

TRANSPORTATION SECURITY ADMINISTRATION



General Aviation Security



March 2023



TSA and Regulated Airports

What Does TSA Regulate?

- **Complete Security Programs** - 49 CFR § 1542.103(a)
- **Supporting Security Programs** - 49 CFR § 1542.103(b)
- **Partial Security Programs** - 49 CFR § 1542.103(c)

Your airport will be required to adopt a **Complete Security Program** when:

Each airport operator regularly serving operations of an aircraft operator as follows:

- A scheduled passenger or public charter passenger operation with an aircraft having a passenger seating configuration of 61 or more seats
- A scheduled passenger or public charter passenger operation with an aircraft having a passenger seating configuration of 60 or fewer seats when passengers are enplaned from or deplaned into a sterile area.

Your airport will be required to adopt a **Supporting Security Program** when:

Each airport regularly serving operations of an aircraft operator as follows:

- A scheduled passenger or public charter passenger operation with an aircraft having a passenger seating configuration of 60 or fewer seats when passengers are enplaned from or deplaned into a sterile area.
- **Private charter program** -
 - The passengers are enplaned from or deplaned into a sterile area; or
 - the aircraft has a maximum certificated takeoff weight greater than 45,500 kg (100,309.3 pounds), or a passenger-seating configuration of 61 or more, and is not a government charter under paragraph (2) of the definition of private charter in §1540.5 of this chapter.



TSA and Regulated Airports cont.

Your airport will be required to adopt a **Partial Security Program** when:

Each airport regularly serving operations of an aircraft operator as follows:

- A scheduled passenger or public charter passenger operation with an aircraft having a passenger-seating configuration of 31 or more but 60 or fewer seats that does not enplane from or deplane into a sterile area.
- A scheduled passenger or public charter passenger operation with an aircraft having a passenger-seating configuration of 60 or fewer seats engaged in operations to, from, or outside the United States that does not enplane from or deplane into a sterile area.

How will I plan for each of these programs?

- Please contact your local Transportation Security Inspector as soon as possible and we will assist your airport through this complex process, keeping in mind that expansion takes time, money, and planning.

- **Category X:** An airport regularly serving operations of an aircraft operator or foreign air carrier pursuant to 49 CFR § 1544.101(a)(1) or 49 CFR § 1546.101(a) and the number of annual enplanements is 5 million or more and international enplanements are 1 million or more.
- **Category I:** An airport regularly serving operations of an aircraft operator or foreign air carrier pursuant to 49 CFR § 1544.101(a)(1) or 49 CFR § 1546.101(a) and the number of annual enplanements is 1.25 million or more.
- **Category II:** An airport regularly serving operations of an aircraft operator or foreign air carrier pursuant to 49 CFR § 1544.101(a)(1) or 49 CFR § 1546.101(a) and the number of annual enplanements is 250,000 or more, but less than 1.25 million.
- **Category III:** An airport regularly serving operations of an aircraft operator or foreign air carrier pursuant to 49 CFR § 1544.101(a)(1) or 49 CFR § 1546.101(a) and the number of annual enplanements is less than 250,000.
- **Category IV:** An airport regularly serving operations of an aircraft operator or foreign air carrier pursuant to 49 CFR §§ 1544.101(a)(2) or 1544.101(b) or 49 CFR §§ 1546.101(c) or 1546.101(d).

- **Note: there are 13 regulated airports in North and South Dakota**



Program Building Resources

General Aviation Airport Security Program: *Requirements*

- I. Introduction
- II. Communication Plans
- III. Airport Facilities
- IV. Law Enforcement Support/Surveillance Procedures
- V. Incident Management

GAO General Aviation Security Assessment: *Informational*

- Background information
- Security Measures and Potential Vulnerabilities
- Incidents of Unauthorized access
- Agency comments and evaluation

Note: To request digital copies of these reference documents, please fill out the sign-up sheet provided by the presenter.



TSA and General Aviation Interactions

if you
SEE
something

SAY
something™

If You See Something Say Something™ used with permission
of the NY Metropolitan Transportation Authority.



“If You See Something, Say Something™” is a national campaign by the U.S. Department of Homeland Security that raises public awareness on suspicious activities, behaviors or situations that may suggest acts of terrorism or terrorism-related crimes.



In this ever-changing world, we are reminded to maintain vigilant and recognize when a threat may be present. Citizens play a pivotal role in reporting suspicious activities to law enforcement authorities, which may help prevent or deter an attack in places frequented by all of us.



Suspicious Activity Reports in the Dakotas

- Barefoot Bandit - Committed various airport burglaries throughout South Dakota, Wyoming, Nebraska, and Iowa. (Spearfish, Yankton, and Pierre) Vehicles and aircraft were stolen.
- Williston Basin - Suspicious Individuals Reported
- Minot - Suspicious Individuals Reported
- Ahmed Olasunkahmi Salau - Attempted to gain unauthorized access to various GA airports and Fixed Based Operators across the Mid-west and East Coast. Salau would pose as a passenger, employee, or crew member in an effort to gain access and information about individuals and facilities.



Incident Reporting

Reporting Procedures:

- For incidents involving critical and immediate incidents or threats, contact local Emergency Dispatch, call 9-1-1.
- For incidents or situations that are not immediate or critical, report them to the airport operator.
- The **GA-SECURE** hotline, is a centralized reporting system for general aviation wishing to report suspicious activity at their airfield.

**Don't let our planes
get into the
wrong hands.**

If you question it, report it.
Call local law enforcement.
Report to your airport manager.

**Call 866/GA-SECURE
(1-866-427-3287)**

 Transportation
Security
Administration

The advertisement is a red rectangular box with a black border. It contains white text. At the top, it says "Don't let our planes get into the wrong hands." in a large, bold font. Below that, in a smaller font, it says "If you question it, report it. Call local law enforcement. Report to your airport manager." At the bottom, it says "Call 866/GA-SECURE (1-866-427-3287)" in a bold font. In the bottom left corner, there is a small TSA logo and the text "Transportation Security Administration".



Incident Reporting

Reporting Information:

- Suspicious activity observed
- Type of incident observed
- Date
- Time
- Aircraft registration number
- Airport location
- Physical appearance of suspicious person(s) - gender, age, height, clothing, etc.
- Other relevant information



Eight Signs of Terrorism

GA operators can assess and identify potential threats through their engagement with customers and passengers.

Possible indicators include:

- **Surveillance** - discretely recording or observing potential activity.
- **Elicitation** - trying to gain out of the ordinary operational information.
- **Tests of Security** - measuring reaction times to security breaches or attempts to penetrate physical barriers.
- **Funding** - suspicious transactions involving large cash transactions, such as when purchasing fuel or even aircraft.
- **Supplies** - purchase or storage of large quantities of explosive or explosive-making materials, weapons, munitions, chemicals, or biological agents, that may seem out of place or context.
- **Suspicious People** - seem out of place, impersonating pilots, airport line personnel, law enforcement, security, or employees.
- **Rehearsal** - “dry-run” positioning and movement without actually committing a terrorist act.
- **Deployment** - movement of personnel and equipment into position to commit a terrorist act.

Last chance to thwart an act of terrorism.



Security Enhancements

Passengers/Visitors Recommendations:

- Develop guidelines and methods to escort visiting individuals when appropriate.
- Positively identify vendors, contractors, and visitors before allowing them access.
- Prior to boarding, verify the identity of all passengers and ensure all baggage/cargo is identified by the passengers.

Student Pilots:

- Require flight students to use proper entrances and exits to ramp areas.
- Consider having student pilots check in with a specific employee for positive identification before being allowed access to parked aircraft.
- Establish a key control system to limit student pilot access to aircraft keys.

Aircraft Rentals:

- Verify the identity by checking for a government-issued photo ID, airman certificate, and current medical certificate, as necessary.
- Provide first-time rental customers with local airport operations familiarization, security responsibilities, and security awareness training.

Transient Pilots:

- Establish a sign-in/sign-out procedures for all transient operators and associate them with their aircraft.



Security Enhancements

Aircraft:

The most basic method of security is to properly secure aircraft. Employing multiple methods makes it difficult for unauthorized access to occur.

- Lock doors
- Use keyed ignitions
- Controlling Access to Keys
- Storing aircraft in a hangars
- Locking hangar doors
- Locks for propellers, throttle, and tie-downs
- Do not store keys inside the aircraft
- Positive key hand off
- Using heat shields and aircraft covers to block visibility of contents

Note: Locks are simply delay devices, the more you have the longer it takes to bypass, increasing the probability of an unauthorized person being detected.



Security Enhancements

Security Features:

- **Fencing** - Physical barrier, visual deterrent, and wildlife barrier
- **Gates** - Impedes vehicular traffic, enforce "stop and wait" for automated gates
- **Lighting** - Heightened visibility
- **Walls** - Physical barrier
- **Natural barriers** - Creeks, rivers, tree lines, ditches, etc.
- **Patrols** - Facility personnel or local law enforcement
- **Closed-circuit Television (CCTV)** - Cost effective compared to the past equipment
- **Intrusion Detection Systems (IDS)** - Higher cost can be associated
- **Signage** - Low-cost visual deterrent
- **ID systems** - Varying levels of cost



Dakotas Compliance Leadership

Federal Security Director of North and South Dakota:

- David Durgan (Bismarck, ND)
 - W: 701-255-5301

Assistant Federal Security Director - Inspections of North and South Dakota:

- Ingeborg Richter (Sioux Falls, SD)
 - W: 605-330-2538
 - C: 605-359-2842

Supervisory Transportation Security Inspector of North and South Dakota:

- Nicole Sandford (Bismarck, ND)
 - W: 701-255-5320
 - C: 701-361-1848



Transportation Security Inspectors

North Dakota Inspectors:

Erika Barnick (Bismarck, ND)

- C: 701-202-9556

George Blaess (Fargo, ND)

- C: 701-212-3105

Steven Botelho (Fargo, ND)

- C: 701-202-6817

Brooke Rued (Fargo, ND)

- C: 701-426-5779

South Dakota Inspectors:

Jon Christensen (Sioux Falls, SD)

- C: 605-359-9849

Maria Davie (Sioux Fall, SD)

- C: 605-630-6238

Robert Weidner (Sioux Falls, SD)

- C: 605-499-8031

Michael Hickman (Rapid City, SD)

- C: 605-390-3757

QUESTIONS?



To become a partner,
send an email to seesay@hq.dhs.gov and include:

1. The entity you represent
2. Your name and contact information (phone, email)
3. The city and state in which your entity is located

