

AIRSIDE VEHICLE CONTROL HANDBOOK



BANKSTOWN AND CAMDEN AIRPORTS

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INTRODUCTION

Bankstown Airport Ltd and Camden Airport Ltd have produced this Airside Vehicle Control Handbook (Handbook) to promote greater safety awareness in respect of Airside driving.

Under the Civil Aviation Safety Authority (CASA) standards, Bankstown Airport Limited (BAL) and Camden Airport Limited (CAL) are obliged to include safety Regulations in their manual particulars for the control of surface vehicles operating on, or in the vicinity of movement areas. (CASA Manual of Standards Part 139- Aerodromes)

BAL/CAL also have a general duty of care under common law, and under Work Health and Safety Act 2011, Regulations and Codes of Practice, Civil Aviation Regulations, and the Air Navigation Regulations in respect to safety and security issues associated with surface vehicles operating airside.

- **THIS HANDBOOK HAS BEEN PUBLISHED TO PROMOTE THE SAFE AND ORDERLY AIRSIDE MOVEMENT OF AIRCRAFT AND VEHICULAR TRAFFIC.**
- **ANY FAILURE TO COMPLY WITH THE REQUIREMENTS OF THESE RULES IS A BREACH OF THE CONDITIONS AND RULES SET DOWN BY THE RELEVANT AUTHORITIES IN RESPECT OF AIRSIDE DRIVING.**
- **ANY FAILURE TO COMPLY WITH THE REQUIREMENTS OF THIS HANDBOOK WILL BE TAKEN INTO ACCOUNT BY BAL/CAL IN CONSIDERING WHETHER TO EXCLUDE INDIVIDUAL DRIVERS OR THEIR EMPLOYERS FROM AIRSIDE USE OR THE OPERATION OF MOTOR VEHICLES.**

Lee de Winton
Chief Executive Officer
BANKSTOWN AIRPORT LIMITED
CAMDEN AIRPORT LIMITED

DEFINITIONS

Air Traffic Control (ATC): Air Traffic Control process supplied by Airservices Australia to manage the air traffic system pertaining to airports.

Aeronautical Radio Operators Certificate: means a certificate issued in accordance with Civil Aviation Regulation 83A.

Airport: means Bankstown Airport and/or Camden Airport.

Airport Operator: an Airport Operator company as defined under The Airports Act 1996. Bankstown Airport Ltd (BAL) is the Airport Operator of Bankstown Airport and Camden Airport Limited (CAL) is the Airport Operator of Camden Airport.

Airport Reporting Officer: means the Operations Officer on duty monitoring Airside activity.

Airside: means the Movement Area of the Airport, adjacent terrain and buildings or portions thereof.

Airside Vehicle Control Handbook: means the rules for drivers set out in this Handbook.

Approved Issuing Authority: means a person or body authorised under paragraph 4.42A (i) (c) (*Attachment C*) to issue ADAs or AUAs (for these see below) for the Airport.

Apron: means that part of an Airport used:

- For the purpose of enabling passengers to board, or disembark from aircraft;
- For loading cargo on to, or unloading cargo from, aircraft; and /or
- For refuelling, parking or carrying out maintenance on aircraft.

Authority to Drive Airside (ADA): means an authority to drive Airside issued under regulations, 4.43 of the Airports (Control of On-Airport Activities) Regulations (*Attachment C*).

Authority to Drive Airside Category 2 (CAT 2): means an authority authorising driving in Category 2 areas issued in accordance with ADA Requirements.

Authority to Drive Airside Category 3 (CAT 3): means an authority authorising driving in Category 3 areas issued in accordance with ADA Requirements.

Authority to Drive Airside Category 4 (CAT 4): means an authority authorising driving in Category 4 areas issued in accordance with ADA Requirements.

Authority to Use Airside (AUA): means an authority issued in accordance with Regulation 4.44 of the Airports (Control of On-Airport Activities) Regulations (*Attachment C*).

BAL: means Bankstown Airport Limited, the Airport Operator of Bankstown Airport.

CAL: means Camden Airport Limited, the Airport Operator of Camden Airport.

CASA: Civil Aviation Safety Authority

Handbook: means the Airside Vehicle Control Handbook

Manoeuvring Area: means that part of the Airport used for the take-off, landing and taxiing of aircraft, (i.e.; taxiways and Runways), excluding Aprons.

Markings: means the symbols, lines, words and figures displayed on the surface of a Movement Area, or visual distinguishing features added to vehicles.

Movement Area: means that part of the Airport that is used for the surface movement of aircraft, including Manoeuvring Areas and Aprons.

Perimeter Road: means an Airside road which remains clear of the Manoeuvring Areas except in areas where the road marked as a road crosses a taxiway.

Supervision: means supervision in accordance with Part 7 of this Handbook.

Surface Movement Control: Vehicles (SMC-v): means the radio channel used to control the movement of vehicles on Movement Areas excluding the Runway Strips.

Tower: means the air traffic control tower at the Airport.

Transport Security Program: means the security arrangements in force at the Airport in accordance with Section 22ZA of the Air Navigation Act.

Vehicle Operator: means a person, firm, body corporate or Government Department controlling the operation of a vehicle whether as owner, hirer or otherwise.

Vehicle: means a motor vehicle or other specialised airside mobile equipment, other than bicycles and tricycles.

ADA REQUIREMENTS

An Authority to Drive Airside (ADA) is an authority issued by BAL/CAL that permits the holder to operate a vehicle on the Airside areas at Bankstown Airport and Camden Airport within certain designated areas, depending upon the category of ADA the driver holds.

An applicant must demonstrate a proper and reasonable need for an ADA, and should not assume that there is a right to drive Airside. The applicant must demonstrate that there is an operational requirement for frequent unescorted access Airside before BAL/CAL will issue an ADA to that person.

Prior to sitting the mandatory ADA test the applicant must have completed the following minimum hours as an observer and being observed in a vehicle on the Airside:

- 4 hours in relation to an ADA CAT 2. This must include 2 hours as an observer and 2 hours being observed.
- 8 hours in relation to an ADA CAT 3. This must include 4 hours as an observer and 4 hours being observed driving in the manoeuvring area.

The airside driving logbook must be completed and signed once the appropriate training has been undertaken. The airside driving logbook is to be included with the initial application of an ADA.

Applicants for the ADA must answer all mandatory questions correctly and obtain an overall pass mark of 95%. If unsuccessful, the applicant may re-sit the test after a study/training period of no less than 48 hours.

The following categories indicate where a driver is authorised to operate:

Category 1 - Glider Area only (Camden Airport)

Category 2 - Aprons & Perimeter Roads

Category 3 - Manoeuvring area (excluding Runways) and all Apron areas.

Taxiways 'E' (Between TWY F and TWY J) and 'B' are only available for aircraft undertow.

Category 4 - All movement Areas (BAL Staff only)

Please refer to the detailed maps of Bankstown Airport Limited (*Attachment A*) and for Camden Airport Limited (*Attachment B*).

When applying for a CAT 3 ADA, a driver must:

- Hold an 'Aeronautical Radio Operators Certificate' issued by CASA or an approved issuing authority.
- Be able to comprehend any visual signals that may be issued by ATC.

RULES

1. AUTHORITY TO DRIVE AIRSIDE AND THE REQUIREMENT TO HOLD A CURRENT STATE OR TERRITORY LICENCE

Authority

You must not drive a vehicle in any Airside area unless:

- You hold a current ADA valid for the area in which you need to operate.
- The vehicle has a current AUA.
- You have a valid reason to be driving Airside.

or

- You are under supervision by the holder of an ADA.

Licence

You must not drive a vehicle Airside unless you hold a current State or Territory driver's licence and ADA. On application of an airside licence, new or renewal, BAL/CAL request to sight your current drivers licence.

Inspection of Documents

You must carry your ADA with you whenever you are in charge of a vehicle on an Airside area.

Whenever you are in charge of a vehicle Airside, if BAL/CAL directs you to produce your ADA you must comply with that direction.. A current AUA should also be clearly visible on the vehicle for inspection.

Cancellation/Suspension

If you are notified by BAL/CAL that your ADA is cancelled or suspended you must surrender it to BAL/CAL immediately.

If you hold an ADA and you cease to hold a State or Territory licence to drive or you have any State or Territory licence to drive suspended for breach of any traffic laws, your ADA terminates immediately and you must surrender the authority within 48 hours of ceasing to hold a licence.

2. VEHICLE

You must not drive a vehicle in an Airside area without an AUA that:

- Is affixed to the windscreen.
- Is displayed in a holder facing outwards from the front of the vehicle and readily visible if the vehicle does not have a windscreen.

As well as an AUA, a vehicle approved to operate Airside must also have clearly displayed:

- A logo which identifies the operator of the vehicle (if a company).
- An amber rotating or flashing beacon with 360° visibility.

3. DRIVING

3.1. When driving Airside, you must:

- Obey all regulatory signs and, unless otherwise indicated by signs, adhere to the following speed limits:
 - Within 15 metres of an aircraft 10 km/h
 - Elsewhere on the movement area 25 km/h
 - Perimeter roads. 40 km/h
- Not drive within 3 metres of an aircraft, except when required for the servicing of that aircraft.
- Not drive within 15 metres of an aircraft refuelling, except when equipment conforms to Civil Aviation Orders (CAO) Part 20.9, Section 4.4.3 (b).
- Stay well clear of aircraft when their red anti-collision beacons are operating (indicating that the engines are running or are about to be started).
- Be trained appropriately to drive on airside areas and have completed the airside driving log.
- Use roadways (where marked) to traverse Aprons.
- Not drive while affected by alcohol or drugs as per CASR Part 99.
- Not drive in a manner likely to jeopardise the safety of any person.
- Comply with instructions given to you by BAL/CAL including instruction in the form of default notices given to you or attached to a vehicle of which you are in charge.
- Ensure when driving vehicles carrying loose material (such as garbage and waste paper) that the load is adequately covered to prevent spillage.
- Not park vehicles or equipment so that they will obstruct aircraft, other vehicles or pedestrians.
- When the vehicle is left unattended in other than designated parking areas, the doors must be closed and left unlocked with the keys in the ignition and the handbrake left on.
- BAL/CAL does not authorise any driving on Airside areas in conditions where visibility is less than 800 metres.
- We require that high visibility garments are worn whilst in airside areas
- Leave 3m clearance of the perimeter fence clear of obstructions including vehicles and equipment. This applies to airside and landside areas. (ICAO Aviation Security Manual Section 11.2.2.9)

3.2. You must not drive a vehicle on the Manoeuvring Area of the Airport unless:

- You hold a current CAT 3 and;
- The vehicle is equipped with a two way radio for communication with air traffic control and the driver holds an aeronautical radio operators certificate.

Or

- The vehicle is under escort by a radio equipped vehicle and driven by a driver with the appropriate ADA and aeronautical radio operators certificate.

3.3. Glider Operations:

- When driving or preparing to drive within the glider strip area you must carry a radio and is to be tuned to the tower frequency;

-
- It is advisable to also carry a spare tow rope in the vehicle, the first aid kit and hydration fluids.
 - Prior to driving into the line of potential conflict with glider/tug on final approach, the driver is to bring the vehicle to a stop and check visually for glider on base and final approach.
 - The driver is to monitor for any glider/tug circuit calls.
 - BAL/CAL require airside drivers wear high visibility garments.
- 3.4. If you are found not to be following these airside driving procedures and have a breach reported against you, it may result in your airside licences and access to driving airside being denied. BAL will keep a log of all airside driving infringements.

4. NIGHT DRIVING

You must not drive a vehicle on any part of the Manoeuvring Area and Apron area between last light and first light except under the following conditions:

- The vehicle has headlights (dipped) and tail lights operating and displays an amber flashing or rotating beacon on the highest part of the vehicle.
- or
- Is under escort by another vehicle operating in accordance with these rules.

Note: Bankstown Airport and Camden Airport do not have low visibility operations. Cat 4 holders are endorsed to drive under low visibility conditions, only if the holder is operationally required to do so.

On the Manoeuvring Area of the Airport you must:

- Be conversant with the radio procedures and with the meaning of ATC visual signals and signs which might be used on the Airport.
- Obey all instructions given by ATC.
- Be familiar with the geography of the Airport.
- Do not enter areas you are unfamiliar with.

5. ACCIDENTS / INCIDENTS

- If you are the driver of a vehicle involved in an accident / incident Airside You must **immediately report** the accident / incident to the ARO and within 24 hours after the accident and provide BAL management a completed Hazard Reporting form, this is available at: www.SMAirports.com.au

6. IMMOBILISED VEHICLES

If you are driving a vehicle which becomes immobilised on the Movement Area you must:

- Notify ATC and the ARO on duty immediately.
- If ATC is not operating, notify BAL/CAL immediately.

If you are driving a vehicle which becomes immobilised on an Apron Area, you must notify BAL/CAL immediately and organise assistance for its removal.

7. SUPERVISION

If you are required to provide supervision of a driver for the attainment of an ADA, you must:

- Hold an ADA for the category for which the training is required; and
- Drive a vehicle which has a current AUA and equipment required.

8. RADIO PROCEDURES

Do not enter the Manoeuvring Area unless you have an established need to do so.

ATC approval is required if you intend to proceed from the Apron Area onto the Manoeuvring Area.

Working on the Manoeuvring Area

Once you have entered the Manoeuvring Area, you must keep a constant radio listening watch, staying alert to what is happening around you by listening to radio communications (ensure that your vehicles stereo is switched off).

Some General Tips:

Before you go out onto the Manoeuvring Area:

KNOW AND UNDERSTAND THE PROCEDURES

KNOW AND UNDERSTAND THE LIGHT SIGNALS

BE PRECISE - AND PATIENT

REMAIN VIGILANT, STAY ALERT AND NEVER GO BEYOND HEARING RANGE OF YOUR RADIO

PLAN YOUR WORK CAREFULLY AND AVOID ANY TENDENCY TO RUSH WHILST AIRSIDE

NEVER LEAVE ANYTHING (EQUIPMENT OR TOOLS) ON THE MOVEMENT AREA

COMPLY WITH THIS HANDBOOK AT ALL TIMES

NOTE: If you become confused whilst driving Airside, leave the Movement Area safely and later update your training and Airside knowledge prior to re-entering an Airside precinct.

9. OTHER LOCAL REQUIREMENTS

The Airside of the Airport is designated a no-smoking area. This means no smoking anywhere on Airside.

Only essential vehicles should be near an aircraft during fuelling operations.

Under declared low visibility conditions, all blanket clearances will be cancelled. ATC will initiate low visibility procedures and will restrict access to the manoeuvring area allowing only a single aircraft or vehicle movement at a time.

Drivers on the Manoeuvring Area must obey all instructions given by Air Traffic/Surface Movement Controllers.

Aircraft Manoeuvring Areas must not be used as shortcuts.

Roadways and Perimeter roads (where marked) must be used to traverse Aprons, Taxi lanes/Taxiways.

Please do not drive on any grassed areas following periods of rain. The soft, wet surfaces may be unsuitable for vehicle movements.

Drivers are to exercise extreme caution at all crossing points and in all cases give way to aircraft.

Drivers must not operate with a train of trolleys in excess of six (6) trolleys on Aprons and roadways.

A vehicle must not operate with a passenger load in excess of its designated capacity.

Remember: NO SEAT, NO RIDE:

Vehicles must not be driven between passengers moving to or from an aircraft.

Vehicles must not be used to service, load or unload an aircraft unless a representative/agent of the aircraft operator is present, or if there is a written agreement between the parties.

All vehicles parked Airside must have a current AUA and must not interfere with aircraft activity.

The driver must not answer a hand-held mobile phone or text whilst operating a vehicle Airside.

All safety and security directions issued by the ARO must be followed at all times.

Basic Visual Aids, Markers and Markings



Perimeter Road Sign

Take notice of all Airside signage; remember depending on the area speed limits may vary.



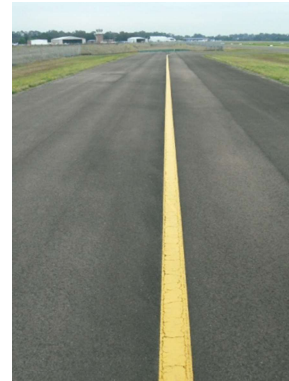
Movement Area Guidance Sign

Movement Area Guidance Sign (MAGS) are used to indicate to pilots their position on the airfield. They are also used for drivers to check their position.



Taxiway Edge Marking

A double yellow line used to mark the edge of the taxiway.



Taxiway Marking

A single solid yellow line used to mark the centre line of the taxiway.





Holding Point







Marking on the intersection of taxiways and runways for aircraft to hold short of runway.








Aircraft Parking Limit Lines

Yellow and red continuous line used to define an area in which the whole of a parked aircraft is to be confined.

	
<p style="text-align: center;">Lease line</p> <p>A solid green line indicates an area that is licensed. Only authorised vehicles are permitted to drive in this area.</p>	<p style="text-align: center;">White Gable Marker</p> <p>White Gable Markers mark the edge of the runway strip. Vehicles are not permitted to enter the runway without clearance from ATC.</p>
	
<p style="text-align: center;">Helicopter Apron Edge</p> <p>A Blue cone to mark the edge of the helicopter parking area.</p>	<p style="text-align: center;">Unserviceability Cone (U/S)</p> <p>A white cone with a red band to mark the unserviceable area.</p>
	
<p style="text-align: center;">Taxiway and Apron Edge Cone</p> <p>A yellow cone to mark the edge of a taxiway or apron area.</p>	<p style="text-align: center;">Works Area Limit Cone</p> <p>An orange cone to mark the limit of works.</p>

	
<p>Glider Operator Signals</p>	<p>Giveway to Aircraft Sign All vehicles are to give way to any aircraft. Aircraft have the right of way</p>
	
<p>Manoeuvring Area Sign- This indicates the start of the manoeuvring area. CAT 3 drivers are to radio into tower for clearance.</p>	<p>Manoeuvring Area Ground Marking This ground marking indicates the holding point into the manoeuvring area</p>
	
<p>Glider Apron Edge- An orange cone to mark out the of glider strip</p>	<p>Helicopter Landing Site</p>

Airport Lighting

Colour	Designation
	Apron or taxiway edge
	Holding points
	Runway edge
	Taxiway Centre Line
	Unserviceable area

Light Signals

If you receive light signals from the tower, respond to them promptly. The meaning of these signals may be displayed on the left hand corner of your vehicle windscreen.

Signals and their meanings are listed hereunder:

GREEN FLASHES	Permission to cross runway or to move on a taxiway
STEADY RED	Stop immediately
RED FLASHES	Move off the runway or taxiway and watch out for aircraft
WHITE FLASHES	Vacate the Manoeuvring Area and contact Airservices Australia Duty Team Leader

REMEMBER:

As a holder of an ADA you are responsible for your own safety and the safety of those around you. Here are some safety points to remember:

Aircraft have the right of way - It is important you understand the aerodrome environment. The road system on this aerodrome will take you directly behind and around aircraft. You must remain observant at all times. You must look-out for aircraft movement at all times- even behind you.

Know where you are - The airfield is a complex environment for inexperienced drivers. CAT 2 and CAT 3 drivers must be fully aware of or know the areas they are not allowed to drive on and must not enter those areas where they do not hold the appropriate authority.

See and be seen - Remember you must always wear high visibility clothing and personal protective equipment whenever you alight from your vehicle in a designated area and you must only park clear of Movement Areas.

Electronic Media - Mobile phones and radios can be a distraction. The air to ground radio must take precedence. If you must use a phone, use a hands free device and keep it short. Concentrate on what you are doing.

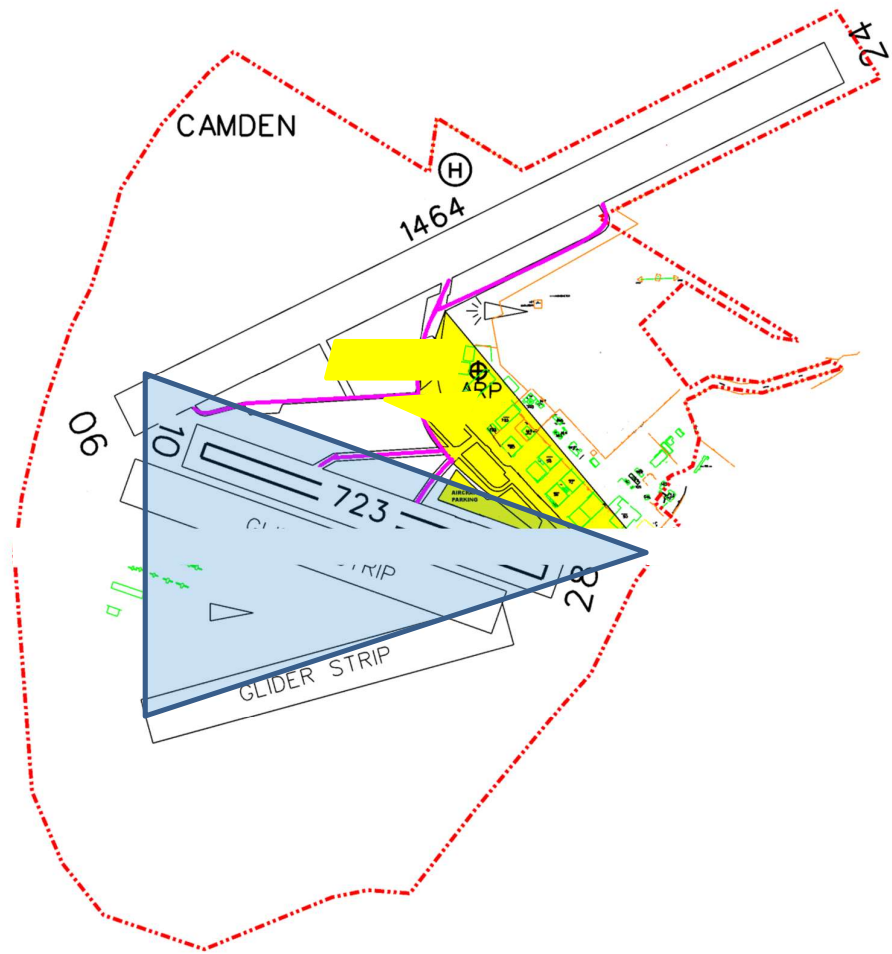
Report of Incidents - Drivers who are involved in an accident or incident whilst driving Airside must immediately report the accident to their supervisor and to the ARO on 0419 294 432 (Bankstown) or 0408 233 917 (Camden).

ATTACHMENT "A"




OVERALL AIRSIDE PLAN BANKSTOWN



ATTACHMENT "B" OVERALL PLAN CAMDEN



CAMDEN AIRPORT

	Aprons
	Manoeuvring Areas
	Glider Area

ATTACHMENT "C"

AIRPORTS (CONTROL OF ON-AIRPORT ACTIVITIES) REGULATIONS DIVISION 4.4:

Definitions for Division

4.41. In this Division:

“**airside**”, for a regulated airport, has the same meaning as in the Vehicle Control Handbook for the airport;

“**ADA**” means an Authority to Drive Airside issued under regulation 4.43;

“**approved issuing authority**”, for an airport, means a person or body authorised under paragraph 4.42A(1) (c) to issue ADAs or AUAs for the airport;

“**AUA**” means an Authority for Use Airside issued under regulation 4.44;

“**owner**”, of a vehicle, includes any person who has the right to use the vehicle, whether or not the person actually owns the vehicle;

“**Vehicle Control Handbook**”, for an airport, means the Airside Vehicle Control Handbook, published for the airport by BAL, as in existence immediately before the commencement of this Division;

AIRPORTS (CONTROL OF ON-AIRPORT ACTIVITIES) REGULATIONS – REG 4.42

Vehicles not to be taken onto or operated airside

4.42

- (1) A person must not take a vehicle onto, or operate a vehicle on, the airside of a regulated airport unless:
 - (a) the person holds an ADA and the vehicle is the subject of an AUA; or
 - (b) the vehicle is escorted by a person authorised, in accordance with the Vehicle Control Handbook, to provide airside vehicle escort services.
- (2) A person escorted under paragraph (1) (b) must comply with a reasonable direction given by the escort.

AIRPORTS (CONTROL OF ON-AIRPORT ACTIVITIES) REGULATIONS – REG 4.42A

Who can issue ADA or AUA

4.42A

- (1) The airport-operator company for an airport may;
 - (a) issue an ADA, in accordance with regulation 4.43; or

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- (b) issue an AUA, in accordance with regulation 4.44; or
 - (c) in accordance with the Vehicle Control Handbook for the airport, authorise a person to issue ADAs or AUAs.
- (2) The airport-operator company for an airport may revoke an authorisation under paragraph (1) (c) by 7 days written notice to the person authorised.
- (3) Application may be made under the Administrative Appeals Tribunal Act 1975 to the Administrative Appeals Tribunal for review of a decision of an airport-operator company under sub-regulation (2) to revoke an authorisation.

AIRPORTS (CONTROL OF ON-AIRPORT ACTIVITIES) REGULATIONS – REG 4.43

Authority to Drive Airside

4.43

- (1) Application for an ADA at an airport must be made to the airport-operator company for the airport, or an approved issuing authority for the airport, in the way set out in the Vehicle Control Handbook for the airport.
- (2) The criteria to be applied by the airport-operator company or approved issuing authority in deciding whether or not to grant the ADA are in the criteria set out for that purpose in the Handbook.
- (2A) An approved issuing authority for an airport must not issue an ADA otherwise than in accordance with the Vehicle Control Handbook for the airport.
- (3) An airport-operator company or approved issuing authority must issue a card or other suitable evidence of an ADA.
- (4) It is a condition of an ADA that the holder must operate a vehicle on the airside of the airport only in accordance with;
- (a) the rules set out in the Vehicle Control Handbook for the airport, including, in particular any rules regarding the use of radio communications equipment or other signalling equipment; and
 - (b) any other conditions of the ADA; and
 - (c) if the vehicle is the subject of an AUA any conditions of the AUA; and
 - (d) any directions of an employee of the airport-operator company.
- (5) It is also a condition of an ADA that the holder shows the ADA to an employee of the airport-operator company on demand.
- (6) An ADA may be issued subject to any other conditions that the airport-operator company thinks necessary.
- (7) Without limiting the generality of sub-regulation (6), the conditions may include a condition:
- (a) that the person, or the person's employer, indemnify the airport-operator company; or

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- (b) limiting the person's right to drive in particular places, at particular times, or in particular circumstances.

AIRPORTS (CONTROL OF ON-AIRPORT ACTIVITIES) REGULATIONS – REG 4.44

Authority for Use Airside

4.44

- (1) Application for an AUA at an airport must be made to the airport-operator company for the airport, or an approved issuing authority for the airport, in the way set out in the Vehicle Control Handbook for the airport.
- (2) The criteria to be applied by the airport-operator company or approved issuing authority in deciding whether or not to grant the AUA are the criteria set out for that purpose in the Handbook.
- (2A) An approved issuing authority for an airport must not issue an AUA otherwise than in accordance with the Vehicle Control Handbook for the airport.
- (3) It is a condition of an AUA that the vehicle must be operated on the airside of the airport only in accordance with:
 - (a) the rules set out in the Vehicle Control Handbook for the airport, including, in particular, any rules regarding the use of radio communications equipment or other signalling equipment; and
 - (b) any other conditions of the AUA; and
 - (c) any directions of an employee of the airport-operator company.
- (4) An AUA may be issued subject to any other conditions that the airport-operator company thinks necessary.
- (5) Without limiting the generality of subregulation (4), the conditions may include a condition:
 - (a) that the owner of the vehicle indemnify the airport-operator company; or
 - (b) limiting the operation of the vehicle to particular places, times or circumstances.

AIRPORTS (CONTROL OF ON-AIRPORT ACTIVITIES) REGULATIONS – REG 4.45

Vehicle being driven dangerously etc may be removed

4.45

- (1) If an authorised person considers that a vehicle is being driven, or is stopped or parked, on the airside of an airport in a manner that is likely to be a danger to a person or to property (including other vehicles and aircraft), or that is likely to interfere with the operation of the airport, the authorised person may direct the driver of the vehicle to remove it from the airside

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- (2) The driver of the vehicle must comply with a direction under subregulation (1). Penalty: 5 penalty units.
 - (3) A contravention of subregulation (2) is an infringement notice offence.
 - (4) If the driver of a vehicle cannot be found, or refuses to comply with the direction, the authorised person (with whatever assistance is reasonably necessary) may move the vehicle to a place within the airport approved for the purpose by the airport-operator company.

AIRPORTS (CONTROL OF ON-AIRPORT ACTIVITIES) REGULATIONS – REG 4.46

Authorised person

4.46 The secretary may appoint as an authorised person for subregulation 4.45 (1)

- (a) an officer of the Department; or
- (b) an officer of the Australian Protective Service; or
- (c) an employee of the airport-operator company for the airport.

AIRPORTS (CONTROL OF ON-AIRPORT ACTIVITIES) REGULATIONS – REG 4.47

Withdrawal of Authority to Drive Airside

4.47

- (1) The airport-operator company for a regulated airport may withdraw a person's ADA on the airport if the person operates a vehicle on the airside of the airport.
 - (a) Otherwise than in accordance with:
 - (i) his or her ADA; or
 - (ii) the vehicle's AUA (if any); or
 - (iii) the Vehicle Control Handbook for the airport; or
 - (iv) a direction of an employee of the airport-operator companyor
 - (b) in a manner likely to cause injury to a person, or damage to property (including an aircraft or another vehicle).
- (2) If the airport-operator company considers that there may be reasons why an ADA should be withdrawn, it must invite the holder of the ADA, in writing, to show cause why the ADA should not be withdrawn.
- (3) The criteria to be applied by the airport-operator company in deciding whether or not to withdraw an ADA are the criteria (if any) set out for that purpose in the Handbook.
- (4) If an airport-operator company withdraws a person's ADA, it must tell the person of the withdrawal, in writing as soon as practicable.

AIRPORTS (CONTROL OF ON-AIRPORT ACTIVITIES) REGULATIONS – REG 4.48

Withdrawal of Authority for Use Airside

4.48

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- (1) The airport-operator company for a regulated airport may withdraw an AUA if the vehicle to which it applies has been operated on the airside of the airport.
- (a) otherwise than in accordance with:
- (i) the driver's ADA; or
 - (ii) the vehicle's AUA (if any); or
 - (iii) the Vehicle Control Handbook for the airport; or
 - (iv) a direction of an employee of the airport-operator company;
- or
- (b) in a manner likely to cause injury to a person, or damage to property (including an aircraft or another vehicle).
- (2) if the airport-operator company considers that there may be reasons why an AUA should be withdrawn, it must invite the holder of the ADA, in writing, to show cause why the AUA should not be withdrawn.
- (3) The criteria to be applied by the airport-operator company in deciding whether or not to withdraw an AUA are the criteria (if any) set out for that purpose in the Handbook.
- (4) If an airport-operator company withdraws an AUA, it must tell the owner of the vehicle of the withdrawal, in writing, as soon as practicable.

AIRPORTS (CONTROL OF ON-AIRPORT ACTIVITIES) REGULATIONS – REG 4.50

Review of decisions

- 4.49 Application may be made to the Administrative Appeals Tribunal for review of a decision of an airport-operator company under regulation 4.43, 4.44, 4.47 or 4.48.