

## 41107 Control construction and maintenance work being carried out airside at an airport

<b>Kaupae   Level</b>	4
<b>Whiwhinga   Credit</b>	4
<b>Whāinga   Purpose</b>	<p>People credited with this skill standard are able to control construction and maintenance work being carried out airside at an airport, ensuring a focus on safety, compliance, coordination, and communication.</p> <p>This skill standard is intended for airport employees or contractors only, as airside assessment opportunities are restricted to those persons holding an Airport Identity Card issued by the New Zealand Civil Aviation Authority under the sponsorship of an airport employer, or New Zealand Defence Force (NZDF) equivalent.</p>

### Hua o te ako me Paearu aromatawai | Learning outcomes and assessment criteria

Hua o te ako   Learning outcomes	Paearu aromatawai   Assessment criteria
1. Control construction and maintenance work being carried out airside at an airport.	a. Control works airside that affect aircraft operations.
	b. Control works airside that affect neither aircraft operations nor passenger facilitation.
	c. Confirm rules applicable to all construction and maintenance works airside are applied.

### Pārongo aromatawai me te taumata paearu | Assessment information and grade criteria

#### Assessment specifications:

Works notification could include NOTAM, AIPNZ, AIP supplement, markers.

Rules pertaining to works airside could include operating limits, isolation of work area, tall equipment, obstructions, clear routes for emergencies, obstacle limitation surfaces, vehicle access, escorts, airfield signage, markings, operational length reduction, displaced thresholds, Zone 1, Zone 2, Zone 3.

Assessments must be conducted in an active airport environment to ensure practical application to reflect the standards of an aviation workplace.

Evidence presented for assessment against this skill standard must be in accordance with enterprise procedures.

#### Definitions:

**Aerodrome** means any defined area of land or water intended or designed to be used either wholly or partly for the landing, departure, and surface movement of aircraft; and includes any building, installations, and equipment on or adjacent to any such area used in connection with the aerodrome or its administration.

**Aeronautical Information Publication New Zealand (AIPNZ)** is a regularly published record of information related to air navigation in New Zealand. It has occasional supplements.

*Airport* refers to aerodrome as per Civil Aviation Rules.

*Airside* refers to the movement area of an airport, adjacent terrain and buildings, or portions thereof, where access is controlled.

Reference to *enterprise procedures* means that all activities must comply with the requirements contained in the current airport exposition, current airport company manuals and procedures, and any relevant legislative and/or regulatory requirements, which may include but are not limited to: Civil Aviation Act 2023, relevant Civil Aviation Rules, New Zealand Defence Force (NZDF) Policy.

*NOTAM* refers to a Notice to Airmen. It is a notice distributed by means of telecommunication containing information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential to personnel concerned with flight operations.

*Obstacle Limitation Surfaces* are a series of surfaces that define the limits to which objects may project into the airspace surrounding an aerodrome so as to permit aircraft to be operated safely.

*Public protection* refers to the protection of the general public and passengers, and the protection of property.

*Works airside that affect neither aircraft operations nor passenger facilitation* are works that affect the requirements of an airport, such as repairing the perimeter fence, but do not interfere with aircraft movements or passenger services.

*Zone 1* refers to a rectangular area which symmetrically surrounds the runway. Its sides are 45 metres from the runway centreline and its ends 60 metres beyond the runway ends.

*Zone 2* refers to a rectangular area where the ends coincide with the ends of Zone 1, except that where there is a clearway, the end is extended to include it. The sides are 75 metres from the runway centreline.

*Zone 3* refers to a rectangular area which is only required at aerodromes having a runway strip wider than 150 metres. It extends to the edge of the runway strip, either 110 metres or 150 metres from the runway centreline where appropriate.

### ***Ngā momo whiwhinga* | Grades available**

Achieved

### **Ihirangi waitohu** | Indicative content

Controlling works airside that affect aircraft operations

- Method of works plans: structure, purpose, and key components (e.g., title page, scope, restrictions, drawings).
- Procedures for coordinating with air traffic control and other stakeholders.
- Notification protocols: how and when to issue NOTAMs, update AIPNZ, and use markers or signage.
- Maintaining aircraft operations and passenger access during works: temporary re-routing, use of safety officers, communication with airlines and ground services.

Controlling works airside that affect neither aircraft operations nor passenger facilitation

- Identifying non-disruptive works (e.g. perimeter fence repairs, lighting maintenance).
- Maintaining security boundaries: access control, fencing, surveillance.
- Ensuring safety for all affected parties: hazard identification and mitigation, role of works safety officer.

Confirming rules applicable to all construction and maintenance works airside

- Applicable rules (e.g. obstacle limitation surfaces, operational limits and isolation of work areas, vehicle access and escort protocols, airfield signage and markings, Zone 1, 2, and 3 definitions and implications).
- Cleanliness and foreign object debris (FOD) control: debris management, cleaning routines and inspections, vehicle contamination control.

### Rauemi | Resources

[AIP New Zealand GEN 3.1 Aeronautical Information Services](#)

[CAA Advisory Circular AC139-3 Aerodrome Inspection Programme and Condition Reporting](#)

[CAA Advisory Circular AC139-5 Operational Safety During Works on Aerodromes](#)

[CAA Advisory Circular AC139-9 Notification of aerodrome data and information](#)

[CAA Advisory Circular AC139-10 Control of Obstacles](#)

[Civil Aviation Rule Part 139 Aerodromes – Certification, Operation and Use](#)

[NOTAM Guidelines for Operators and Originators](#)

Enterprise procedures.

### Pārongo Whakaū Kouna | Quality assurance information

<b>Ngā rōpū whakatau-paerewa  </b> Standard Setting Body	Ringa Hora Services Workforce Development Council
<b>Whakaritenga Rārangi Paetae Aromatawai  </b> DASS classification	Service Sector > Aviation > Airport Operations
<b>Ko te tohutoro ki ngā Whakaritenga i te Whakamanatanga me te Whakaōritenga  </b> CMR	0112

<b>Hātepe  </b> Process	<b>Putanga  </b> Version	<b>Rā whakaputa  </b> Review Date	<b>Rā whakamutunga mō te aromatawai  </b> Last date for assessment
<b>Rēhitatanga  </b> Registration	1	18 December 2025	N/A
<b>Kōrero whakakapinga  </b> Replacement information	This skill standard replaced unit standard 17352.		
<b>Rā arotake  </b> Planned review date	31 December 2030		

Please contact Ringa Hora Services Workforce Development Council [qualifications@ringahora.nz](mailto:qualifications@ringahora.nz) to suggest changes to the content of this skill standard.