

<b>Title</b>	<b>Operate a vehicle airside on the apron at an airport</b>		
<b>Level</b>	<b>3</b>	<b>Credits</b>	<b>3</b>

<b>Purpose</b>	People credited with this unit standard are able to: use terminology related to airside driving; prepare to drive a vehicle airside on the apron at an airport; drive a vehicle airside on the apron at an airport; and observe the responsibilities of drivers in the event of accidents and/or incidents on the apron at an airport.
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<b>Classification</b>	Aviation > Airport Operations
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<b>Available grade</b>	Achieved
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<b>Prerequisites</b>	People seeking credit for this unit standard must hold a current Airside Driving Permit, or as stipulated by the aerodrome certificate holder.
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## Guidance Information

### 1 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;

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

*Apron* means a defined area on a land aerodrome intended to accommodate aircraft for the purpose of loading or unloading passengers or cargo, refuelling, parking, or maintenance.

*Designated parking areas* refer to those areas on the apron set aside for parking ground handling equipment or vehicles. These areas are delineated by paint markings on the apron or roadside.

*Exempted area* refers to an area within the airside operational area in which drivers may operate without the requirement to hold an Airside Driving Permit.

*Manoeuvring area* refers to that part of an aerodrome to be used for the take-off and landing of aircraft and for the surface movement of aircraft associated with take-off and landing; but does not include areas set aside for loading, unloading, or maintenance of aircraft.

The term *airport* refers to aerodrome as per Civil Aviation Rules.

### 2 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 1990, relevant Civil Aviation Rules, New Zealand Defence Force Policy.

- 3 Emergency equipment may include vehicles from the following: Rescue Fire, Fire and Emergency New Zealand, Ambulance Service, New Zealand Police, Airport Security, Aviation Security Services, Royal New Zealand Air Force (RNZAF) Force Protection, or any other approved emergency vehicles displaying a flashing beacon.

## Outcomes and performance criteria

### Outcome 1

Use terminology related to airside driving.

#### Performance criteria

- 1.1 Terminology used is consistent with the definitions stated in Civil Aviation Rule Part 139.

Range definitions may include but are not limited to – aerodrome or airport, Airside Driving Permit, airport official, airside operations area, Air Traffic Services (ATS), emergency equipment, exempted area, roading system, manoeuvring area, designated parking areas.

### Outcome 2

Prepare to drive a vehicle airside on the apron at an airport.

#### Performance criteria

- 2.1 Operating area is identified prior to operation of a vehicle in accordance with enterprise procedures.

- 2.2 Regulations and penalties pertaining to driver behaviour airside on an apron are described in accordance with legislation and regulations.

Range factors include but are not limited to – drugs, alcohol, smoking, pedestrians, excessive speed.

- 2.3 Vehicle is checked in accordance with enterprise procedures.

Range may include but is not limited to – vehicle being checked to ensure the presence of flashing light and/or rotating beacon.

- 2.4 Vehicles are loaded securely so that potential hazards can be avoided in accordance with enterprise procedures.

Range potential hazards may include but are not limited to – leaks, damage, missing parts, inoperative systems.

- 2.5 Any required high-visibility clothing and suitable ear protection is worn in accordance with enterprise procedures.
- 2.6 A valid airport identity card is displayed in accordance with enterprise procedures.

### Outcome 3

Drive a vehicle airside on the apron at an airport.

#### Performance criteria

- 3.1 Lawful instructions and directives are complied with in accordance with enterprise procedures.
- Range may include but are not limited to – orders or signals of an airport official, police officer, aviation security officer, RNZAF Force Protection, ATS, customs officer.
- 3.2 Rules for right of way on an apron are adhered to in accordance with airside driving rules specified by enterprise procedures.
- Range rules pertaining to right of way may include but are not limited to – aircraft, emergency equipment, vehicles responding to an emergency, pedestrians, ground service equipment.
- 3.3 Vehicle is operated within the speed limitations in accordance with the airside driving rules specified by enterprise procedures.
- 3.4 Vehicle is operated using the designated road system and indicated entry and/or exit points to such roads and service areas.
- 3.5 All entrances giving access to airside areas are confirmed closed or barricaded immediately after passage in accordance with enterprise procedures.
- 3.6 Wing tip clearance lines are observed and kept clear in accordance with enterprise procedures.
- 3.7 When aircraft anti-collision beacons are operating the minimum distance in front or behind is maintained at all times in accordance with enterprise procedures.
- 3.8 Vehicle is not driven under any portion of any aircraft except when actively engaged in servicing that aircraft.
- 3.9 Any foreign object debris (FOD) observed is removed or reported immediately in accordance with enterprise procedures.
- 3.10 Vehicle and/or equipment is attended at all times while airside unless parked in a designated parking area.

**Outcome 4**

Observe the responsibilities of drivers in the event of accidents and/or incidents on the apron at an airport.

**Performance criteria**

- 4.1 Responsibility for accidents and/or incidents involving aircraft, vehicle, property or personnel is observed in accordance with enterprise procedures, and Civil Aviation Rule Part 12.

<b>Planned review date</b>	31 December 2026
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**Status information and last date for assessment for superseded versions**

Process	Version	Date	Last Date for Assessment
Registration	1	27 April 2000	31 December 2016
Revision	2	15 September 2003	31 December 2016
Revision	3	22 July 2005	31 December 2016
Review	4	21 November 2008	31 December 2016
Review	5	24 October 2014	31 December 2023
Review	6	29 July 2021	N/A

<b>Consent and Moderation Requirements (CMR) reference</b>	0028
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This CMR can be accessed at <http://www.nzqa.govt.nz/framework/search/index.do>.

**Comments on this unit standard**

Please contact ServiceIQ [qualifications@serviceiq.org.nz](mailto:qualifications@serviceiq.org.nz) if you wish to suggest changes to the content of this unit standard.