

CONTACT YOUR MEMBERS OF CONGRESS TO REQUEST THE LARGE AIRCRAFT SECURITY PROGRAM BE WITHDRAWN

March 4, 2009

What's at Issue

The deadline for submitting comments to the Transportation Security Administration (TSA) regarding the proposed rule titled the Large Aircraft Security Program (LASP) was February 27, 2009. The National Air Transportation Association (NATA) and many of its member companies submitted comments on the specific reasons why the proposed mandatory security program for general aviation should not be imposed. NATA Members are encouraged to contact their Members of Congress requesting that they send a letter to the TSA urging that the LASP proposed rule be withdrawn.

Why It's Important

In October 2008, the TSA proposed the LASP rule that would govern operations for all aircraft weighing more than 12,500 pounds and require operators of those aircraft to implement an approved security program. The LASP proposal would, for the first time ever, require security programs for thousands of privately operated general aviation aircraft, while combining a number of security programs currently in place for general aviation, including the Twelve-Five Standard Security Program, into one program.

While there is a long list of reasons why the LASP is not a viable program, the central reason for opposing the rule is the economic impact on the general aviation industry. The TSA is required under the Regulatory Flexibility Act to weigh the costs of a proposed regulation against the anticipated benefits. The TSA has not validated that the benefits of this proposed rule outweigh the cost.

What to Do

[Contact your Members of Congress by visiting NATA's Legislative Action Center.](#) NATA's Legislative Action Center provides association members with a quick and easy way to email letters to their House and Senate members. Please act today!

NATA Position

The number of questions and inconsistencies in the proposed rule demonstrates that this rulemaking is not ready for publication as a final rule. NATA believes that the TSA must withdraw the LASP and work with the aviation industry on a means of security that is not detrimental to the industry. An official rulemaking committee should be assembled, such as the FAA's Aviation Rulemaking Committee (ARC), to address the issue going forward.

[Click here to read NATA's Comments on the LASP.](#)

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Status

Now that the public comment period has closed, it is essential that Members of Congress write to the TSA about the fundamental deficiencies of the proposed rule.

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