



Transportation Security Administration

As part of our efforts to develop security regulations for domestic and foreign aircraft repair stations, the Transportation Security Administration (TSA) has conducted outreach visits to Federal Aviation Administration Part 145 certificated repair stations located in the U.S. and foreign countries, including The Netherlands, Germany, Singapore, China, Italy, and Columbia. These visits have given TSA a good understanding of security practices and procedures and will facilitate a quick operational transition when the final rule is issued. TSA has summarized these security measures below and is providing them to assist repair station operators who may wish to self-assess their security posture for adequacy in the prevention of acts of interference with civil aviation.

The security measures detailed in this document represent a listing of measures we have observed during our visits, and should not be construed as a preview of the pending security regulations. This document does not contain regulatory language. It is not intended to suggest that any security measures contained herein might be considered as mandatory requirements to be imposed upon repair station facilities or operators. The intent of this document is to provide a tool to assist repair station operators to tailor appropriate security measures to their environment.

Recognizing that every repair station is unique, there are security measures in this document that might not be considered beneficial at a particular repair station facility, or not possible to implement at another. The size, type of maintenance conducted, size of aircraft serviced, and geographic location of a repair station are all significant factors to consider when developing a security strategy. This document is not an all-inclusive listing of security measures that could be used for repair station security. The TSA intends that this document be used to provide a listing of effective and reasonable security enhancements at domestic and foreign FAA Part 145 certificated repair stations.

If you have any questions on the contents of this document or on the TSA Repair Station Program, please contact TSA by email at: (insert local POC information).

Repair Station Security Measures

Access Control

- 1) Control access to aircraft, aircraft frames and components.
 - a) Standard lock and key control or dead bolts;
 - b) Card swipe access locks;
 - c) Cipher locks;
 - d) Locks with coded keys;
 - e) Biometric locking devices;
 - f) Security Guards;
 - g) Electronically monitored access or motion detectors;
 - h) Monitored Closed Circuit Television (CCTV) cameras
- 2) Only known and authorized individuals and vehicles enter the repair station
 - a) Authorized persons display a photo identification at larger facilities (e.g., those with many employees who may work different shifts and in various work areas). A badge system, if used, meets typical aviation security standards in size, design and performance.
 - b) Visitors are escorted in a manner that allows the person conducting the escort to be in control of the visitor's movements. A distinct visitor badge is used.
 - c) Unrecognized individuals and vehicles are challenged and escorted out of the facility in they are not authorized.
- 3) During periods of non-operation, secure access to all aircraft
 - a) The aircraft are parked in a hangar that is secured
 - b) The aircraft are parked in ramp area and is locked, with any truck stairs moved away.
 - c) Security guards or monitored camera surveillance are used as added protection of aircraft

Security Program

Many Repair Stations have a plan that outlines the overall security posture of the facility.

- 1) Security Programs are in writing and include detailed descriptions of the access control measures used at the Repair Station
- 2) Security programs are kept up-to-date
- 3) Repair Station personnel have access to the security program.

Security Awareness Training

Each individual with unescorted access to Repair Station premises is provided with security awareness training including topics that are pertinent to the security of the Repair Station, including the content of the security program.

- 1) Written records of the training are kept.
- 2) Recurrent training is conducted annually.

Employee Background Checks

Many repair stations conduct pre-employment checks on their Repair Station employees, which often include past employment and identity verification.

Security Coordinator

Just as each Repair Stations has an FAA Accountable Manager for safety, some have a security coordinator who is responsible for the security plan and for addressing any security issues.

Contingency Planning

Repair Stations have plans for reacting to immediate security incidents or potential threats. A complete plan includes written emergency response procedures and contact lists. The plan may be exercised on a regular basis.