



Aero Club Access Control

Thursday 30th June 2022

Legislation

- Every Airport operator must comply both with Regulations and with the latest edition of the National Aviation Security Programme (NASP) of the Member State (UK) in which the airport is located.
- At a local level the regulation and compliance of aviation security is undertaken by the Jersey Security Regulator, The Director for Civil Aviation (DCA); the Bailiwick of Jersey complies with the provisions of the UK regulations as part of its obligations to maintain reciprocal security arrangements to allow 'Domestic' flights to operate between the UK and Jersey. (1 stop Security provision)
- Aviation Security (Jersey) Order 1997 adopts the National Legislation of the United Kingdom (UK). Adjacent to the UK NASP is the Channel Islands Civil Aviation Security Programme (CICASP) this comprises of 4 Annexes A to D and fully reflects the UK NASP.
- POJL must ensure the Island maintains the 1 stop Security provision, which allows Jersey to qualify as a UK domestic airport (Jersey is a Crown Dependency).

Why has access control at JAC become an issue?

- Security measures have increased over the years as a result of a number of significant incidences that have occurred within the Aviation Industry and access control measures at JAC need to evolve.
- JAC falls within the SRA of Jersey Airport and therefore must adhere to Security regulations regarding access to the SRA.
- Access to the SRA should only be granted, by appropriately trained persons, for persons who have a legitimate reason to be there. This includes travel, work and training or for information/education.
- POJL need to ensure that all access control points on the airfield are fully compliant as per the security regulation

What does this mean for you?

To access the SRA at Jersey Airport a person must present one of the following authorisations:

(Regulation dictates these requirements)

- A valid crew identification card (CIC) (Not applicable for Club members), or
- A valid airport identification card (AIC), or
- A valid DfT, CAA or DCA Compliance authority identification card, or
- A Boarding card or equivalent, visually checked before a person is granted access to the SRA to ensure the boarding card is valid. (An acceptable equivalent is a logging system)

Access control requirements for Jersey Aero Club

Access Control point

	AIC (full)	AIC (temp)	ID (Government issued, passport or DL with photo)	Visitor log	Gendec	Escort required
Pilot/Student pilot (solo)	✓	✗	✗	✗	✗	✗
Pilot with passengers	✓	✗	✓	✓	✗	✗
Visiting Pilot	✗	✗	✓	✗	✓	✗
Passenger(s) of visiting pilots	✗	✗	✓	✗	✓	✗
Passenger(s) (local flight)	✗	✗	✓	✓	✗	✓
Visitor (not flying)	✗	✗	✓	✓	✗	✓
Contractors (external)	✗	✓	✓	✗	✗	✓
Members (ground handling)	✓	✗	✗	✗	✗	✗
Aircraft owners (non-pilots requiring access without a pilot)	✓	✗	✗	✗	✗	✗

NB: AIC's will be parked after 60 days of non-activity

Timeline

June

- IT hardware ordered
- Locations identified for Cameras, maglocks and proximity readers
- Meeting to be held with JAC members (30th June)
- JAC to identify a minimum of 2 nominated sponsors
- Training to be delivered to JAC sponsors

July

- CAA Security audit (4th-6th July)
- Installation of additional fibre
- Installation of Cameras, proximity readers, maglocks
- Process AIC's for JAC members requiring airside access
- Processes and procedures to be written

August

- Observations audit to be carried out by POJL