

Title	Operate a vehicle airside on the manoeuvring area of an airport		
Level	3	Credits	4

Purpose	People credited with this unit standard are able to: apply knowledge of airside driving procedures; prepare to drive a vehicle airside on the manoeuvring area of an airport; drive a vehicle airside on the manoeuvring area of an airport; and observe the responsibilities of drivers in the event of accidents and/or incidents on the manoeuvring area at an airport.
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Classification	Aviation > Airport Operations
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Available grade	Achieved
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Prerequisites	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.

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

Apply knowledge of airside driving procedures.

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;
a minimum of ten terms must be explained.
- 1.2 Regulations pertaining to driver behaviour airside on a manoeuvring area are complied with.
- Range factors may include but are not limited to – drugs, alcohol, smoking, excessive speed.
- 1.3 ATS light signals are identified and interpreted.
- 1.4 ATS manoeuvring area operating procedures are identified in accordance with enterprise procedures.
- 1.5 The zone restrictions are identified and interpreted in accordance with enterprise procedures.
- 1.6 Runway crossing procedures are identified and interpreted in accordance with enterprise procedures.

Outcome 2

Prepare to drive a vehicle airside on the manoeuvring area of an airport.

Performance criteria

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

- 2.2 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.
- 2.3 Clearance is obtained from ATS prior to entering the manoeuvring area in accordance with enterprise procedures.
- 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 manoeuvring area of an airport.

Performance criteria

- 3.1 Lawful instructions and directives are complied with in accordance with enterprise procedures.
- Range may include but is 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 a manoeuvring area are adhered to in accordance with the 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.
- 3.3 Vehicle is operated within the speed limitations specified in accordance with the airside driving rules specified by enterprise procedures.
- 3.4 All entrances giving access to airside areas are confirmed closed or barricaded immediately after passage in accordance with enterprise procedures.
- 3.5 A safe distance in front or behind an aircraft is maintained at all times in accordance with enterprise procedures.
- 3.6 Vehicle is not driven under any portion of any aircraft except when actively engaged in servicing that aircraft.

- 3.7 Any foreign object debris (FOD) observed is removed or reported immediately.
- 3.8 Vehicle and/or equipment is attended at all times while airside unless parked in a designated parking area.
- 3.9 Stop bars are observed in accordance with enterprise procedures.
- 3.10 ATS light signals are observed in accordance with enterprise procedures.
- 3.11 ATS instructions for vehicles to stop and/or vacate manoeuvring area are observed in accordance with enterprise procedures.
- 3.12 Vehicle does not infringe critical or sensitive areas of the Instrument Landing System (where applicable).

Outcome 4

Observe the responsibilities of drivers in the event of accidents and/or incidents on the manoeuvring area 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.

Planned review date	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	22 July 2005	31 December 2016
Review	3	21 November 2008	31 December 2016
Review	4	24 October 2014	31 December 2023
Review	5	29 July 2021	N/A

Consent and Moderation Requirements (CMR) reference	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 if you wish to suggest changes to the content of this unit standard.