

Gillespie Field Development Council Presentation given by Ray Montgomery (Assistant Federal Security Director) of the Transportation Security Administration:

- Why was all of this mandated by the TSA? Was it because of a ruling by congress? Was it because of our intelligence provided us information that some terrorist group might start using general aviation airports to carry out their mission?
 - Security Directive 08-G is not a specific mandate by Congress but an extension of the overall effort to mitigate threat. TSA does not want to see another tragedy like 9/11 and is constantly trying to come up with new initiatives trying to mitigate the overall threat. We feel that this security directive helps with this mission and also helps give TSA the ability to monitor status of individuals who hold or apply for any identification media issued by an airport operator and prohibiting issuance until information requested by the TSA is received and TSA is able to complete a STA (Security Threat Assessment).
- Please explain Security Directive 8F's successor, which necessitates a GA pilot obtaining a badge or escort when landing at a commercial airport. Which airports in the County system are affected? (Palomar Airport?)
 - 08-G clarified the measure; none of the airports in the County of San Diego system are affected. Pilots are allowed unescorted access on commercial airports to and from FBOs, stopping for fuel or visiting maintenance facilities. San Diego Lindberg is the only airport in the San Diego county airport system that is affected by 08-G.
- Please explain why security directives have been developed without input from those affected -- specifically pilot groups. The complaint is that authority figures who have not themselves flown a private aircraft are making directives that do not make sense.... When will the process of obtaining input from stakeholders change, so that directives are developed from a general understanding of airport access by those who fly in/out of airports.
 - We sent this question to headquarters; they were responsible for working with stakeholders. This is a tricky question since the GA community has been unable to see the SD; however, TSA has been discussing at a relatively high level with facilitating need for GA to communicate with them and local airports. GA groups that we worked with to try to get information to their memberships; AOPA, NVAA, NAPA, EAA and GAMA. Participation of actual development of the SD was limited; it's mainly been reactive to their concerns. My understanding that the TSA Authorization Act has been amended and will now require that the industry specific aviation advisory committee will be able to review and provide input on proposed future TSA security measures. This limits TSA's ability to get around the normal rule-making procedures by issuing a security directive.
- Please explain who may walk onto Gillespie Airport property without notifying Airport administration and legally ask for identification and/or check the contents of an airplane. (Not "why," but "who.") What may a pilot who is being asked questions by such a person of authority do to protect him/herself?
 - If you get someone on airport property and they're asking questions about your airplane, they want to look in your airplane, first thing you should really do is ask for identification, challenge the individual, ask for a photo ID, credentials, you can even go as far as collecting a phone number so you can call that agency and verify that person has legitimate business at the airport. Each federal law enforcement regulatory authority has specific permission that may require in the

course of an investigation that they ask for identification or the contents of an airplane. Pilots and airplanes are part of an interstate in a national transportation system that lends itself to criminal and terrorist activity.

- It is my understanding that the TSA will impose a new rule that pilots must have an I.D. for a specific airport (usually where the pilot is based) to be on the ramp. Is that true?
 - It depends on the airport. If the airport is a commercial airport and has GA operations with pilots who lease aircraft space, they will need a security threat assessment. For our region, only San Diego Airport is affected by this requirement; only 10 people at San Diego are subject to this new rule.
- If question number 1 is true, then what is the protocol for pilots who fly to other airports where they are not based? Can they walk on the ramp between their aircraft and the FBO unescorted, or will they need to be escorted by some official at that specific airport?
 - 08-G allows transient pilots to have unescorted access on commercial airports. This includes to and from FBOs, stopping for fuel and visiting maintenance facilities. San Diego is the only airport in the region impacted by this requirement.
- The latest rumor that I have heard is that the TSA is backing down a bit on their requirements. Originally I heard that all airports (large and small) would have a rule imposed on them about the I.D. tags for pilots. Now, I am hearing that only airports that have commercial flights with paying passengers will have this restriction for pilots wearing I.D.'s. Is that correct?
 - TSA is sensitive to the concerns of the GA community which is why there is now clarification by the latest SD allowing pilots to have unescorted access at certain parts of commercial airports.
- If question number three is true, what happens when a pilot wants to fly from Gillespie to Palomar for lunch? Will they be required to be escorted from their plane to the terminal where the cafe is located and back again, since this is a airport that provides commercial flights? Also, would they be required to go through a TSA search to get back onto the ramp to access their personal aircraft?
 - In that particular example, if a pilot was flying from Gillespie to Palomar, they can get to that cafe, they can have a hamburger and they can get back to their aircraft without an escort. Palomar is a commercial airport, but it does not have certain secured areas in it per TSA requirements or regulations because of its size. It has elected not to have an ID program and identified certain areas as secured areas. As a result, pilots going into Palomar would be required to have an escort.
- Will the TSA be doing "ramp checks" and other investigations as a surprise to pilots in the future at Gillespie Airport or other local airports such as Montgomery, Brown and Ramona?
 - As a part of TSA's alien flight student program, that they are 15-52, TSA may at times approach pilots to verify information. By law, flight schools are required to implement certain measures for pilots to mitigate threat. TSA is required to inspect flight school to ensure full compliance which may at times require an inspector to interview pilots. We also have a GA outreach program which is simply a program to recommend enhancements to GA operators. These recommendations come from the guidelines in "Security Guidelines for General Aviation Airports."

- Will pilots who fly personal jets (out of general aviation airports) be required to search their passengers for dangerous items before the passengers can board the aircraft, if so how is that going to be monitored and enforced?
 - Currently there is a program called 12-5 program and any aircraft that is 12,500 lbs or over has to have a security program. What TSA is planning on doing is sweeping up a lot of these charter programs into one aircraft security program called the "Large Aircraft Security Program Initiative." On October 30th, 2008 as a broad based GA security regulations, the LASP will impact all GA aircraft over 12,500 lbs. In order to facilitate industry, TSA extended the comment period 180 days to February 7, 2009. We've also conducted 5 public meetings across the nation to collect input from stakeholders and immediately following the closing the comment period. TSA actively engaged the Major Trade Association accepted by the NPRM and met with these stakeholders in April and May 2009. The session focused on positive discussion regarding a security resolution tailored to their UGA. TSA received many favorable comments, AOPA, NAPA and GMAA following these sessions. As we complete the comment section and analyze the comment and input received, TSA will determine next steps forward considering industry feedback.

- Will the TSA be working with other government agencies, i.e. Customs & Immigration, local police or Sheriff, in sting operations at general aviation airports to find security breaches?
 - No.

- In what case would TSA want to be notified of a security breach at an airport? Or should all that information be given to the Office of Homeland Security and then disseminated to the TSA?
 - There are several ways to report a security breach. First, I would recommend that individuals should first discuss such protocols with your airport management team; there may be a local expectation to ensure swift result and response. However, you can all call the AOPA's airport watch program number that is 866-GA-SECURE.

- What is the overall goal of the TSA with regard to general aviation airports?
 - The goal is to protect the nation's transportation system to ensure the freedom of movement for people and commerce.