



Frequently Asked Questions

TSA General Aviation Airport Vulnerability Assessment

1. Is there any specific threat or increase in risk that this initiative is intended to address?

At this time, there is no specific, credible information to suggest an imminent threat to the homeland or General Aviation (GA). As vulnerabilities in other modes of transportation have been reduced, GA may be perceived as a more attractive target. The Transportation Security Administration (TSA) is working to minimize the potential for GA to be used to transport terrorists, illicit materials to the United States or for them to be employed as weapons against key assets and critical infrastructure on the ground.

2. Why was my airport selected to participate in the assessment?

There are approximately 19,000 general aviation landing facilities in the United States. Due to the very large number, assessment priority was given to approximately 3,000 GA airports that meet the following criteria:

- Runway of at least 2,000 feet
- Proximity to major metropolitan areas and/or “high value targets” (e.g., nuclear power plants, etc.)
- Proximity to standing Prohibited Areas such as those around Camp David.

3. Why should we participate in the assessment?

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 for GA airports. In addition, TSA was required to evaluate the feasibility of a program to provide grants to GA airport operators for the completion of projects in order to improve security.

4. Why should we gather the data for TSA when most of it is already available?

TSA proposes that this assessment will measure and enhance the current status of GA airport security. We are confident that this action will help to protect the GA environment.

5. If we completed the test assessment, why should we resubmit the assessment?

The test assessment data was used for testing purposes only. Several changes have been made to the assessment from the initial report. The results provided cannot be assimilated in future reports.

6. What is the timeline for the assessment? When will the report be available to participating airports?

TSA proposes that the assessment be made available to participating airports for 60 days. Participating airports may obtain results from TSA no earlier than 30 days after the closing period.

7. How will TSA ensure the assessment is kept confidential?

The responses to the assessment are protected from public disclosure as Sensitive Security Information (SSI), per 49 CFR Part 1520. All airport responses will be de-identified and responses will be grouped by region, state, or other characteristic. No individual airport rating or score will be released outside of TSA.

8. What are the goals of the assessment?

This assessment will assist our stakeholders in assessing our security needs. In addition, the assessment will allow planners to assess the current vulnerabilities of our GA community and could lead to grants or other means of funding to improve security. Minor security breaches such as vandalism or theft at GA airports can have a negative public view of the security at our airports. TSA has a responsibility to display our best effort in keeping the public safe, aircraft secured, and our operations protected by providing security to our GA airports via the most efficient means possible.

9. How will the airports be rated or scored?

Unlike the test assessment, airports are not rated or scored in this assessment. The report to TSA will only reflect the aggregate results of each question. However, if you would like a better understanding of where in the risk spectrum your airport lies, TSA has developed an Airport Characteristics Measurement Tool (found in Appendix A of Security Guidelines for General Aviation Airports, Information Publication A-001, May 2004). The tool is a list of airport characteristics that potentially affect a facility's security posture. Each of the characteristics is assigned a point value, the idea being that certain characteristics affect the security at an airport more so than others. See attached link:

www.tsa.gov/assets/pdf/security_guidelines_for_general_aviation_airports.pdf

10. Will any of our current security measures help in the overall report?

Yes, in accordance with the Security Guidelines for General Aviation, Information Publication A-001, May 2004, The Mitigation Factors portion is related to Appendix B of this

document. The data collected from this portion will be used in the report. The factors listed in this portion of the survey are TSA's recommendation for enhancing airport security.

www.tsa.gov/assets/pdf/security_guidelines_for_general_aviation_airports.pdf

11. What is a “sensitive site”?

A sensitive site is defined as an area which would be considered a key asset 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. Distance from such sites directly affects the ability of responding agencies to effectively react to an event. The further away from a potential target, the greater the response time available to responding agencies.