

One of the most burdensome regulations currently in place is FAR part 107 Security regulations. Specifically, the required background check for employees requiring unescorted access to the SIDA are exceedingly difficult and expensive to comply with if done properly. If the federal government truly wants a comprehensive criminal background check done, it should be performed by the FBI. This would assure uniformity and accuracy of these checks.

A second security regulation which presents numerous problems to FBOs is their inclusion in the SIDA. An FBO that is physically separated (across the airfield and runway) from the air carrier areas of the airport should be excluded from the SIDA. The current regulations are unworkable in the environment of private aircraft operations. The industry and airport sponsors have spent millions of dollars installing secure gates, doors, access systems to try to meet these requirements. In actual practice these measures accomplish very little because it is impossible for FBO employees to escort every passenger, crew member or other persons or vehicles needing access to an aircraft located in the SIDA. In addition, the whole "secure" environment can be compromised by an arriving aircraft taxiing onto the FBO ramp.

The unique operating environment of the general aviation aircraft must be recognized. Most FBOs realize the need for increased security precautions and have already implemented procedures that address the issue more effectively than FAR part 107.

Jeff Ellston
General Manager

Jet 1 Center, Inc.