



# Transportation Security Administration

## *General Aviation Security*

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# TSA Strategy

**TSA has developed, and is in the process of executing, a strategy to ensure effective, efficient, and standardized operations within all modes of transportation.**

**In short, the strategy calls for:**

- **Completion of industry threat, vulnerability, and consequence assessments**
- **Development of baseline security standards**
- **Assessment of existing operator security status versus baseline standards**
- **Development of plan to close gaps in security standards**
- **Enhancement of systems of security**



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# Goal

*Address and improve the overall security posture of general aviation aircraft operating to, from, and within the United States.*

- **TSA uses a threat-based, risk management approach to further enhance GA security:**
  - ✓ **GA Security Action Items**
  - ✓ **Positive Pilot Identification**
  - ✓ **Secure Fixed Base Operator Program**
- **TSA is also looking to enhance security of international operations in a transparent and non-burdensome manner to industry**



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# Office of General Aviation

## Responsibilities include:

Using a *threat based, risk management approach* to develop strategies, policies, and programs to reduce the security risks and vulnerabilities associated with GA operations;

Recognizing the diversity that exists in the industry and that "*one size*" *security does not fit all stakeholders*;

*Working collaboratively with stakeholders* to develop creative methods to enhance security and develop, disseminate, and consistently apply a framework of appropriate Federal security standards;

*Understanding the global impact* of TSA security initiatives, and, where applicable, *harmonizing* with international industry best practices and security measures.



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# GA Definition and U.S. Population

**GA:** all operations other than regularly scheduled airlines or military aviation (*definition is unique to TSA*)

**Order of magnitude U.S. statistics:**

- ✓ **Over 200,000 aircraft**
- ✓ **Over 600,000 pilots**
- ✓ **Over 19,000 airports, heliports, and landing strips**

**Represents 77% of all flights in the United States**



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# Primary Scenarios

- **Aircraft used as a weapon (direct to target)**
- **Transport of malefactors**
- **Transport of potentially harmful materials**



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# GA Security Action Items

- **TSA continues to work with industry to enhance GA security through the development of various voluntary security action items:**
  - ✓ **In the process of developing security action items, similar in nature to the GA Airport Security Guidelines, for aircraft and fixed based operators**
  - ✓ **The baseline standards will include findings from an ongoing scientific study of weight thresholds, as well as stakeholder input**



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# Positive Pilot Identification

- **TSA is in the process of developing a method(s) to positively link the pilot with the aircraft they are operating.**
- **This will enhance our situational awareness of who or what is operating in the U.S. National Airspace System.**
- **TSA requests input and feedback from the stakeholder community on potential solutions.**



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# Secure Fixed Base Operator Program

- **TSA is engaged in proof-of-concept project with Fixed Base Operators at domestic and foreign airports**
  - ✓ **Identification checks of passengers and crew prior to boarding**
  - ✓ **Enhanced security and situational awareness**
- **Two locations currently operational; three more in coordination**
- **For valid proof-of-concept analysis, TSA intends to establish SFBOs at a variety of sites within the next 18 months**



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# Concept

- **Voluntary program**
- **Public-private partnership**
- **Confirmation of identities of persons traveling onboard GA aircraft**
- **Enhanced security awareness at site**



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# Approach

- **Host government concurrence is crucial first step**
- **Partnership**
  - ✓ **Currently with Signature Flight Support**
- **Site survey and training**
- **Minimal impact to operations**



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# Implementation

- **FBO Security Coordinator**
  - ✓ **Compares crew and passenger passports to APIS filings (commercial operators) or manifests (private operators)**
  - ✓ **Submits *flight* information to TSA**
  - ✓ **No personal data is transmitted to TSA!**
  
- **FBO staff trained to increase awareness**
  - ✓ **Incidents, threats, suspicious activity**
  - ✓ **Following initiation of appropriate local response, report called in to TSOC**



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# Near Term Evolution

- **Biometric card readers**
  - ✓ **Positive identification of pilots (both prior to departure and in-flight)**
  - ✓ **Card, fingerprint, and PIN**
  - ✓ **Small number for proof-of-concept**
- **Expansion to other countries/airports for better evaluation of effectiveness**



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# Next Steps

- **TSA Continues to engage government and industry stakeholders to:**
  - ✓ **Execute the strategy for general aviation security**
  - ✓ **Incorporate enhanced security measures to improve overall security for general aviation**



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