RECURRENT FLIGHT SCHOOL SECURITY AWARENESS (FSSA) TRAINING

By completing Sections 1 through 4 of this program and the accompanying documentation, you will have met the requirements of 49 C.F.R. § 1552.23(d), which requires recurrent FSSA training for active flight and ground instructors and flight school employees who have direct contact with flight students.

Contents

- This recurrent FSSA training program contains a discussion of the following:

  - **<u>Section 1</u>. Any new security measures or procedures implemented by the flight school or airport operator**. This section provides a review of security improvements for discussion.

  - **<u>Section 2</u>. Any security incidents at the flight school or airport, and any lessons learned as a result of such incidents.** This section provides a brief discussion of items that should be reviewed with your flight school or your airport management.

  - **<u>Section 3</u>. Any new threats posed by, or incidents involving, general aviation aircraft contained on the TSA Web site.**

  - **<u>Section 4</u>. Any new TSA guidelines or recommendations concerning the security of general aviation aircraft, airports, or flight schools.**

Section 1

- **Review information regarding any new security measures or procedures implemented by the flight school or airport.**

- While there is nothing really new in our airport security, the basics will serve us well
  - LOOK OUT
  - LOCK UP
  - KNOW WHO TO CALL—remember, Ruston Regional is Ruston city property. If in doubt, call 911.

Look out, Lock up

- Report damage to any perimeter fencing or warning signs deterring trespassers
- Airport and fuel area lighting—is it working?
- Uniforms or identification for airport employees—take note of anyone not sporting a Tech polo shirt or Ruston Aviation uniform.
- Standards for securing aircraft on the ramp—all Tech aircraft are locked whenever not in use.
- Securing access to aircraft keys at all times—dispatchers ensure this, but back them up. It's of particular importance when CFI's self-dispatch.
- Aircraft security when not at home base is doubly important.

Alien students

- Require specific TSA authorization and chief instructor approval
- Do not begin training a foreign student until you have spoken to the chief instructor

Section 2

- **Discuss any security incidents at the flight school or airport and any lessons learned as a result of such incidents.**

- We are fortunate to have had no incidents

- Review the nationwide security incidents included in Section 3 below.

Section 3

- **Any new threats posed by or incidents involving general aviation aircraft contained on the TSA Web site.**

Importance of Citizenship Verification

- A flight school instructor who had received TSA FSSA training reported the suspicious activity of a flight student to the TSA hotline at the Transportation Security Operations Center. The vigilance and responsiveness of the flight school instructor, in combination with the new regulations on alien flight training, led to appropriate authorities being notified about the student's unusual behavior. The student was identified as an undocumented alien and denied training. This is an excellent example of how the general aviation community can help protect their communities and the nation's transportation infrastructure.

Theft of aircraft or aviation related equipment

- Preventing unauthorized access to aircraft and sensitive airport areas is of critical importance to the overall success of general aviation security. There were numerous reported incidents of aviation equipment theft from aircraft parked on general aviation ramps. Many of these locations were rural with little or no security patrols overnight. Locking your aircraft and/or storing your aircraft in a locked hangar when possible presents a barrier to the potential thief.

Incidents

- Last year, a 10-passenger, Cessna Citation jet owned by a charter company was stolen from an airport in the southeastern U.S. and flown to an airport in the vicinity of a major U.S. city. The Cessna Citation is a $7 million dollar jet aircraft commonly used by charter operators, corporate aviation departments, and private owners. There was no apparent connection to terrorism. Crime scene investigators were able to obtain all the forensic evidence necessary from the aircraft to identify the thief.

- In mid-June 2005, a 14-year old stole a Cessna 152 from an airport. The thief gained airport access by walking through an unlocked gate. The Cessna he stole was on the ramp, unlocked, with the ignition key on a clipboard inside the unsecured aircraft. He flew the aircraft over portions of the city before he crash-landed on an airport road.

- Only days later, an intoxicated man stole a small plane from a Connecticut airport and took two friends on an early morning joyride. He eventually landed the aircraft on a closed taxiway at a New York airport and was arrested by security officers.

- These are just three examples of lapses in security measures that resulted in unauthorized aircraft access and/or theft.

- There were several reported incidents of aviation equipment, including critical navigation instruments being stolen from parked, unsecured aircraft on general aviation ramps. In almost every case there was little or no perimeter security, no human presence after hours, and aircraft were left outside and unlocked.

Suspicious Activity at General Aviation Airports

- Over the past year TSA received reports of suspicious activity at general aviation airports including unauthorized access to the ramp and aircraft, surveillance of the airport by individuals who refuse to identify themselves and do not remain for questioning by authorities, and unusual actions by students and potential aircraft renters. While these activities do not necessarily indicate that the individual is engaging, or planning to engage, in a criminal or terrorist act, it may be useful information when compared to other intelligence data.

  - Both helicopter and fixed wing aircraft instructors continue to report suspicious actions and questions from students. One student insisted on taking aerial photographs of military installations and power plants. There have been several incidents of photographic and visual surveillance of general aviation airports over the past year. In almost every instance, the individuals flee when they are discovered.

Violation of Air Defense Identification Zone (ADIZ) airspace

- Pilots continue to violate the long-standing and charted Air Defense Identification Zone (ADIZ) surrounding the Washington, D.C., area. Many of the violators are notified by the FAA quickly and vectored out of the airspace. However, some aircraft cause considerably more commotion. For example, a wayward Cessna flew into restricted airspace over Washington, D.C., in May of 2005. This transgression prompted an evacuation of the White House, the Capitol, and the Supreme Court.

- Airspace security is serious business. Every pilot is responsible for obtaining information pertinent to their route of flight. Checking Notices to Airmen (NOTAMs) and reviewing the charted route of flight before departure is the responsibility of the pilot in command. This routine practice could help eliminate airspace violations.

Section 4

- **Any new TSA guidelines or recommendations concerning the security of general aviation aircraft, airports, or flight schools**

1) Fixed Base Operators that rent aircraft can thwart persons seeking unauthorized access by taking the following steps:

- i) Limit access to aircraft by doing the following: Verify the identity of an individual renting an aircraft by insisting on checking a government issued photo identification along with the airman certificate and current medical certificate (if necessary for that operation). In addition, beginning in October of 2002, the Federal Aviation Administration (FAA) adopted a requirement for pilots to carry government issued photo identification with their pilot license. Lastly, the FAA began issuing enhanced airman certificates for new pilots in July of 2003.

- ii) If an internet connection is available, check the FAA (Federal Aviation Administration) Airmen Registry to determine the current status of the individual's credentials at the website indicated below: http://www.faa.gov/licenses_certificates/airmen_certification/interactive_airmen_inquiry/

- iii) Report any individual who acts suspiciously or attempts to rent an aircraft without the proper credentials to (1-866-GA-SECURE).

2) The Transportation Security Administration made the following recommendations in the Information Publication (IP), "Security Guidelines for General Aviation Airports";

- i) Flight Schools should control aircraft ignition keys. Students should not be allowed to start the aircraft without the instructor during the pre-solo phase of flight instruction.
- ii) Limit student access to aircraft keys until they have reached an appropriate level in their training.
- iii) Student pilots should "check in" with a designated flight school employee before being allowed unescorted access to the ramp and aircraft.
- iv) Do not allow students to remove aircraft keys without signing them out from a responsible flight school representative.
- v) Ultimately, strive to have separate keys for the aircraft doors and ignition. In this way students could have access to the aircraft to perform a pre-flight but would not be given the ignition key until the instructor arrives.

3) Aircraft owners should consider upgrading the physical security of their aircraft. TSA recommends the following ideas;

- i) Use existing door locks, keyed ignition systems, and consider additional barriers to protect your aircraft from unauthorized use.

- ii) There are auxiliary locks that are commercially available such as, prop locks, throttle and prop control locks, and locking tie-downs.

Recurrent TSA training complete

- See Chief Instructor to document this training in your record.