

AC NO: AC 150/5200-6A

DATE: 6/28/68



ADVISORY CIRCULAR

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

SUBJECT: SECURITY OF AIRCRAFT AT AIRPORTS

1. **PURPOSE.** This advisory circular directs attention to the problem of pilferage from aircraft on airports and suggests action to reduce pilferage and the hazards that may result from it.
2. **CANCELLATION.** Advisory Circular 150/5200-6, Security of Aircraft at Airports, dated December 12, 1967, is cancelled.
3. **BACKGROUND.** Pilferage from and the stripping of aircraft while parked on an airport are becoming serious problems on a national scale. Not only are large amounts of money represented by the equipment stolen, but lives of pilots and their passengers are endangered by the loss of some vital component or fuel. Some instances of theft are:
 - a. A very active criminal ring operating in the Southwest stole more than one million dollars worth of electronic equipment from airplanes.
 - b. More than \$27,000 worth of electronic equipment was stolen from one executive airplane. The instrument panel was not disturbed, and the pilot discovered his loss only when he tried to establish radio contact with a Flight Service Station.
 - c. Theft of aviation fuel (which is common) and fuel contamination have been contributory causes of accidents.
 - d. At one airport, a light airplane was stripped of its engine, engine mount, cowling, and propellers. At another, a truck was driven down the flight line and every controllable propeller was removed from the aircraft by thieves.

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- e. Thieves have arrived at the scene of an accident, introduced themselves as representatives of the aircraft owner or the insurance company, and stripped the wreckage of everything of value.

- 4. **RECOMMENDED COUNTERMEASURES.** Certain countermeasures can be taken by both airport management and aircraft owners. Some will help to inhibit pilferage; some will help to apprehend the criminals; and some, while not preventing thievery, will minimize loss to the owner.

- a. Keep aircraft locked at all times when not in use. This applies to doors, windows, and ignition switches.
- b. If possible, place the aircraft in a locked or guarded hangar.
- c. If hangar space is not available, tie down in a well-lighted and patrolled area.
- d. If doors and windows cannot be locked, remove all portable electronic equipment and personal belongings.
- e. Strange persons seen working on aircraft should be kept under surveillance. If they are not known by sight, they should be required to produce a satisfactory identification.
- f. If an aircraft is involved in a crash or forced landing, arrange to have the wreckage guarded until it is released by a representative of the Federal Aviation Administration or National Transportation Safety Board.
- g. Aircraft and equipment should be inventoried. A list of all equipment, including serial numbers, make, model, and other significant data, should be made and retained in a safe place for aid in identification.
- h. In case of theft, notify the police and furnish a copy of the list of equipment to them. It will be useful in identifying and recovering the property.
- i. In your preflight, check all of the equipment and the fuel supply. This may prevent a fatal accident.
- j. Airport management should consider using security fencing, lighting, and guards as methods to help prevent the huge losses in money and human life that could result from pilferage, malicious mischief, and sabotage.

k. Airport owners or operators are urged to post signs in appropriate locations, carrying the following statement:

WARNING - FEDERAL OFFENSE

Damaging or disabling any aircraft located on this airport by stealing radios, navigation equipments, autopilots, engines, propellers, fuel, or any other parts is, in most cases, a Federal offense punishable by fines up to \$10,000, imprisonment for 20 years, or even death if such a theft causes an accident resulting in loss of life.

5. HOW TO OBTAIN THIS PUBLICATION. Additional copies of this advisory circular, AC 150/5200-6A, Security of Aircraft at Airports, may be obtained from the Department of Transportation, Subsequent Distribution Section, M-494.3, Washington, D.C. 20590.



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