

TSA Secure Fixed Base Operator Program  
A Public-Private Sector Partnership  
Frequently Asked Questions

*TSA's Secure Fixed Base Operator Program is a proof of concept, public-private sector partnership program that will allow FBOs to check passenger and crew identification against manifest or eAPIS filings for positive identification of passengers and crew on board general aviation aircraft.*

What information is sent to TSA?

Each participating FBO sends the following information for each participating flight departing its facility inbound to the United States and its territories.

1. Departing aircraft proposed flight itinerary
2. Departure date and time
3. Aircraft registration number
4. Name of the company or aircraft operator
5. Aircraft type
6. Aircraft call sign, if any
7. Number of souls on board
8. Participating as "Secure GA" flight?
9. If the flight is not "Secure GA," indicate the reason why:
  - a. Pilot chose to not participate
  - b. Passenger(s) chose to not participate
  - c. Identification did not match manifest
  - d. Identification appeared to have been tampered with or was obviously forged

No individual names or identifying information of passengers is transmitted.

When is the information sent? Do the passengers have to arrive early?

No, passengers do not have to arrive early for a participating flight. The identification checking process takes only minutes. The requested information will be transmitted to TSA as soon as practicable after completion of the boarding process, but no later than 60 minutes after departure.

The passengers and/or crewmembers do not wish to participate in this program. Is the flight prohibited from departing the Secure FBO location, or from entering U.S. airspace?

No. The Secure Fixed Base Operator Program is a voluntary initiative. No flight should be delayed or otherwise affected if an individual chooses not to participate in the program.

Will TSA receive any personal or identifying information on the passengers?

No. TSA is not requesting passenger names or other identifying information. No Secure FBO should submit such information to TSA.

Will TSA have a presence at the facility to conduct this program?

No, TSA will not have a presence at the facility to conduct the SFBOP. The program is a public-private partnership. Currently, TSA's FBO partners in this program conduct all identification checks.

What if a passenger's ID is not valid or does not match, and the pilot wants to carry the passenger anyway?

Any operator required to comply with a TSA standard security program (Twelve Five Standard Security Program, Private Charter Standard Security Program, etc.) is prohibited from flying a passenger who appears to be over 18 without a valid ID. Additionally, standard security program participants are required to report IDs that do not match. This is the responsibility of the aircraft operator, not the Secure FBO.

Corporate, business, and private aircraft operators, or foreign-registered aircraft operators without a U.S. security program may elect to carry passengers without valid ID. However, the operator should be aware that the passengers might be denied entry into the U.S. during standard U.S. Customs and Border Protection processes.