

Title	Regulate the use of vehicles in controlled movement areas airside at an airport		
Level	3	Credits	4

Purpose	<p>This unit standard is intended for operations and security staff at an airport.</p> <p>People credited with this unit standard are able to: monitor driver behaviour in controlled movement areas of an airport; check the airside worthiness of vehicles and documentation of drivers; and undertake procedures for driver and vehicle non-compliance.</p>
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Classification	Aviation > Airport Operations
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Available grade	Achieved
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Guidance Information

- 1 Definitions

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

Airside worthiness refers to the compliance of vehicles with the requirements for the type of vehicle and the area of the airport in which they are operating; it does not include road worthiness.

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

Vehicles refer to all vehicles, and movable equipment including loads.
- 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 (NZDF) Policy.
- 3 This unit standard may be assessed against in an aviation workplace in real or simulated situations, or in a training environment if simulated workplace conditions are able to be provided that reflect the standards of an aviation workplace.

Outcomes and performance criteria

Outcome 1

Monitor driver behaviour in controlled movement areas of an airport.

Performance criteria

1.1 Driver behaviour is monitored for conformity with enterprise procedures.

Range includes but is not limited to – speed limits, road markings, prohibited areas, signage.

Outcome 2

Check the airside worthiness of vehicles and documentation of drivers.

Performance criteria

2.1 Vehicles, driven or parked airside, are checked for conformity with enterprise procedures.

Range non-conformities may include but are not limited to – leakage, lack of current regulative documentation, malfunctioning, breakage.

2.2 Airside drivers' documentation is checked in accordance with enterprise procedures.

Range may include but are not limited to – lack of current regulative documentation.

Outcome 3

Undertake procedures for driver and vehicle non-compliance.

Range procedures may include but are not limited to – issuing infringement notices, removal of vehicle.

Performance criteria

3.1 Procedures undertaken are in accordance with enterprise procedures.

Replacement information	This unit standard was replaced by skill standard 41085.
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This unit standard is expiring. Assessment against the standard must take place by the last date for assessment set out below.

Status information and last date for assessment for superseded versions

Process	Version	Date	Last Date for Assessment
Registration	1	17 December 1996	31 December 2016
Review	2	27 April 2000	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	31 December 2027
Review	7	18 December 2025	31 December 2027

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>.