

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

November 16, 2007

The Honorable David Price  
Chairman  
Subcommittee on Homeland Security  
B-307 Rayburn HOB  
Washington, DC 20515

The Honorable Robert Byrd  
Chairman  
Subcommittee on Homeland Security  
Capitol S-131  
Washington, DC 20510

The Honorable Harold Rogers  
Ranking Member  
Subcommittee on Homeland Security  
1016 Longworth HOB  
Washington, DC 20510

The Honorable Thad Cochran  
Ranking Member  
Subcommittee on Homeland Security  
Capitol S-123  
Washington, DC 20510

Dear Congressmen and Senators:

In the coming weeks, the Senate and the House of Representatives will appoint conferees to resolve the differences between their respective versions of the Department of Homeland Security Appropriations Act of 2007. We encourage you to adopt two recommendations by the House as it pertains to aviation security under the Transportation Security Administration (TSA).

Our constituents in Colorado expect that we in Congress fully fund the departments and agencies that keep our nation secure. The TSA is critical to this mission, and should be given the resources needed to succeed. Therefore, we ask that the conferees adopt the House's mark of \$5.198 billion for aviation security, including \$4.218 billion for screening operations. The additional \$159 million above the Senate's recommendation would provide TSA the resources to better secure our airways.

As the nation's fourth largest airport, Denver International Airport (DIA) is crucial to the Colorado economy. However, the passenger growth at DIA has occurred at a time when its TSA staffing level has been reduced. Although TSA has done its best to optimize its operations there, security wait times are a problem. We believe that the increased funding provided in the House's version will help TSA deploy newer, more innovative screening technology for baggage and passengers. It will also allow TSA to hire and retain the best security force possible and train them on emerging threats against our aviation industry.

We also ask that the conference retain the House's recommendation that TSA adopt a plan to review assumptions of its staffing allocation model. We agree with the Government Accountability Office that the current model does not reflect numerous factors such as airline expansions or challenging airport layouts, which are both problematic at DIA. Correcting this matter would allocate TSA personnel levels at individual airports in a way that will better reflect the conditions there.

It is our belief that providing the more funding for technology, training, and personnel, as well as retooling the screening allocation model, will improve many of the short-term and long-term challenges TSA faces at DIA and nationally. Adopting these House positions in conference will strengthen our nation's security and boost the efficiency at our airports. Thank you for your consideration.

Sincerely,



Ed Perlmutter  
Member of Congress



Ken Salazar  
United States Senator

Cc: The Honorable David Obey