



**One Hundred Twelfth Congress**  
**U.S. House of Representatives**  
**Committee on Homeland Security**  
**Washington, DC 20515**

March 27, 2012

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

Dear Secretary Napolitano:

We write to indicate our strong interest in the Department of Homeland Security's (DHS) rulemaking regarding Aircraft Repair Station Security becoming final in this calendar year.

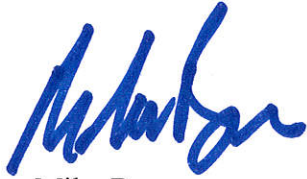
As you know, Congress mandated DHS to promulgate these rules in the 2003 Vision 100- Century of Aviation Reauthorization Act (P.L. 108 – 176 Section 611). Congress revisited the issue in the 2007 Implementing the Recommendations of the 9/11 Commission Act (P.L. 110 – 53 Section 1616), to again require the agency to complete this rulemaking. The 2007 law also barred the Federal Aviation Administration (FAA) from issuing an operating certificate to a new foreign repair station applicant if DHS failed to implement this rule within 240 days. As a result, since August of 2008, the FAA has been unable to certify new foreign repair stations, creating competitiveness issues for aviation manufacturers seeking to compete in foreign markets and weakening FAA's global safety leadership. It is unacceptable that a rulemaking first mandated in 2003 is still pending today.

Based on a recent letter from Administrator John Pistole to industry stakeholders, we understand that the rule will not be finalized until December 2012. As the leadership of the Subcommittee with jurisdiction over the agency, we respectfully request that you expedite this rulemaking before that date. If the current promised date is not met, we believe that alternative means such as orders or security directives to meet security requirements must be advanced. While we understand the myriad of issues facing both Transportation Security Administration and DHS, completing this rulemaking in 2012 must be accomplished to enhance security and address the economic consequences to industry, which have resulted from government inaction.

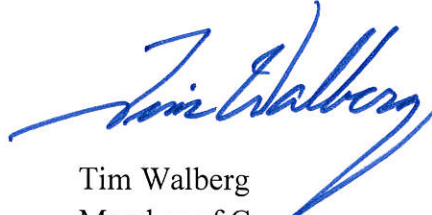
Recently, Assistant Administrator John Sammon and others from TSA recently briefed us on the status of this rulemaking and we request that you regularly brief the Subcommittee on your progress. In addition, Mr. Sammon indicated TSA's support for legislative action to ensure certification of new foreign repair stations can resume if the rulemaking encounters further delay.

Thank you in advance for your review of our request and we look forward to your prompt response.

Sincerely,



Mike Rogers  
Chairman  
Subcommittee on Transportation Security



Tim Walberg  
Member of Congress  
Subcommittee on Transportation Security