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COMMITTEE ON APPROPRIATIONS  
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MILITARY CONSTRUCTION AND  
VETERANS' AFFAIRS

**Congress of the United States**  
**House of Representatives**  
**Washington, DC 20515**

May 5, 2009

The Honorable Janet Napolitano  
Secretary, Department of Homeland Security  
U.S. Department of Homeland Security  
Washington, D.C. 20528

Dear Madam Secretary:

I am writing in regard to issues brought to my attention in relation to Security Directive (SD) 1542-04-08F released on December 10, 2008. Rural airport managers and pilots in my district have expressed concern over the implications of this directive issued by the Transportation Security Authority (TSA). Accessibility, cost and difficulty in implementation would create a disproportionate economic effect on rural commercial service airports and operational problems for general aviation pilots.

TSA's stated intent for this directive is to target individuals with regular and routine unescorted access to the Air Operations Area. The potential burdensome cost of implementation of the directive creates an unfunded mandate. More than ever, rural airports have fewer financial resources available to cover these requirements.

In addition, many of the affected airports are not staffed 24 hours a day, while others do not have the resources or capability to ensure that a pilot is escorted at all times. Accessibility is a critical element of general aviation, and hindering this access in any way would result in significant negative consequences for both the pilot and the airport. General aviation pilots could be faced with either avoiding a restricted airport altogether or violating the directive's requirements in order to land after the airport staff has left for the day, while the restricted airports would ultimately lose revenue and business. Many pilots use self-fueling stations and other services within the Air Operations Area, and severely restricting access to these services has the potential to cause delays and incur significant costs for airports and pilots as well.

As a pilot myself, I understand that safety and security are the underlying drivers in this directive, and I believe that most large, commercial airports are already in compliance with the requirements. However, the burden and unfunded costs to the smaller, rural airports where general aviation thrives would be devastating. The apparent "one size fits all" approach sought by TSA appears to be neither reasonable nor cost effective.

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The detrimental impact to the six commercial service airports in my district would extend beyond the business and leisure traveler. Interagency fire fighting operations and emergency care flights could be jeopardized by slower response times and inefficiencies, while creating monumental logistical problems. There are also concerns that the bulk of the costs from the directive will go to access control and fencing around the terminals and grounds. At some airports that cost could go as high as \$6 million. With a deadline for implementation of June 1, 2009, many of these requirements simply cannot be met, either financially or physically.

Many of my constituents feel that the directive is without clear rationale or justification. It puts undue burden on rural airports and general aviation personnel, stifles rural aviation, which is a lifeblood for many of these smaller communities, and it was created without input from the stakeholders. Therefore, I respectfully but forcefully request that you delay the deadline for the SD, and work with industry to find a solution. Thank you for your attention to this urgent matter.

Sincerely,

A handwritten signature in cursive script that reads "John T. Salazar". The signature is written in dark ink and is positioned above the printed name.

John T. Salazar  
Member of Congress