

Subject: Airport Fencing
Date: 04/08/2011 13:24:45 GMT Daylight Time
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Sent from the Internet ([Details](#))

Louise

Further to our telephone conversation today:

Chapter 9 of Annex 14 (Volume 1) to the Chicago Convention (to which the UK is a founding signatory) states, at paragraph 9.10.2

“A fence or other suitable barrier shall be provided on an aerodrome to deter the inadvertent or premeditated access of an unauthorized person onto a non-public area of the aerodrome.

Note1.This is intended to include the barring of sewers, ducts, tunnels, etc., where necessary to prevent access.

Note2.Special measures may be required to prevent the access of an unauthorized person to runways or taxiways which overpass public roads.”

According to the International Civil Aviation Organisation the UK is fully compliant with this requirement, the executive agency being the Department for Transport.

In addition to this, the CAA’s publication “Licensing of Aerodromes” (CAP 168) also states at Chapter 4 paragraph 1.5

“Particular attention should also be given to the security of the movement area and access denied to unauthorised persons and/or vehicles.”

And at Chapter 2 Appendix 2B paragraph 4.3

“In order to protect aircraft operating on the ground in low visibilities, it is essential to prevent unauthorised vehicular traffic from entering the movement area. The area should, where practicable, be fenced and provided with manned controlled entry points. Where unguarded gates are provided, they should be kept locked and inspected regularly to ensure that they remain secure. Where physical closure is not practicable, for example between aircraft maintenance areas and manoeuvring areas, entry points should be manned and where the opening is too wide for visual surveillance, then it should be fitted with intruder detection equipment suitable for operation in low visibility conditions. By protecting the movement area in this manner it should be possible to exclude unauthorised personnel who will not be aware of aerodrome traffic control procedures.”

Other than these provisions, all commercial flight activities (fixed wing and rotary) of 10 tonnes or more maximum authorised take-off weight or with more than 19 seats, (and de facto the locations that they operate from), are subject to EU Regulation 2320/02 on aviation security and, therefore, the UK National Aviation Security Programme administered and enforced by the Transport and Contingencies Directorate at the Department for Transport.

These references have all been checked and are safe to quote.

Hope that helps

Regards

Harry

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