



## **RECOMMENDED SECURITY ACTION ITEMS FOR GENERAL AVIATION AIRCRAFT OPERATORS**

This document contains recommended Security Action Items (SAIs) for general aviation aircraft operators. Adoption of these measures is voluntary. The safe and secure operation of general aviation aircraft calls for the utmost vigilance by all general aviation operators. The SAIs listed in this document consist largely of a reorganization and amplification of recommendations that appear in Transportation Security Administration (TSA) Information Publication A-001, *Security Guidelines for General Aviation Airports*, dated May 2004, which is available on the TSA website at:

[http://www.tsa.gov/assets/pdf/security\\_guidelines\\_for\\_general\\_aviation\\_airports.pdf](http://www.tsa.gov/assets/pdf/security_guidelines_for_general_aviation_airports.pdf).

TSA has confirmed the value of these recommended measures during discussions, outreach sessions and security reviews with partners representing aircraft operators.

TSA is issuing these voluntary action items as measures that aircraft operators should consider when they develop, implement or revise security plans or in other efforts to enhance security. These action items are intended to provide guidance to aircraft operators as they implement security measures best suited to their particular circumstances. The SAIs should not conflict in any way with operational requirements outlined in federal regulations. Where any SAI appears to conflict with an existing law, regulation, rule, or TSA security program now in place, the provisions of the law, regulation, rule, or security program must be followed.

TSA recognizes that a wide diversity of aircraft operations exist within General Aviation (GA), and some of the suggested security measures may not be suitable for all aircraft operators, especially those with smaller-scale operations. Consequently, there are recommendations and guidelines contained in this document that might be considered highly beneficial for one type of operator while being virtually impossible to implement for another. The purpose of the document is to provide a list of options, ideas, and suggestions for the aircraft operator to choose from when considering implementation of security enhancements.

Where applicable, the goal of the participating aircraft operator should be the implementation of these action items to the fullest extent practicable consistent with the size and type of the operation. However, as a practical matter, each aircraft operator should decide which recommended SAIs are appropriate.

The SAIs are presented in four categories: Aircraft Security, Hangar Security, Passengers/Visitors, and Reporting Suspicious Activity.

## Aircraft Security

The main goal of enhancing GA aircraft operator security is to prevent the intentional misuse of GA aircraft for terrorist purposes and illegal activities. Proper securing of an aircraft is the most basic method of enhancing GA security of aircraft operations. While an effective layer for aircraft security, a lock is simply a delaying device and not a complete bar to entry. Pilots should employ multiple methods or layers of securing their aircraft to make it as difficult as possible for an unauthorized person to gain access.

Aircraft operators can employ multiple methods of securing their aircraft to make it as difficult as possible for an unauthorized person to gain access to it. Some basic methods of securing a GA aircraft include:

- Ensuring that door locks are consistently used to prevent unauthorized access or tampering with the aircraft;
- Storing the aircraft in a hangar, if available, and locking hangar doors;
- Ensuring that aircraft ignition keys are not stored inside the aircraft.



Aircraft operators are encouraged to use auxiliary locking mechanisms to further protect aircraft from unauthorized use. Commercially available options for auxiliary locking mechanisms include locks for propellers, throttle, and tie-downs.

## Hangar Security

Use of an aircraft hangar is encouraged at locations where available. Storage of aircraft in hangars is one of the most effective methods of securing the aircraft. Additionally, when storing an aircraft in a hangar:

- Ensure that all hangar/personnel doors are secured when unattended;
- Avoid hangar locks that have keys that are easily obtained or duplicated;
- Ensure that keys to hangar locks are accounted for at all times.

## Passengers/Visitors

Aircraft operators and/or the pilot-in-command should verify the identification of crew and passengers prior to departure. GA passengers are generally known to GA airport and aircraft operator employees; however it is important that all passengers are identified, with a particular focus on passengers that are not well known to the aircraft operator.

The aircraft operator should provide advance notification to passengers that they may be asked to provide a valid personal identification. Prior to passenger boarding, an aircraft operator should request from each person who appears to be 18 years of age or older a valid government-issued photo ID or corporate ID issued by the aircraft operator. Ultimately, the aircraft operator or pilot in command should ensure that the identity of all passengers has been verified, all occupants are on board at the invitation of the owner/operator, and that all baggage and cargo is known to the passengers.

### Reporting Suspicious Activity

The operator should immediately report to the Transportation Security Operations Center (TSOC) any threat information, as well as any suspicious incidents and activities that could affect the security of U.S. civil aviation (e.g., suspected hijacking, bomb threats, both specific and non-specific, information relating to the possible surveillance of an aircraft or airport facility, and correspondence that could indicate a potential threat to civil aviation) by calling the GA Secure hotline at 1-866-GA-SECURE (1-866-427-3287). The reports should include information on all threats, suspicious incidents, and activities provided to the operator by:



- A Federal, State, or local government agency;
- A foreign government;
- An operator employee or authorized representative;
- An airport operator;
- A private individual; or
- A Fixed Base Operator.

NOTE: In the event of an immediate emergency, 9-1-1 or local law enforcement should be contacted first. 1-866-GA-SECURE should be contacted after initial notification to local authorities.

Information reported to the GA Secure hotline should include, as available and applicable:

- The name of the reporting aircraft operator;
- The affected aircraft's flight number and tail number;
- Name and location of affected airport(s);
- Current location of the affected aircraft;
- A description of the incident/activity; and
- The names, and other biographical data, as available, of individuals involved in the threat, activity, or incident.

NOTE: An aircraft operator should not delay reporting if all of the aforementioned information is not immediately available.

An aircraft operator should immediately notify local law enforcement of any breach of security that could have an impact on airport security. Activity to report may include:

- Aircraft with unusual or unauthorized modifications;
- Unfamiliar persons loitering for extended periods in the vicinity of parked aircraft, in pilot lounges, or other areas deemed inappropriate;
- Pilots who appear to be under the control of another person;
- Persons who appear to be posing as pilots, security personnel, emergency medical personnel or using uniforms or vehicles to gain access to the airport;
- Persons presenting credentials that appear false or altered;
- Persons who present apparently valid credentials but who do not display a corresponding level of aviation knowledge;
- Any pilot who makes threats or statements inconsistent with normal uses of aircraft;
- Events or circumstances that do not fit the pattern of lawful, normal activity at an airport.

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