

# Click2Enter, Inc.

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## General Safety Guidelines For Aircraft Operating Gates Using The Click2Enter-I

A major change in the manufacture and installation of motor-operated gates came about with the adoption of UL325. This standard set the base-line for the manufacture, installation, and operation of motor-operated gates, making them safer for pedestrian and vehicle operations. In the case of ground based aircraft operation of gates it can create a different set of operational issues/problems pertaining to safety devices etc. Having a gate close upon an aircraft taxiing through an open gate can be catastrophic should the gate close and strike the aircraft.

Click2Enter, Inc. has been involved in several gate access control projects where fixed wing and rotor aircraft used the Click2Enter-I to control gates. We have been asked to support both military and civilian aircraft gate control projects and have determined that a specific set of settings, devices, and protocols should be incorporated into the design of any gate control project where aircraft operations are intended:

- A. **Never operate the Click2Enter-I beyond line of sight** as this can lead to accidental activation. By adjusting "GAIN" (distance) settings, the ability of the system to operate outside of line-of-site can be reduced considerably.
- B. **Allow for ample transit time** for an aircraft to taxi through the gates. Setting the Click2Enter-I in the "HOLD OPEN" timer mode will help prevent an unwanted closing of the gates. In this mode the Click2Enter-I will hold the gate open from 1-59 minutes and release the relay control back to the gate once it reaches the end of the set time hold duration.
- C. **Always use the Click2Enter-I "LATCH OPEN & HOLD" mode of operation.** When activated, the Click2Enter-I will not allow an override closure. While enabled in this mode the Click2Enter-I will not accept another activation request, and the "ACTIVATION LED" will blink at a 50% duty cycle during the pre-set time period.
- D. **Always install loop safeties.** These are typically used to prevent accidental closure of gates where a vehicle is traveling through. Loop safety systems should be used in every instance, including aircraft applications. However, with aircraft operating gates being identified (recognized) by the loops can sometimes be difficult as the mass or height of an aircraft can be considerably different than that of a vehicle. Click2Enter, Inc. recommends that you check with your loop system manufacturer for suggestions and or guidelines as to how to use the proper equipment for aircraft operations.
- E. **Always use beam or photo-eye devices in conjunction with loop safeties.** Note that edge safety devices are not desirable in the case of aircraft operations because of the potential of a gate striking a propeller or rotor. Edge safeties should still be used to meet UL325 guidelines, however added control with beams makes even a safer system. Beams add another layer of safety directly in the breach of the gate to prevent an accidental closure. Aircraft heights can vary, so the placement of beam coverage is critical for a safe system installation.
- F. **Always use visual annunciators.** These are the final step in the process of installing a proper gate system for aircraft operations. Since aircraft engines emit an immense amount of sound, audio annunciators are ineffective. Light or visual annunciators are recommended to provide a final feedback to the pilot operator that the Click2Enter-I has released its relay hold of the gate system and the gate system is about to close. This visual feedback will provide the pilot operator with the opportunity to make a final decision as to either power through the gate or wait for the closure and re-activate the system once the gate completely closes.

**FINAL DISCLAIMER:** None of the safety guidelines provided here in this document should supersede any of the UL325 Guidelines. These guidelines are provided as enhancements only to support the safe operation and control of gates with the Click2Enter-I access system. It is highly recommended that in any project that the Click2Enter-I is specified or intended to be used that you call the Click2Enter, Inc. corporate offices to discuss the specifics of your project.