Effectiveness of TSA Regulations in General Aviation within the United States
Gathering Information

- Findings are based upon facts gathered from several government, scholarly, and personal resources while taking account stakeholders opinions and the critiques of others.
  - Airport Security Advisory Committee Working Group
  - Government Accountability Office
  - Office of Inspector General
  - Transportation Security Administration
  - National Business Aviation Administration
  - J.J. Carafano, J. Sammon, D.J. Benny, and others
Problem Statement

Are regulations in the GA industry efficient when one considers stakeholder perspectives, current regulation, and proposed rules?

If not, how can the process be modified to eliminate weaknesses?
GA Definition and Importance

• General Aviation
  ○ All non-commercial and non-military aviation
  ○ 77% of all US air traffic
  ○ One person ultra-light aircraft to maxi jets
  ○ 200,000 aircraft
  ○ 19,000 facilities
  ○ $102 Billion economic impact annually

• GA security is highly debated
  ○ Many opinions
  ○ Aim to be safe, affordable, and convenient
State of Regulation

- Federal Aviation Administration
  - Oversees all aspects of aviation
- Transportation Security Administration
  - Authority over all modes of transportation within the US
  - Acts as an overseeing body: implementing requirements, providing guidance, enforcing regulations, offers some funding
- Responsibility for securing GA rests with airport owners, operators, and users
  - GA is too big and too diverse
  - Commercial sector has many needs
  - 85% GA aircraft not subject to regulation
  - Self-administered risk assessments
Identifying the Threat

- Unauthorized access examples in 1998 and 2010
  - Embry-Riddle flight instructor
  - Angered single-engine pilot
- Wildlife
  - Often found in secured areas
- Conflicting Opinions
  - GAO: threat is not attractive
  - FBI: “major vulnerabilities”
  - Sammon’s critique: introduction of harmful materials
State of the Industry

- GAO Security Assessments at Selected Airports (2011)
  - 13 airports (3 commercially serviced, 10 GA only)
  - 3 passed all assessed security measures (commercially served, subject to TSA regulation)
  - 3 reports of unauthorized access
  - 2 stolen planes
  - 12 had fencing, 50% of which was inadequate
  - 13 had hangar lighting, 10 did not have perimeter lighting
Controversial Regulatory Initiatives

- **Airspace Restrictions**
  - Costly, inconvenient, little security benefit

- **Airport Watch**
  - Successful because it empowers the aviation public

- **Private Charter and Twelve Five Standard Security Programs**
  - Cumbersome programs to pilots; cover 15% GA aircraft

- **Large Aircraft Security Program**
  - Highly debated regulation applying commercial security standards to private aircraft
Possible Problems

- **Convenience and affordability**
  - Passengers have less incentive to fly privately
  - Increased costs would be passed to customer

- **Difficult to enforce all regulations for every flight**
  - Increased regulations require more equipment and manpower, therefore, a larger cost
  - DHS notes a lack of funding would be an issue
  - Would commercial security suffer?
Conclusions

- GA stakeholders would resist increased regulation.
- Proactive approaches and contingency plans
- Inconsistencies between airports creates weaknesses
- Increasing regulation is impractical
  - Review regulation, modify, and eliminate the unnecessary.
  - Enforce industry-wide and act upon recommendations
  - Increase enforcement and implement consequences
  - Minimum standards of security
  - Changing attitudes of stakeholders
Thank you for your attention!

Questions?


