

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

<b>Purpose</b>	<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>
----------------	--

<b>Classification</b>	Aviation > Airport Operations
-----------------------	-------------------------------

<b>Available grade</b>	Achieved
------------------------	----------

---

## 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.

---

<b>Planned review date</b>	31 December 2026
----------------------------	------------------

**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	N/A

**Consent and Moderation Requirements (CMR) reference**

0028

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.