This rule will significantly affect ALL business and corporate aviation operators operating airplanes that weigh more than 12,500 lbs. Cutting and pasting specific requirements from the commercial service airports is not practical and shows a complete lack of understanding of the difference between general aviation and commercial service airports.

This rule will:

1) Restrict items that you will be allowed to take on board your OWN airplane

- **No firearms (Hunting trips?), No liquids over 3 ounces (Do you carry toothpaste or shampoo or wine on board?), No knives (Do you carry a survival kit? Do you ever enjoy meal catering that needs forks and knives? Carry a pocket knife?), Many tools will be restricted (Do employees take tools to any of your construction or work sites?).**

2) You and your passengers will need to be screened prior to each and every flight to make sure that none of you are terrorists.

- **You will not be able to vet any of these people yourself, and this includes you, your wife, your children, your parents, any guests you invite, your employees, your customers, etc.**

3) You will need to ask for permission from the Federal Government (DHS) prior to each and every flight.

- **They have no time limit on when (after you request permission) you might receive such permission.**
- **You will quite possibly face significant delays while the government gets around to granting you permission to fly.**

4) You will sometimes need to make room for a DHS Air Marshal if they decide that, for this flight, they might want to send one along.

- **No room? Too bad, you will need to bump one of your passengers.**
- **All costs associated with the DHS Air Marshal will be to sole responsibility of the aircraft owner / operator**

5) Pilots will need to submit to criminal background checks including fingerprinting.

- **If you are a pilot, you will need to submit to this. Significant fines will be implemented if this is not done**

6) Flight Departments will have to appoint a Director of Security who will be required will to create a security manual to be approved by the DHS. All costs associated with this is the sole responsibility of the aircraft owner / operators.

7) GA aircraft owner / operators could be forced to submit to a third party, DHS-approved audit of their airplane operation on a biennial-annual basis - All costs associated with this is the sole responsibility of the aircraft owner / operators.

This is only a highlight of the severe consequences of the LASP program. This needs to be terminated permanently.

For more information, please follow the following links:

www.stoplasp.com

<http://www.alanarmstronglaw.com/1.html>

<http://www.youtube.com/watch?v=Emd8stTI3dU>

http://planehook.com/_wsn/page4.html

<http://www.xiosoftpresenter.com/default.asp?eventid=5502009>

http://www.eaa.org/news/2009/2009-01-15_opposition.asp

http://www.aopa.org/whatsnew/region/2009/090112ga.html?WT.mc_id=090116epilot&WT.mc_sect=tts

<http://www.flightlineinternetradio.com/>

<http://www.lzuairport.com/>

http://www.alabamaaviator.com/index.asp?record_no=15627

<http://www.goldseallive.com/>

http://www.stoplasp.com/more_from_director_of_kapa_airport

http://www.avweb.com/avwebbiz/news/LASPUncConstitutionalSaysLawyer_199569-1.html

http://www.aaae.org/news_publications/aaae_press_releases/viewRelease.cfm?p=22FFEE9B-F83A-0A79-FCA786781264BA94

The time to act is NOW.