General Aviation Airport Vulnerability Assessment Survey

This assessment is based on the requirements of the 9/11 Commission Recommendation Act of 2007 directed by Congress. The Act required the TSA to develop and implement a standardized threat and vulnerability assessment program to measure the current vulnerabilities at General Aviation (GA) airports. In addition, the assessment data will also provide necessary background information and context for the development of security measures and policies, with industry stakeholders.

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. Please 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 20598. 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.

Definitions:
Airport Manager – A person who oversees daily airport operations and ensures compliance with all federal, state and local regulatory requirements.

Aircraft Operator – A person who holds a private charter program under 49 CFR 1544.101(f) that requires compliance with all or portions of a security program.
Assessment - the act of judging or assessing a person or situation or event.
Federal Aviation Administration Identifier (FAA Identifier) - A symbolic representation for the name and the location of an airport, navigation aid, or weather station, and is used for manned air traffic control facilities in air traffic control, telecommunications, computer programming, weather reports, and related services.
Factor - anything that contributes causally to a result.
Mitigation - the action of lessening in severity or intensity.

FAA Identifier:

Airport Name:

Operator Info

Name:

Street Address:

City:

Two-letter State Abbreviation:

Zip Code:

Airport Manager Information

Name:

Telephone:

Format: (999) 999-9999

Fax:

Format: (999) 999-9999

email:

Airport Sponsor Name:

[   ]

Is this airport a public use facility?

○ Yes

○ No

Does this airport have any scheduled commercial service?

○ Yes

○ No

Does your state or local government require a General Aviation Security Program?

○ Yes

○ No

Vulnerability Factors

Please answer each question Yes/No about your facility.

Location

Within 30 nm of densely populated area (Area with a total metropolitan population of at least 100,000 people)

○ Yes

○ No

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)

○ Yes

◉ No

Falls within or underneath Class B airspace (Airspace from the surface to 10,000 feet that surrounds the nation's busiest airports)

○ Yes

○ No

Falls within the boundaries of restricted airspace

○ Yes

○ No

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

Runways

Facilities with multiple runways should only consider the longest runway on the airport.

○ Runway length greater than or equal to 5000 feet

○ Runway length less than 5000 feet, greater than 2001 Feet

○ Runway length 2000 feet or less

Please select each of the following that applies to your airport operations.

Part 380 operations(scheduled charters)

○ Yes

○ No

Part 135 operations (Commuter or on-demand operations)

○ Yes

○ No

Part 137 operations (Agricultural aircraft operations)

○ Yes

○ No

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.)

○ Yes

○ No

Flight training in aircraft over 12,500 MTOW (i.e. King Air 400 or larger)

○ Yes

○ No

Maintenance, repair, and overhaul facilities

○ Yes

○ No

Rental Aircraft

○ Yes

○ No

Flight Training

○ Yes

○ No

Over 50, 000 annual aircraft operations

○ Yes

○ No

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 factors below are recommended by TSA to enhance airport security 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 answer each question about check all factors that apply to your facility.
Operations

24/7 airport staffing

○ Yes

○ No

Operating air traffic control tower on field

○ Yes

○ No

Perimeter Fencing/Physical Barriers

6' Chain-link fence with barbed wire on top

○ Yes

○ No

6 ' Chain-link fence - No barbed wire

○ Yes

○ No

Natural barrier (e.g., water)

○ Yes

○ No

None

○ Yes

○ No

Hangars

Hangar doors secured when unattended

○ Yes
○ No

Marked and numbered for emergency response

○ Yes
○ No

Alarm/intrusion detection systems installed and active

○ Yes
○ No

What percentage of aircraft are stored in hangars?

○ 0-25% of aircraft stored in hangars
○ 26-50% of aircraft stored in hangars
○ 51-100% of aircraft stored in hangars

What areas are covered by closed Circuit Television Coverage (CCTV)

Terminal

○ Yes
○ No

Access gates

○ Yes
○ No

Hangar areas

○ Yes

○ No

Monitored 24/7

○ Yes
○ No

Monitored during airport office hours

○ Yes
○ No

Unmonitored

○ Yes
○ No

Access Controls

Magnetic Card Readers

○ Yes
○ No

Pin Codes

○ Yes
○ No

Magnetic Card Reader/Pin Code combination device

○ Yes
○ No

Biometrics (fingerprint, iris scan, etc.)

○ Yes
○ No

Lock & Key

○ Yes
○ No

Vehicle Gates (guard attended)

○ Yes
○ No

Lighting System Coverage Areas

Terminal area

○ Yes
○ No

Vehicle thoroughfares

○ Yes
○ No

Pedestrian thoroughfares

○ Yes
○ No

Hangars/AOA areas

○ Yes
○ No

Fuel farms

○ Yes
○ No

Perimeter fence-line

○ yes

○ No

Connected to emergency power source

○ Yes

○ No

Personnel ID System

Airport-issued ID badges or cards

○ Yes

○ No

ID badge/card application procedure (background checks, etc.)

○ Yes

○ No

Accountability for lost/stolen ID badges

○ Yes

○ No

Temporary airport ID badges/cards

○ Yes

○ No

Uniforms which display logo or other identifiable markings

○ Yes

○ No

Transient pilot sign-in/out procedures

○ Yes

○ No

Vehicle ID System

Special paint schemes or markings

○ Yes

○ No

Decal in specified location or hang tags

○ Yes

○ No

LEO Support

On-site law enforcement officer(s)

○ Yes

○ No

Routine patrol of airport facilities by LEOs

○ Yes

○ No

Random patrol of airport facilities by LEOs

○ Yes

○ No

Local LEO support as requested

○ Yes

○ No

Security committee

○ Yes

○ No

Signage

Posted at all access roads leading to airport

○ Yes

○ No

Posted on all vehicle/pedestrian gates

○ Yes

○ No

Posted on perimeter fencing so that observer is able to see next sign in both directions

○ Yes

○ No

Documented Security Procedures

Security awareness training required for tenants

○ Yes

○ No

Security awareness training required for all employees

○ Yes

○ No

Aircraft security

○ Yes

○ No

Pedestrian/vehicle gate access

○ Yes

○ No

Challenge procedures

○ Yes

○ No

Reporting of suspicious behavior

○ Yes

○ No

Positive passenger/cargo/baggage ID

○ Yes

○ No

All aircraft secured

○ Yes

○ No

Community watch program

○ Yes

○ No

Contact list for airport personnel

○ Yes

○ No

Optional

The measures are optional to selected participants and participants will be categorized depending on their answer from 1-5. Additionally, TSA gets a view of the most requested security enhancement.

1) [   ]

2) [   ]

3) [   ]

4) [   ]

5) [   ]

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.

The assessment data will also provide necessary background information and context for the development of security measures/policies, with industry stakeholder input, that are reasonable and feasible to implement (e.g. feasibility for a future GA funding assistance mechanism as it becomes available to TSA).

[Submit Survey] (1 of 1)