

THE IOWA DOT OFFICE OF AVIATION SUPPORTS



REPORT ALL SUSPICIOUS ACTIVITY

1-866-GA-SECURE

Flight Schools, FBOs, Flight Instructors and Student Pilots

Citizenship verification is required for all individuals seeking flight training for a new rating or certificate. Background checks of foreign nationals seeking instruction in aircraft are required. All flight instructors and flight schools should be familiar with procedures and requirements for checking potential student identification. TSA rules vary for training in aircraft more than 12,500 pounds and for aircraft 12,500 pounds or less.

More information may be obtained by calling the Alien Flight Student Program at 703-542-1222 or at the TSA Web site <https://www.flightschoolcandidates.gov>. It may also be helpful to consult AOPA's web site at http://www.aopa.org/tsa_rule/.



Pilots, tenants and the general public should adhere to posted signs.

Flight schools are required to conduct a security awareness program for flight school employees to increase their awareness of suspicious circumstances and individuals enrolling in or attending flight school. The TSA on-line Flight School Security Awareness Training module is available at <http://download.tsa.dhs.gov/fssa/training/index.html>.

The following guidelines are recommended for flight schools regarding student pilot access to aircraft:

1. control aircraft ignition keys so that the student cannot start the aircraft until the instructor is ready for the flight to begin; or
2. limit student pilot access to aircraft keys until the student pilot has reached an appropriate point in the training curriculum; or,
3. consider having any student pilot check in with a specific employee (i.e. dispatcher, aircraft scheduler, flight instructor or other management official) before being allowed access to parked aircraft; or,
4. have the student sign or initial a form and not receive keys until an instructor or other management official also signs or initials; or,
5. when available, use an ignition key which is different from the door lock key. The instructor would provide the ignition key when he or she arrives at the aircraft.

GA Security for Airport Personnel, Pilots and Tenants

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General Aviation Security

for Airport Personnel, Pilots, and Tenants

January 2005

The following general aviation security guidelines have been adapted from the National Working Group on General Aviation Security. This group consisted of members from the nation's major aviation associations. In 2003 the group submitted a report on general aviation security to the Transportation Security Administration (TSA).

The following guidelines from the report affect airport personnel, pilots and tenants. Additional guidelines on airport security have been shared with airport managers and sponsors. The most up-to-date general aviation security guidelines are posted on the Iowa Department of Transportation's Office of Aviation Web site, iawings.com.



Parked aircraft should be secured to prevent unauthorized use.

Suspicious Activity

Any suspicious activity at a general aviation airport should be reported to the following:

- Airport officials
- Local law enforcement (911 in an emergency)
- Department of Homeland Security (1-866-GA-SECURE)

Passengers & Cargo

Occupants aboard a general aviation aircraft are often known to the pilot and airport personnel.

When that is not the case, pilots are encouraged to verify the identity of passengers and any cargo placed on board an aircraft. Any suspicious packages or cargo-loading activities should be reported to local law enforcement.

Pilot Identification

All pilots must carry government-issued photo identification along with their pilot's license. The FAA began issuing new security-enhanced airman certificates in July 2003 for new pilots, rather than paper certificates that were previously issued.

Temporary Flight Restrictions (TFRs)

Temporary flight restrictions (TFRs) frequently change, depending on current events and the movement of the President. Pilots are urged to routinely check with Flight Service or DUAT for TFRs before any flight – and to adhere to the flight restrictions.



Keys should be removed when an aircraft is not attended.

Aircraft

Access to an aircraft should be made as difficult as possible for an unauthorized person.

Hangars: Aircraft should be stored in hangars whenever possible. Hangar doors should be shut and locked when tenants are not in attendance and aircraft are in the hangars. Aircraft should be locked and the ignition keys removed.

Aprons: Aircraft parked on aprons should be locked and the ignition keys removed. The aircraft should be tied down and an auxiliary locking system may be considered to further protect the aircraft from unauthorized use. Examples of auxiliary locking systems include locks for propellers, throttle, prop controls and tie-downs.

Transient Pilots

Airport managers are encouraged to develop sign-in/sign-out procedures for all transient operators that identify their parked aircraft.

Aircraft Rental

Fixed base operators are encouraged to adopt the following recommendations:

1. Verify the identity of an individual renting an aircraft by checking a government-issued photo ID, as well as the airman certificate and current medical certificate (if necessary for that operation).
2. In addition to any aircraft-specific operational and training requirements, a first-time rental customer should be familiarized with local airport operations, including security procedures used at the facility.
3. Operators renting aircraft should be alert to suspicious activities and report to appropriate officials any individuals who inquire about aircraft rental but do not possess the necessary knowledge or certifications to operate such an aircraft.



Hangars should be closed and locked.