
TDOT AERONAUTICS DEVELOPMENT UPDATE

IMPORTANT: As a reminder, [Airport Improvement Program \(AIP\)](#) funded projects must adhere to the [FAA Order 5100.38D AIP Handbook](#), in accordance with [FAA Grant Assurance #34: Policies, Standards, and Specifications](#). Specifically, the general aviation perimeter fencing requirements are set forth in [Table L-2 Safety and Security Equipment Project Requirements](#). This is unrelated to the requirements of [49 CFR Part 1542](#) for Air Carriers and Commercial Operators.

For fencing that is needed to discourage unauthorized access to the airfield by people or vehicles, the fence must be reasonable for the type of situation:

- a) **Five-foot-high** chain link fence is reasonable within 500 feet of a terminal area because it is considered a sensitive security area.
- b) Fencing around the remainder of the airfield perimeter is only needed to serve as a notice of legal boundary. **Five-foot-high woven wire fence**, which is significantly more economical than chain link fence, is reasonable. For urban areas¹, no more than a five-foot-high chain link fence is also considered reasonable.

If the purpose of the fencing is to discourage wildlife, **a wildlife hazard site visit report** (non-14 CFR Part 139 Airports) **or wildlife hazard management plan** (14 CFR Part 139 Airports)² is required for justification and must follow the FAA design standards for wildlife fencing³. The FAA recommends a **10-foot fence to deter wildlife**; however, it depends on the wildlife report recommendation.

All fencing must have a **minimum useful life of 20 years**.

ALTERNATIVELY: If the fencing project is considered “beyond what is reasonable” or “non-aeronautical”, the project will have federal funding limitations. **Any ineligible work must be funded locally or with non-AIP funds** to make up the difference in cost. Depending on the proposed fencing detail, the difference in cost is typically in the material if the labor is considered the same.

BACKGROUND AND CONCLUSION

Fencing is important and often a required part of a safe and secure airport. Fencing is also costly and can be overdesigned. Thus, it is imperative to ensure that funding is optimized and utilized responsibly. Fortunately, there are published standards and guidelines that assist us in the process. If you have any further questions, please reach out to your assigned TDOT Project Manager to discuss your project details and eligibility requirements.

¹ See [TN.gov](#) for the State of Tennessee County Maps that depict the Municipal Boundaries.

² Site Visit or Management Plan is acceptable for Class IV 14 CFR part 139.

³ See [AC 150/5370-10](#) for more details on Wildlife Fencing Specifications.