

			<b>Manchester Airport</b> <b>Access to Critical Part (CP)</b>		<b>Risk Rating</b> <b>High – Reviewed Annually</b>		
<b>Reference:</b>	EGCC-I-AOPS-006	<b>Issue:</b>	1	<b>Owner:</b>	Head of Airport Security	<b>Department:</b>	Airfield
<b>Issue Date:</b>	01/07/2024		<b>Compliance Date:</b>	01/07/2024	<b>Planned Review Date:</b>	19/03/2025	

## 1 Critical part (cp) access points

All airside users must present their security ID badge at security and must ensure that this security pass remains fully visible in all airside areas.

All airside users must wear a high visibility waistcoat, jacket or equivalent when airside and outside of any building. This includes walking to and from workplaces airside. Airside access will be denied at security if the airside users do not have a hi-visibility coat/jacket or equivalent.

When worn, the waistcoat or jacket must be properly fastened to provide maximum prominence to the front and rear of the garment. All employers should ensure that their staff are provided with hi-visibility clothing which must be manufactured to the recognised British Standard BS EN 471. All airside users have a responsibility to report any concerns relating to hi-visibility clothing to their employer.

Further guidance on high visibility personal protective equipment is available from the Health and Safety Executive (HSE). Please refer to their document L25 1992, titled “Personal protective equipment (PPE): high visibility clothing for airport workers” available from the HSE website at [www.hse.gov.uk](http://www.hse.gov.uk)

Employers should monitor that their staff have hi-visibility clothing and that it meets the requirements, is clean, fits the individual and free from defects. Failure to wear high visibility clothing properly will result in an infringement penalty notice as per section 10.7 of EGCC-I-AOPS-013 – Safety Infringements.

Access to the Airfield is via several security posts:-

- North Gate
- West Site (H24)
- Southside security access point
- Terminal Service Yards (Pedestrian access only)
- Signature Aviation
- Runger Lane (MAN-TP contactors only)
- aether

Full security procedures will be undertaken for staff and vehicles; this includes access control and search. Airside vehicle permits are checked by Aviation Security Officers.

## 1.1 Signature Aviation

Signature Aviation is not within the MA Critical Part. A white painted line on the apron and a burn line in the grass mark the Critical Part boundary. A security cabin is located on site and an Aviation Security Officer will ensure full MA security procedures are undertaken for staff and vehicles if:

- Any person from Signature Aviation apron wishes to gain access the Critical Part.
- Any Person currently on the airfield who enters the Signature Aviation apron and wants to return to the critical part. (Security Procedures apply each time the critical part boundary is crossed).

Security Procedures do not apply to persons on-board an aircraft. This security measure is in addition to any security procedures within the Signature Aviation.

## 2 Direct Access to 'Airside'

Airfield Security have responsibility for authorising and controlling access to the Critical Part via a Crash Gate. Access through these locations should be limited to infrastructure. Projects or authorised Emergency responders.

### 2.1 Procedure

- The company requiring access contacts the Airfield Security Team Manager (ASTM).
- The ASTM is to ensure that the contractors' access is properly authorised and in line with MA Security procedures. Arrangements for the provision of security are the responsibility of the Project Coordinator and should be incorporated in the contractor's work methodology and/or Operational Advice Notice.
- Airfield Security must maintain a log of all staff, vehicles and equipment entering the Critical Part.
- All personnel on site must produce a form of identification; any persons not having formal identification will not be permitted access onto the airfield. Examples of identification are as follows: Valid Passport, UK/EU Photo Driving Licence, CAA Identification Card
- At the end of each working day, the AODM must attend the Crash Gate and check all persons who entered have left the area.
- Airfield Security must ensure the Crash Gate lock is properly re-secured and the integrity of the Critical Part (CP) is maintained.