


TSA End User Agreement and Usage Warning - Microsoft Internet Explorer

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Transportation Security Administration

TSA End User Agreement and Usage Warning

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- Unauthorized or improper use or access of this system may result in disciplinary action, as well as civil and criminal penalties.
- By using this information system, you understand and consent to the following:
 - You have no reasonable expectation of privacy when you use this information system; this includes any communications or data transiting or stored on this information system. At any time, and for any lawful government purpose, the government may, without notice, monitor, intercept, search and seize any communication or data transiting or stored on this information system.
 - The government may disclose or use any communications or data transiting or stored on this information system for any lawful government purpose, including but not limited to law enforcement purposes.
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**Transportation
Security
Administration**

General Aviation Airport Vulnerability Assessment Survey

Although TSA does not currently have grant funds available for GA airports, the agency has been tasked to evaluate the feasibility of a grant program.

Please check if you are interested in receiving information on any possible security grant program for GA airports. The results of this assessment are protected from disclosure as Sensitive Security Information (SSI) under 49 CFR Parts 15 and 1520.

Through this information collection, TSA is requesting selected candidates to complete a self-assessment of airport security measures. The public burden for this collection of information is estimated to be approximately 20-30 minutes. This is a voluntary collection of information and you will need to provide us with information regarding security practices at your airport. Send comments regarding this burden estimate or any other aspect of this collection to: TSA-11, Attention: PRA 1652-XXX, 601 South 12th Street, Arlington, VA 22202 . An agency may not conduct or sponsor, and persons are not required to respond to, a collection of information unless it displays a currently valid OMB control number. The OMB control number assigned to this collection is 1652- XXX, which expires dd/mm/yyyy.

FAA Identifier:

Airport Name:

Operator Info

Name:

Street Address:

City:

Two-letter State Abbreviation:

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Two-letter State Abbreviation:

Zip Code:

Airport Manager Info

Name:

Telephone:

Format: (999) 999-9999

Fax:

Format: (999) 999-9999

email:

Airport Sponsor Name:

Are you are interested in receiving information on any possible security grant program for GA airports?

Yes
 No

Is this airport a private use facility?

Yes

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No

Does this airport have any scheduled commercial service?

Yes
 No

Does this airport have a state-required security program?

Yes
 No

Does this airport have a security program required by another entity?

Yes
 No

Does this airport have a voluntary security program?

Yes
 No

Vulnerability Factors

Please check all that apply to your facility.

Location

- Within 30 nm of mass population areas (Area with a total metropolitan population of at least 100,000 people)
- Within 30 nm of a sensitive site (Areas that would be considered key assets or critical infrastructure of the United States. Sensitive sites can include certain military installations, nuclear and chemical plants, centers of government, monuments and iconic structures, and/or international ports)
- Falls within outer perimeter of Class B airspace (Airspace from the surface to 10,000 feet that surrounds the nation's busiest airports)
- Falls within the boundaries of restricted airspace

Based Aircraft (the number of aircraft reported to the FAA)

- Greater than 101 based aircraft
- 26-100 based aircraft
- 11-25 based aircraft
- 10 or fewer based aircraft
- Based aircraft over 12,500 lbs

Runways

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- 26-100 based aircraft
- 11-25 based aircraft
- 10 or fewer based aircraft
- Based aircraft over 12,500 lbs

Runways

Facilities with multiple runways should only consider the longest runway on the airport. Airports at higher elevations may need longer runways to accommodate even the smallest of aircraft. It is not the intent of this survey to assess points for a longer runway if it is unrealistic that the runway could be used for larger aircraft operations.

- Runway length equal to or greater than 5000 feet
- Runway length less than 5000 feet, greater than 2001 Feet
- Runway length 2000 feet or less
- Asphalt or concrete runway

Operations

- Part 135 operations (Commuter or on-demand operations)
- Part 137 operations (Agricultural aircraft operations)
- Part 125 operations (Medium aircraft operations. 10 to 30 seats, excluding required flight-crew member seat, or a payload capacity of 3140 kg or less and a Maximum Certified Take-off Weight of greater than 5700 kg.)
- Flight training in aircraft over 12,500 MTOW (i.e. King Air 400 or larger)
- Maintenance, repair, and overhaul facilities
- Rental Aircraft
- Flight Training
- Over 50, 000 annual aircraft operations

Mitigation Factors

The factors listed below are some of the measures airport operators, managers, and sponsors should consider when they develop, implement, or revise security plans or other efforts to enhance security at their airport. These items are not required by the TSA, and not all factors listed below are suitable for every airport. Each airport official should determine the level of security mitigation appropriate for their operation.

Please check all factors that apply to your facility.

Operations

- 24/7 airport staffing
- Operating air traffic control tower on field
- Other (please specify)

If you selected other, please specify:

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Please check all factors that apply to your facility.

Operations

- 24/7 airport staffing
- Operating air traffic control tower on field
- Other (please specify)

If you selected other, please specify:

Perimeter Fencing/Physical Barriers

- 6' Chain-link fence with barbed wire on top
- 6' Chain-link fence - No barbed wire
- Natural barrier (e.g., water)
- None
- Other (please specify)

If you selected other, please specify:

Hangars

- Hangar/personnel doors secured when unattended
- Marked and numbered for emergency response
- Alarm/intrusion detection systems installed and active
- 0-25% of aircraft stored in hangars
- 26-50% of aircraft stored in hangars
- 51-75% of aircraft stored in hangars
- 76-100% of aircraft stored in hangars

Closed Circuit Television Coverage Areas (CCTV)

- Terminal
- Access gates
- Hangar areas

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Closed Circuit Television Coverage Areas (CCTV)

- Terminal
- Access gates
- Hangar areas
- Monitored 24/7
- Monitored during airport office hours
- Unmonitored
- Intrusion detection system
- Other (please specify)

If you selected other, please specify:

Access Controls

- Magnetic Card Readers
- Pin Codes
- Magnetic Card Reader/Pin Code combination device
- Biometrics (fingerprint, iris scan, etc.)
- Lock & Key
- Vehicle Gates (guard attended)

Lighting System Coverage Areas

- Terminal area
- Vehicle thoroughfares
- Pedestrian thoroughfares
- Hangars/AOA areas
- Fuel farms
- Perimeter fence-line
- Connected to emergency power source
- Other (please specify)

If you selected other, please specify:

Personnel ID System

- Airport-issued ID badges or cards
- ID badge/card application procedure (background checks, etc.)
- Accountability for lost/stolen ID badges/cards
- Temporary airport ID badges/cards
- Uniforms which display logo or other identifiable markings

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Vehicle ID System

- Special paint schemes or markings
- Decal in specified location or hang tags

LEO Support

- On-site law enforcement officer(s)
- Routine patrol of airport facilities by LEOs
- Random patrol of airport facilities by LEOs
- Local LEO support as requested
- Security committee

Signs

- Posted at all access roads leading to airport
- Posted on all vehicle/pedestrian gates
- Posted on perimeter fencing so that observer is able to see next sign in both directions

Documented Security Procedures

- Security awareness training required for tenants
- Security awareness training required for all employees
- Aircraft security
- Pedestrian/vehicle gate access
- Challenge procedures
- Reporting of suspicious behavior
- Positive passenger/cargo/baggage ID
- All aircraft secured
- Community watch program
- Contact list

Please list, in order of importance (the first one being most important), your security concerns:

Please list your second most important security concern:

Please list your third most important security concern:

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Local EOC support as requested
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Thank you for completing the TSA General Aviation Vulnerability Assessment. The information you provided will be used to better understand the security needs of the GA community.

A copy of your responses and scores will be emailed to you shortly.

(1 of 1)

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