



UNITED STATES MARINE CORPS
MARINE CORPS AIR STATION
POSTAL SERVICE CENTER BOX 8003
CHERRY POINT, NORTH CAROLINA 28533-0003

ASO 5530.2E
SES

MAR 01 2018

AIR STATION ORDER 5530.2E

From: Commanding Officer, Marine Corps Air Station, Cherry Point
To: Distribution List

Subj: FLIGHT LINE SECURITY PROGRAM

Ref: (a) MCO 5580.2B w/Ch 2
(b) MCO 5530.14A
(c) MCO 3574.2L
(d) MCO 5500.6H w/Ch 1
(e) MCO 11000.5
(f) ASO 1610.6B w/Ch 1
(g) ASO 1000.9B
(h) ASO 3058.1
(i) ASO 5500.14C
(j) MARADMIN 039/16
(k) Mission Assurance Assessment (MAA) Benchmarks

Encl: (1) Flight Line Restricted Area
(2) Automated Entry Control System
(3) Flight Line Barrier Plan
(4) Enhanced Flight Line Security Measures

1. Situation. To publish policy and procedures regarding the Flight Line Security (FLS) program aboard Marine Corps Air Station (MCAS), Cherry Point.

2. Cancellation. ASO 5530.2D.

3. Mission. To establish the policy and procedures regarding FLS for MCAS Cherry Point per the references and other applicable directives.

4. Execution

a. Commander's Intent and Concept of Operations

(1) Commander's Intent. To implement a viable and effective FLS plan for MCAS Cherry Point.

(2) Concept of Operations. This program is designed to provide security for aircraft assigned to or transient aboard this Installation, and for facilities and personnel considered necessary for maintaining squadron-level operations on the flight line.

b. Tasks

(1) Subordinate Element Missions. Commanding Officers, Directors, and Department Heads shall ensure that personnel assigned to duties involving access to the Flight Line Restricted Area (FLRA), identified in enclosure (1), are familiar and in compliance with its requirements.

DISTRIBUTION STATEMENT A: Approved for public release; distribution is unlimited.

(2) Provost Marshal

(a) Serves as the Installation Commander's primary staff officer for all FLS matters.

(b) Publish a Standing Operating Procedures (SOP) for Flight Line Security (FLS) operations per references (a) and (b).

(c) Coordinate with supported commands for augmentation forces via the Manpower Directorate, and ensure that security force personnel are properly trained and equipped per references (b) through (d).

(d) Coordinate the establishment of the FLRA barriers and warning signs.

(e) Establish Entry Control Points (ECPs) for both personnel and vehicles within the FLRA, and establish access control measures at these locations.

(f) Provide for the constant surveillance of restricted areas to include coordination with supported commands for augmentation forces per reference (a) and enclosure (4).

(g) Encode Common Access Cards (CACs) of personnel authorized access (in writing) to the FLRA via Automated Entry Control Points (AECPs). Produce local cards for contractor personnel who are authorized flight line access. Ensure the integrity of the Automated Entry Control System (AECS) through routine testing and security of associated equipment and software.

(h) As on-site FLS program manager, notify the Mission Assurance Section at Headquarters, Marine Corps (HQMC (PSM)) of any planned security related construction to be conducted on or adjacent to the FLRA. Provide PSM with timely notifications of system malfunctions, recommended system improvements or status of contractor activity as appropriate.

(i) Notify the Director of Facilities of identified deficiencies in physical barriers, fencing, lighting, or other related areas.

(j) Prepare requests for waivers/exceptions regarding the FLS program as required.

(k) Review all vehicle parking areas within the FLRA.

(l) Address FLS issues at meetings of the Anti-Terrorism Working Group per reference (f).

(m) Ensure FLS measures are incorporated with the Installation Anti-Terrorism Force Protection plan.

(n) As events necessitate, recommend appropriate Force Protection Condition (FPCON) measures to the Installation Commander for implementation per enclosure (4).

(o) Maintain key control for all access points to the flight line perimeter.

- (p) Maintain the FLS access database and issue badges.
 - (q) Assign patrol zones in and around flight line.
 - (r) Screen and train non-military police personnel assigned to augment the FLS program prior to assignment.
 - (s) Coordinate off installation, downed aircraft security requirements and support procedures with the 2d MAW Commanding General and Installation Commander.
 - (t) Ensure annual physical security surveys on flight line restricted areas are completed.
 - (u) Identify all pre-requisites for nomination of flight line security augments to the Director of Manpower.
- (3) Commanding General, 2d Marine Aircraft Wing (CG, 2d MAW)
- (i).
 - (a) Provide personnel to assist in the conduct of FLS per reference (i).
 - (b) Provide additional administrative controls and/or guards to enhance security measures in response to increased threats per enclosure (4).
 - (c) Coordinate establishment of aircraft parking plans for approval by the Installation Commander or designated representative.
 - (d) Coordinate designation of MAG-14 restricted areas with the Provost Marshal.
 - (e) Coordinate FLRA vehicle parking areas with the Provost Marshal.
 - (f) Provide/submit to the Provost Marshal (Attn: Pass and ID Supervisor) a monthly roster of those individuals requiring access to the FLRA, as well as a roster of those individuals whose access is to be terminated. Rosters will be utilized to verify read strip data on CACs used in AECS strip readers.
 - (g) Report immediately to the Provost Marshal all losses/thefts of both DD Form 2 and non-DoD identification cards, in order to expedite modification of the AECS database to deny access to lost/stolen cards.
 - (h) Ensure appointment of squadron-level restricted area access control officers are designated in writing, per reference (a).
 - (i) Ensure all Marines assigned within FLRA understand that they have a role within the FLS program, and that they are cognizant of the actions required of them should they observe suspicious activity.

(4) Commanding Officer, Fleet Readiness Center East (FRCE)

(a) Provide/submit to the Provost Marshal (Attn: Pass & ID Supervisor) a monthly roster of those individuals requiring access to the FLRA. Also provide a roster of those individuals for whom access is to be terminated. Rosters will be utilized to verify read strip data on CACs used in AECS strip readers.

(b) Report immediately to the Provost Marshal all losses/thefts of both any CAC or Locally Produced credential for FLRA access.

(c) Ensure all Marines assigned within FLRA understand that they have a role within the FLS program, and that they are cognizant of those actions required of them should they observe suspicious activity.

(d) Be prepared to initiate barrier plans and additional security measures.

(5) Director of Operations

(a) Review recommendations for MAG-14 aircraft parking areas.

(b) Establish policy on the use of taxiways and runways by security and safety vehicles.

(6) Director of Facilities

(a) As defined in reference (e), procure, install, and maintain facilities that provide physical barriers, fencing, lighting or other appropriate facilities that deter, delay or deny unauthorized entry to the FLRA.

(b) The procurement of Flight Line security measures shall be properly prioritized against other Station requirements per the Physical Security policy, and as advocated by means of the Mission Assurance Working Group process.

5. Administration and Logistics

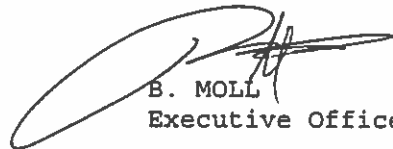
(a) Questions pertaining to the contents of this Order should be directed to the Security and Emergency Services Directorate, MCAS Cherry Point.

(b) The CG, 2d MAW and the Commanding Officers of Headquarters and Headquarters Squadron (HQHQRON), Fleet Readiness Center East (FRCE), the Naval Health Clinic Cherry Point (NHCCP), and Combat Logistics Company-21 (CLC-21) concur with the contents of this Order insofar as it pertains to members of their respective commands.

6. Command and Signal

(a) Command. This Order is applicable to MCAS Cherry Point and its subordinate and supported commands.

(b) Signal. This Order is effective the date signed.


B. MOLL
Executive Officer

DISTRIBUTION: A

Flight Line Restricted Area

1. Reference (h) outlines the Flight Line Restricted Area (FLRA) encompassing the aircraft taxiing, refueling and parking areas, and the squadron hangar area.

2. The FLRA will be identified by signs and barriers established along the perimeter. The barriers will be placed in a manner as to channelize access to the FLRA through designated Entry Control Points (ECPs), which will be kept to a minimum.

3. Established Rules for the FLRA

a. No Personally Owned Vehicles (POVs) are allowed within the FLRA.

b. Personnel will enter the restricted area only via designated ECPs.

c. Groups/Squadrons will control access into the portion of the restricted area over which they have operational control.

d. Cameras and photography of an unofficial nature (not previously approved by Station Operations), are prohibited in the restricted area.

e. Squadron personnel will enforce the restricted area rules by exercising the following procedures

(1) Challenge anyone entering the restricted area by means other than the designated ECP.

(2) Ensure each individual uses their own CAC to enter the Restricted Area.

(3) All personnel that have not been granted official access to the FLRA (i.e., contractors, sales personnel, delivery drivers, and family members):

a. Must enter and exit the FLRA through Gate 809.

b. Must be escorted at all times. The escort will swipe their CAC to allow access to those individuals being escorted, and will remain with them until they exit the restricted area. This does not apply to personnel and entities (i.e., FedEx, APOE contractors, etc.) who have been provided access control letters.

c. The Airfield Operations facility within the FLRA enclave includes the Passenger Terminal. Personnel with CAC, dependent and retiree identification cards are authorized access.

(4) Detain for the Security Force/Installation Police, anyone who violates the FLRA rules and is determined by the Group/Squadron to warrant further investigation/processing.

(5) Allow immediate access to emergency vehicles, and provide a guide when feasible for responses to requests for assistance.

Automated Entry Control System

1. Background. Access control for the FLRA is required to prevent the unauthorized entry of personnel and vehicles. Specific procedures must be developed to provide appropriate access control during periods of increased threat. The Automated Entry Control System (AECS) photo badge system is the primary means for all vehicles not airfield operations related (contractors, vendors, delivery trucks, tactical USMC vehicles, etc.), to gain access to the FLRA. (Examples of airfield operations vehicles include fuel trucks, GSE, VAL, etc.)

a. Entry to the FLRA will be authorized at designated pedestrian or vehicle ECPs, which are manned by security force personnel or controlled by the AECS.

b. Primary vehicle access points for the South Ramp (Harrier Ramp) is via Gates 12 and 14. Primary access points for the West Ramp (Prowlers, Helicopters, and KC-130s) is via gates 802, 804, and 806.

c. If a vehicle informs the Gate 9 sentry that they require access to the FLRA but do not have a valid photobadge, the sentry shall call the Airfield Duty Officer at (252) 466-2233/4334 and inform them of the situation. The Airfield Duty Officer will proceed to Gate 9 and will authorize entry to the FLRA only if there is a valid reason to do so. The Duty Officer will escort the vehicle on and off the FLRA.

d. The AECS will use a photobadge system (Common Access Card or "CAC") for identification and access purposes.

e. Non-Department of Defense (DoD) access badges (yellow contractor badges that are similar to the CAC), will be produced locally by PMO.

f. The only authorized access badge format is supplied by CMC (PSM) and will meet Installation security requirements.

2. Administration of Badges

a. The Provost Marshal will be responsible for inputting read strip data on CACs and yellow contractor access badges into the AECS security database, for those individuals authorized FLRA access.

b. Supported commanders at the squadron level or higher will appoint, in writing, an Access Control Officer who will:

(1) Submit to the Provost Marshal (Attn: Pass & ID Supervisor) a monthly roster of individuals that are authorized and require FLRA access.

(2) Submit to the Provost Marshal a monthly roster of individuals whose access has been terminated.

(3) Report to the Provost Marshal immediately, all losses of CAC in order to expedite modification of the AECS security database to deny access to that particular badge/user.

c. FLRA personnel will be responsible for reporting personnel that loiter, enter through unauthorized ECPs, or unescorted visitors within the FLRA to squadron supervisors.

3. Access. The Provost Marshal will be responsible for the following:
- a. Establish, maintain, test, supervise, and ensure the integrity of the AECS.
 - b. Approve the designation of ECPs for the FLRA.
 - c. Establish personnel and vehicle access control for the FLRA per reference (a).
 - d. Procure, install, and maintain physical barriers, fencing, lighting, etc., to deter, detect, delay, or deny the entry of unauthorized persons to the flight line and aircraft parking areas.
 - e. Grant immediate access to all emergency vehicles responding to locations within the restricted area. Emergency vehicles are ambulances, fire trucks, military police vehicles, crash crew trucks, and explosive ordnance disposal vehicles. These vehicles will not be impeded, and security personnel will render assistance as required.
 - f. Authorize access to contractors and delivery personnel per reference (h).
 - g. Grant access to dependents to conduct official business upon presentation of a valid Dependent's Identification Card (DD FORM 1172). The sponsoring unit must provide an escort.
 - h. Grant visitors access to the restricted area upon presentation of identification. A sponsoring unit must authorize and properly escort the visitor.
 - i. Upon recommendation of the responsible Commander, waive access control measures during special events, provided that additional security measures are taken during the time of the event.
 - j. Grant access to space available travelers when presented with proper identification.

Flight Line Barrier Plan

1. In order to limit unauthorized access to the FLRA, barriers will be placed at several locations. The preferred barrier method is orange plastic partially filled water barriers, staggered in order to allow small ground support equipment (GSE) and emergency vehicles to pass through. Staggered concrete barriers are also acceptable. Signs indicating who is authorized to move the barriers will be placed on these barriers. Barriers will be placed at the following locations:

- a. In between Hangars 131S (MALS-14) and 3998 (VMAT-203).
- b. In between Hangars 3998 and 1667 (VMA-542).
- c. On the north and south ends of the flight line perimeter road that runs along the east side of Hangar 250N (VMGR-252). Due to minimal rotor clearance, this area is closed to normal traffic. Only GSE, fuel trucks, airfield operations vehicles, and emergency vehicles are authorized access, and contractors, vendors, delivery vehicles, etc., are not authorized to travel through this area.
- d. On the northeast corner of Hangar 131N. These barriers will have signs restricting all vehicles except for GSE, fuel trucks, airfield operations, and emergency vehicles. Contractors, vendors, delivery vehicles etc., are not authorized to travel past this area.
- e. The FLRA access point to the West Ramp that is 100M after the Gate 9 entrance (entrance to go to Airfield Operations) and adjacent to Hangar 1700 (VMAQ).

Enhanced Flight Line Security Measures

1. The Provost Marshall's Office shall maintain armed react/security team in a high state of readiness must be able to respond in three minutes.
2. All units operating within the FLRA will maintain a Random Antiterrorism Access Measures (RAM) program in coordination with Station Mission Assurance and the Provost Marshal's Office.
3. The Provost Marshall's Office shall conduct a weekly check of all non-automated or disabled gates that provide access to the FLRA.
4. During FPCON B, perform the following:
 - a. PMO shutdowns designated vehicle gates controlled by Automated Electronic Control Systems.
 - b. All units increase RAMs.
 - c. Conduct a bi-weekly check of all non-automated or disabled gates providing access to the FLRA.
5. During FPCON B, perform the following:
 - a. All units initiate Antiterrorism Measures as directed by HHQ and Station Operations Directorate.
 - b. All units place armed sentries at all operational Access Control Points.
 - c. All units conduct a daily check of all non-automated or disabled gates providing access to the FLRA.