

**NATIONAL PARK SERVICE**

**Reference Manual #60: Aviation Management**

**Chapter 9 – Fleet Aircraft, Facilities and Security**

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Prepared by the Branch of Aviation

Reviewed by the Chief, Division of Fire and Aviation Management

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Signature / Date

Approved by the Associate Director, Visitor and Resource Protection

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Signature / Date

## 9 Fleet Aircraft Facilities and Security

### 9.1 General

The Pilot-in-Command is responsible for the security and tie-down of the aircraft when under their operational control. NPS fleet aircraft should be hangared whenever practical at their base of operations. The benefits of hangaring aircraft include increased security, fewer maintenance costs associated with inclement and cold weather conditions, increased efficiency and safety to conduct missions when aircraft engines do not have to be pre-heated, and snow and ice removed prior to flights. Leaving aircraft in the elements accelerates the wear and tear on the equipment.

### 9.2 Fuel

The pilot must verify the security, type, and quantity of fuel. See Chapter 11.17, *Aviation Fuel Handling* for additional information.

### 9.3 Facility Security

Each NPS location used for aircraft landing and takeoff at which DOI-owned or controlled aircraft are permanently based shall have a current written security evaluation in accordance with [352 DM 5](#) and the [Field Reference Guide for Aviation Security for Airport or other Aviation Facilities \(AAF\)](#).

Parks may choose to conduct a park-wide evaluation that is inclusive of all aviation facilities if there is no significant difference in risk at each site. Park aviation plans shall address AAF security evaluations and establish a schedule for review every two years.

**NOTE:** If the AAF evaluation score is higher than 6, the RAM will consult with the NAM for guidance.

### 9.4 Aircraft Security

See [352 DM 5](#) for Military/Cooperator Aircraft Exemption.

Aircraft must be dual-locked whenever they are not under the direct control of the pilot or of an NPS employee. At any time DOI-owned or controlled aircraft are not directly attended by department-authorized flight or ground personnel, the aircraft will be physically secured and disabled via the dual-lock method. Examples of acceptable dual-lock devices and their conditions of use are listed [in 352 DM 5](#) and Appendix 2, *Annual Aviation Program Report and Assurance Statement*. Parks are encouraged to utilize an NPS-owned hangar, when available, to secure aircraft.