

October 1, 2003

Joseph Hawkins
Chairman
Aviation Security Advisory Committee
701 12th Street, West Tower
Arlington, Virginia 22202

Dear Chairman Hawkins:

We are pleased to forward the report of the General Aviation Airport Security Working Group to the Aviation Security Advisory Committee (ASAC).

This report reflects a consensus achieved among the extremely diverse general aviation community. As such, it is a significant achievement. As you requested, these complex issues were dealt with in an extremely short period.

The attached report is intended to be a document that the Transportation Security Administration (TSA) can circulate to state government aviation agencies, airport operators and managers, and airport businesses as they consider implementing appropriate security measures at general aviation airports.

Intrinsic in these recommended guidelines is the concept that each general aviation airport is unique. As a result, the Working Group went to great lengths to make these recommendations relevant to each airport or landing area, whether it is adjacent to a major metropolitan area or situated on a remote riverside sand bar. Accordingly, the Working Group closely considered but could not reach consensus on various proposals to "categorize" general aviation airports as a way of prescribing which, if any, of these recommendations should be implemented at which airports. Similarly, other characteristic-based methods to apply some but not other recommendations to specific airports and landing facilities were discarded.

The key findings of the report include:

- The Working group made recommendations in the following areas:
 - Pilots and Passengers
 - Securing Aircraft
 - Airports and Facilities
 - Surveillance
 - Security Plans and Communications
 - Specialty Operations

- Unfunded mandates to airports, states, general aviation businesses, manufacturers and pilots should be avoided.
- General Aviation is but one aspect of the nation's transportation system. It should not be "isolated" and asked to follow security procedures that are beyond those being adopted as "best practices" by other transportation modes.
- GA airports are extremely diverse; appropriate security measures can only be determined by careful examination of an individual airport.
- There is a distinct difference between "public use" airports and "private use" airports. Privately-owned, private-use GA airports receive no public funds and most state government aviation agencies have no authority to regulate them. Beyond this distinction, we were unable to reach consensus on further airport categorization. However, the group agreed that it would be willing to reconvene, at the invitation of TSA, to examine any categorization plan brought forward in the future.

In addition to the recommendations and key findings, the Working Group also made the following recommendations to the federal government.

Credentialing

- First time applicants should be required to show a government issued photo ID to prove their country of citizenship before obtaining a U. S. pilot certificate.
- The FAA Pilot certificate should be modified to include a photograph of the pilot using a format that is difficult to counterfeit.

Security Response Procedures

- Develop procedures and/or a system to communicate appropriate general aviation security and/or threat information to potentially affected general aviation entities.

Reward Program

- Recommend that the TSA establish a terrorism prevention reward program (on conviction) for general aviation airports.

Federal Funds for Hangar Construction

- Federal, state, and local dollars should be encouraged to go towards hangar construction to secure aircraft and improve airport facilities. Legislation allowing this is awaiting final approval in the Conference Report accompanying the FAA reauthorization legislation (H.R. 2115).

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We would like to acknowledge the dedication and commitment of all the participants that made this possible. Although they did not participate in the decision process, we would like to acknowledge the excellent support we received from the TSA staff. We would also like to thank the National Agricultural Aircraft Association (NAAA) for their assistance to the Working Group on aerial agricultural operations.

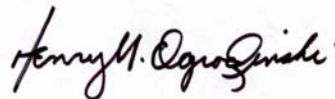
In addition to those who formally represented their association on the Working Group, we also want to recognize others who gave their time and airport operating expertise to the Working Group. These include Robert Olslagers, Executive Director, Centennial Airport in Arapahoe County, Colorado and Carl L. Remmel, Airport Director, DeKalb Peachtree Airport in Atlanta, Georgia. In addition, the state aviation directors of California, New Hampshire, New Mexico, New York, Maryland and Massachusetts each made significant contributions towards the final product of the Working Group.

Thank you again for the opportunity for the general aviation community to report these recommendations to the ASAC.

Respectfully submitted,



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GAMA



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