

# *Airside Safety Awareness Guide*

Incorporating Airside Driving Authority Category 2 & 2.5





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# Introduction

This booklet has been produced to ensure safe Airside operations at Perth Airport.

It has been designed as a quick reference guide and provides you with a basic awareness of potential hazards, as well as describes features of the Airside environment necessary to assist in identifying and mitigating associated risks.

Part 1, ***Airside Safety Awareness***, will help you understand the hazards and risks involved in working on an aerodrome, and will help you protect yourself and others from those hazards. Please read this in conjunction with the:

- Perth Airport Operating Protocol which is available from the Perth Airport website [perthairport.com.au](http://perthairport.com.au)
- Perth Airport Notices (PANs) issued to Airside Operators from time to time, and
- Perth Airport Safety Bulletins issued to Airside Operators from time to time.

Part 2, ***Airside Driving Authority*** (Category 2 & 2.5), provides information on the ***Authority to Drive Airside*** requirements and associated rules. Please read this in conjunction with the Perth Airport Airside Vehicle Control Handbook which is available from the Extranet:

[perthairport.com.au/Extranet](http://perthairport.com.au/Extranet)

User name: member

Password: perthairport

Copies of this Airside Safety Awareness Guide are available from the Airport Services Office, Alpha hKew located on the ground floor, 2 George Wiencke Drive, Perth Airport and the Perth Airport Extranet.

*Part 1*

# ***Airside Safety Awareness Guide***

# Aerodrome Hazards

The most serious hazard is being on an aerodrome with insufficient knowledge or consideration of the risks, and being unaware of the protective mitigating measures required.

The Apron is the area for parking and ground servicing of aircraft and where passengers embark and disembark the aircraft.

Before working Airside at Perth Airport, you need to be familiar with the hazards associated with aerodromes, these include:

- aircraft
- vehicles
- environment
- wildlife
- human factors.

## 1. Aircraft hazards

It is important to be aware of anti-collision beacons located on all aircrafts.

The anti-collision beacon is a flashing red light located on top, and in most cases underneath, the aircraft fuselage. When the red anti-collision beacon is activated this indicates the aircraft is:

- operational and the crew are in the cockpit, and/or
- the engines are running, and/or
- about to start up, and/or
- about to be pushed back, or towed.



Indicators that an aircraft is about to activate its anti-collision beacon include:

- no vehicles left servicing the aircraft
- a pushback tug or power push unit is attached
- the wheel chocks removed.

### 1.1 Noise

Noise is a hazard, particularly when combined with other hazards. Localised environmental noise can mask other hazards which we might otherwise detect by the noise they make.

#### *Protection measures:*

1. Wear appropriate ear protection in a noisy environment.
2. Remember that hearing protection can reduce awareness of other hazards.
3. Maintain situational awareness.

### 1.2 Jet blast and propeller wash

It is dangerous to be near an aircraft when the engines are running. Turbine and propeller driven aircraft pose one of the greatest hazards to personnel working Airside.

Jet blast is the blast caused by aircraft engines and can be particularly hazardous. The effects of jet blast can kill or cause serious injury to people.

Unsecure equipment or foreign objects increase the potential for serious injury or death as they can be picked up and propelled at great speeds.

Propeller wash can cause objects to be impacted by the strong winds created. Propeller driven aircraft must be approached with extreme caution, whether the propellers are rotating or not. A light breeze can cause propellers to spin and become a hazard. At night or in low visibility or under certain lighting conditions, propellers can appear to be motionless when they are actually rotating at very high speed. This is a strobe effect and should be considered before approaching any propeller aircraft.

The exhaust from jet engines and the wash from propellers can be powerful enough to lift a person off their feet and propel them some distance away.

Ground equipment can be prone to movement in strong winds. Large empty cargo containers are a particular issue as they are light and often parked on aprons.

The hazard is most acute when aircraft are moving off from parking or arriving on bay.

*Protection measures:*

1. Stay well away from the blast areas behind jet engines and propellers.
2. Be aware at all times while on the apron of aircraft that have 'engines running'.

### 1.3 Intake suction

Engine intakes of aircraft are often at an ideal height to ingest a person if they get too close, even when running at idle thrust. Such an encounter invariably has catastrophic results.

Ingestion (jet intake) of foreign objects into aircraft engines can also cause catastrophic failure of the engine and serious injury or death. The area in front of and to the sides of turbine jet engines should never be approached by unauthorised workers.

It may not be obvious the engine is running when seen from the side. Ear protection may also mask engine noise when the engine is running.

*Protection measures:*

1. Do not approach aircraft with engines running and where anti-collision beacons are active.
2. Wait until appropriately trained staff give the 'all clear' before approaching the aircraft.

### 1.4 Rotor and propeller strike

Propellers should be considered as 'live' even if not rotating, which is another hazard with usually catastrophic results.

*Protection measures:*

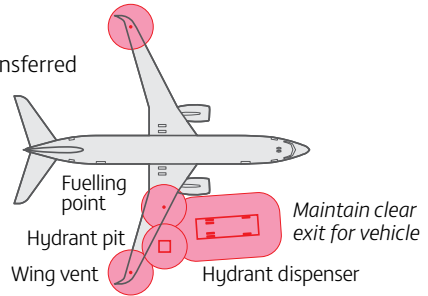
1. Stay well away from engines and propellers, whether rotating or stationary.

## 1.5 Aircraft refuelling

Aircraft refuelling involves large volumes of fuel transferred under pressure and is particularly hazardous.

**Fuel Hazard Zones include:**

- the hydrant pit
- fuelling point
- hoses
- dispenser
- wing vents.



### *Protection measures:*

Within 3 metres of the Fuel Hazard Zones the following restrictions apply.

1. Keep all mobile phones and vehicles outside of the hazard zones.
2. Keep all passengers who are on the apron at least 3 metres away from fuelling equipment, hydrant pits and the wing vents.
3. Ensure passengers have mobile phones and cameras turned off.
4. Only intrinsically safe electrical equipment may be used within hazard zones.
5. No vehicles, personnel or equipment should be parked under the wing vents as fuel may pour onto the ground in the event of aircraft fuel control system failure.

### *Safety measures:*

#### **Emergency fuel stop buttons**

Emergency fuel stop buttons are located on aircraft parking bays where hydrant refuelling is conducted. The emergency stop buttons are clearly sign posted. You are required to familiarise yourself with the locations and how to activate them. Pressing the button will stop the flow of fuel from the hydrant.

In case of an emergency, all personnel, regardless of their normal job, have the authority and responsibility to activate the fuel emergency stop system to shutdown fuel flow.

You must notify the ACC on 9478 8572 or refuelling staff as soon as possible.

Do not reset the fuel emergency stop button under any circumstances once activated, even if you realise later that there is no emergency. Fuel Emergency Stop buttons must only be reset by the refuelling company.



## 1.6 Limited visibility

The flight crew can have limited visibility from the flight deck and may not be able to see people moving around the outside of the aircraft. If you need to work near the aircraft ensure the flight crew know you are there.

### *Protection measures:*

1. Do not approach aircraft unless it is part of your role and you have been trained to do so.
2. Follow your company operating procedures at all times.

## 2. Vehicle hazards

Hazards from vehicles operating on the movement area of an aerodrome are similar to those encountered on public roads and highways, subsequently, similar precautions should be taken.

If you are wearing hearing protection or there is significant aircraft noise nearby, you may not hear approaching vehicles as clearly.

Please note, electric tugs operate Airside and can be very hard to hear.

### 2.1 Aircraft service vehicles

Some airport service vehicles are designed specifically for servicing and handling aircraft, and are unique to aerodromes. Catering trucks, pallet loaders, baggage trains and tugs all have external moving parts which present hazards.

Be aware that airport vehicles have platforms that are power operated and may rise and fall without notice. The operator may have limited vision and not be aware of your presence.

### 2.2 Aviation Rescue and Fire Fighting (ARFF)

A particular hazard is posed by Aviation Rescue and Fire Fighting (ARFF) vehicles. ARFF respond to emergencies on the aerodrome and you must give way.

### *Protection measures:*

1. Wear high visibility clothing.
2. Remain vigilant to what is happening around you.

### 3. Environment

Environmental hazards at aerodromes can be extreme. The movement areas are open and offer little protection from the sun, as a result apron surfaces can reach extreme temperatures. Thunderstorm activity and reduced visibility due to heavy fog pose additional hazards.

#### 3.1 Low visibility procedures

When aircraft movements are in progress during low visibility conditions, vehicular movements Airside are restricted to those servicing aircraft.

#### 3.2 Thunderstorm warning system

When necessary, activation of the thunderstorm warning system will occur in accordance with the phases below. At all times, please respond in accordance with your company's internal operating procedures.



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#### Phase 1: Storm watch.

NO ACTIVATION OF WARNING LIGHTS OR SIRENS.

- A thunderstorm is within 30 nautical miles (nm) of Perth Airport, but not within 10nm
- Airport Control Centre (ACC) operator monitors the thunderstorm activity.

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#### Phase 2: Thunderstorm approaching.

WHITE STROBE LIGHTS WILL ACTIVATE ALONG WITH AN AUDIBLE SIREN SOUNDING FOR A SHORT PERIOD.

- Thunderstorm is within 10nm of the airfield, but not within 5nm.

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#### Phase 3: Thunderstorm in immediate vicinity.

BLUE STROBE LIGHTS WILL ACTIVATE ON THE APRON ALONG WITH A CONTINUOUSLY SOUNDING AUDIBLE SIREN.

- Thunderstorm is within 5nm of the airfield

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#### Phase 4: Thunderstorm cancellation.

STROBE LIGHTS AND AUDIBLE SIRENS ON APRONS WILL CEASE.

- Thunderstorm has receded beyond 10nm of the airfield.
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#### *Protection measures:*

1. Stay informed of local weather forecasts.
2. Heed any local weather warnings.
3. Adhere to your company's internal operating procedures.
4. Wear protective clothing appropriate to the conditions.
5. Ensure you keep well hydrated when working for long periods.

#### 4. Wildlife

Wildlife may result in a direct hazard to personnel working on the apron. Although infrequent, snakes may be present particularly in hangars. It is important that, if you are working on the aprons, you are aware of the potential risk wildlife pose to aerodrome operations. Reducing the attractiveness of the airport to wildlife, particularly birds, should be a prime consideration for all those working routinely on the movement area.

##### *Protection measures:*

1. Know first aid and the location of first aid kits.
2. Be aware of potential wildlife threats.
3. Do not approach wildlife without the appropriate training.
4. Ensure all rubbish and food scraps are appropriately disposed in rubbish bins with secured lids.

#### 5. Human factors

Aerodromes present a number of hazards and risks to personnel, which can be mitigated individually. It is very rare that hazards present themselves individually, and there are many different combinations of hazards, which sometimes makes it difficult to assess risk clearly.

Awareness of the hazards and their mitigation, training, and effective management are all means of addressing human factor risks found in active aerodrome environments. Be alert to what is happening around you. Your situational awareness can be affected by a variety of factors including workload, fatigue or boredom.

##### *Protection measures:*

1. Be aware of the hazards and risks found when operating on the movement area and that these hazards and risks may interact in unpredictable ways.
2. Be aware of your surroundings and look out for safety hazards that may affect other people.
3. Plan ahead.
4. Do not use mobile telephones unless essential for your work and ensure you remain clear of aircraft refuelling zones.
5. Follow Standard Operating Procedures.
6. Be vigilant – be aware of other vehicles and aircraft movements.
7. Concentrate on the task at hand.

## 5.1 Drugs and alcohol

Personnel are not permitted Airside while under the influence of alcohol or drugs.

## 5.2 Foreign Object Debris (FOD)

Foreign object damage occurs when loose material and debris (FOD) on the movement area is sucked into aircraft engines or damages the tyres of aircraft.

As an Airside worker, you have a duty of care to preserve the safe operations of aircraft by reducing FOD. Prevent FOD by ensuring all equipment is appropriately maintained and in good working order, and all loads are appropriately secured.

Should you locate FOD, it is your responsibility to pick it up.

Yellow FOD bins are supplied at the head of aircraft parking bays.



# Important Safety Rules

## Personal Protective Equipment (PPE)

As a minimum, Perth Airport mandates the wearing of the following when working Airside and in close proximity to aircraft:

- high visibility garment (vest) in accordance with Australian Standards regulations
- hearing protection in accordance with Australian Standards regulations
- appropriate enclosed footwear suitable for the work you are doing.

## Parking of vehicles/equipment

Parking vehicles and ground handling equipment outside the designated 'equipment storage' and 'equipment clearance' areas represents a safety hazard to both aircraft and other traffic. Vehicles or equipment must not be left unattended outside these areas.

## Seat belts

It is mandatory that you wear a seat belt, where fitted, at all times while driving or as a passenger in a vehicle Airside.

## No seat – No ride

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

## No smoking

Smoking is not permitted anywhere Airside at Perth Airport.

## Spills

If you become aware of a spill, please contact the ACC on 9478 8572.

Every company must have spill kits available to enable them to respond to their own minor spills.

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## Fire extinguishers

Fire extinguishers are provided on aircraft parking bays for the initial intervention of a fuel fire. All motorised vehicles should be equipped with fire extinguishers.

If you are engaged in apron activities, you must have appropriate training in using this equipment.



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## Emergency eye wash/showers

To ensure that Airside workers have unimpeded access to eye wash stations under no circumstances is equipment to be parked or left impeding access.



### Incident and hazard reporting

If you see a hazard and/or an incident you must report it to:

- in an emergency situation – ACC emergency line on 9478 8500
- any other occurrence – ACC 9478 8572.

Reportable incidents include:

- any damage to aircraft
- any unplanned movement of aircraft or Ground Support Equipment (GSE)
- any person, vehicle or equipment near misses with an operating aircraft
- any incident where a person or persons are injured
- all fuel/oil or other material spills.

### Passenger movements

If you are driving on the Apron and you observe passengers walking to or from the Terminal or from buses to or from an aircraft, and they are in your intended route, you must stop and let the passengers proceed. Where provided, pedestrians are to be directed to use marked pedestrian crossings. Vehicles must stop and give way to pedestrians at all times.

# Apron Markings

## Equipment storage areas

Equipment storage areas are defined by a solid white-red-white line or solid red line and are where vehicles, plant or equipment may be stored.

Ensure brakes are applied and equipment is secured.



## Equipment clearance areas

Equipment clearance areas are defined by a broken white-red-white line and are areas where vehicles and equipment can be staged for up to 45 minutes prior to an arriving aircraft.



## Equipment clearance line

Equipment clearance lines are broken red lines (dashed) and may be found on the T1 Domestic apron. This line is marked with the aircraft parking position that it is protecting. You must remain behind this line when aircraft are arriving at and departing from the bay indicated on the marking. This line is strictly prohibited for pre-staging GSE.



## Aerobridge clearance zones

Aerobridge clearance zone areas are marked as hatched areas and must be kept clear of equipment, vehicles and personnel at all times. When aerobridges are in operation a warning light and alarm will activate.



### Impending aircraft movements

When travelling on rear-of-stand roadways, it is imperative you look for signs that aircraft are either about to leave or arrive onto the bay. The following are some indicators that will assist you in identifying whether aircraft arrival/departure is imminent.

#### **Aircraft preparing to push back:**

- aircraft beacon is activated
- no cargo or luggage is being loaded into the aircraft and cargo doors are closed
- tug or push power unit is attached to the aircraft
- the aerobridge or stairs are clear of the aircraft
- engineer or ground handler is connected at the front of the aircraft for push back.

#### **Preparing for aircraft to arrive on bay:**

- a marshaller or engineer is waiting on the bay
- the aerobridge is showing a green light
- there are ground staff and service vehicles waiting
- the nose in guidance system (where provided) is showing aircraft type and direction arrows.

If you are unsure, hold in a safe position or use an alternate route.

*Part 2*

# ***Airside Driving Authority (Category 2 & 2.5)***

## 6. Authority to Drive Airside

Application for an Authority to Drive Airside (ADA) must be made in strict accordance with the Perth Airport Airside Vehicle Control Handbook (AVCH).

Category 2 and Category 2.5 drivers are restricted to aprons (including delineated marked service road crossings on live taxiways) and perimeter roadways as defined in the AVCH.

Category 2 and 2.5 ADA holders are not permitted to drive on runways and taxiways. Driving on these areas requires a Category 3 or 4 ADA and are subject to clearance by Airservices Australia's (ASA) Air Traffic Control (ATC).

Commonwealth Regulations set out rules in relation to the operation of vehicles Airside. Perth Airport is authorised to enforce those rules on both drivers and companies. The rules are in place to protect yourself and others.

Drivers are required to carry a current ADA, a current Australian State or Territory driver's licence relevant to the class of vehicle being driven, and display a current ASIC at all times while Airside. Unless escorted, any motorised vehicle being driven Airside must be 'Airside registered' and display a current Authority to Use Airside (AUA) permit.

To operate a vehicle on the aprons, drivers must operate a vehicle equipped with an amber rotating beacon (vehicle warning light) visible from 360 degrees.

### Airside access

There are three security controlled access gates which provide 24/7 Airside/Landside vehicle access:

- Gate 4 – which is located south of Terminal 3 (off Bound Avenue)
- Gate 1 – which is located south of Terminal 2 (off Airport Drive)
- Gate 14 – which is located east of Terminal 1 (off Grogan Road into Service Road)

The primary emergency access gate is Gate 6 which is located off Dunreath Drive. This gate is unmanned.

## 7. Important safety rules (Category 2 & 2.5 drivers)

### You must not drive on runways and taxiways.

Category 2 or 2.5 drivers may only drive on Airside service/perimeter roads, aprons, and apron taxilanes where no service road is provided, and you are operationally required to do so.

*Note: Category 2 drivers may only drive on the aprons and the northern perimeter road.  
Category 2.5 drivers may only drive on the aprons, northern perimeter, southern perimeter and powerhouse 24 roads.*

At all times, you must have in your possession:

- ASIC
- Authority to Drive Airside (ADA)
- Australian State or Territory Driver's Licence.

The vehicle you are driving must have a valid Authority to Use Airside (AUA) permit and you must only be driving in areas where you have a valid operational reason.

### Beacons

All vehicles operating on the movement area (e.g. aprons) must have and operate an amber rotating beacon.

### Drugs and alcohol

Drivers are not permitted to work while under the influence of alcohol or drugs.

### Driving – speed limits

While Airside, you must obey all signs and, unless indicated otherwise, adhere to the speed limits as documented in the Airside Vehicle Control Handbook.

The speeds indicated are the maximum for that area. It is your responsibility to use caution and drive to suit the operating environment.

Location	Speed	Remarks
Apron road ways	25km/h maximum	Unless otherwise marked
Aprons (aircraft servicing activities)	10km/h maximum	Unless otherwise marked
Service tunnels	10km/h maximum	Unless otherwise marked
Perimeter roads	40km/h maximum	Unless otherwise marked
Perimeter roadways adjacent to runway end	10km/h <b>minimum</b>	Strictly no stopping

*Please familiarise yourself with the speed signage around the airfield.*

### Right of way

All aircraft have right of way over all other vehicles. Where an aircraft's anti-collision beacon is activated, it indicates the aircraft is about to start engines, has its engines running or is about to move. The anti-collision lights are the flashing red lights located on top, and in most cases underneath, the aircraft fuselage. This is a signal to keep clear of the aircraft bay and give way to aircraft.

**You are not permitted to drive in front of, or pass behind an aircraft if the aircraft anti-collision beacon is active.**

### Headlights

When operating on aprons, headlights at night and in low visibility must be on low beam.

### Mobile phones

While driving Airside you must not answer, use, or attempt to answer a handheld phone. All other functions including texting, video messaging, online chatting, reading messages or emailing are strictly prohibited.

Use of a mobile phone to make or receive phone calls while driving Airside is restricted to the use of an acceptable hands free device where:

- the mobile phone is secured in a fixed mounting, or
- if not in a fixed mounting, use of the mobile phone does not require the driver to touch or manipulate the phone in anyway.

### Secure load

Drivers are responsible for the load they carry, therefore it must be secure. This includes all loose material, garbage, plastic or waste paper. The driver must ensure the load is adequately secured to avoid becoming Foreign Object Debris (FOD).

### Overtaking other vehicles

When overtaking another vehicle you must ensure that it is safe to do so and that you:

- overtake on the right hand side
- do not exceed the speed limit for that area
- do not cross solid white lines.

### Lost on the airfield

If, when you are driving Airside, you become lost or disorientated or your vehicle becomes immobilised – **STOP** – and call for assistance from the ACC on 9478 8572.

### Northern perimeter road

Vehicles travelling on the northern perimeter road are required to give way to all arriving and departing aircraft on Runway 03/21. Signage and pavement markings in this vicinity must be adhered to.

### Southern perimeter road

Driving on the southern perimeter road requires a Category 2.5 ADA. You also must have a valid reason for driving in that area. A shortcut between terminals is not a valid reason.

When travelling along the southern perimeter road next to taxiway Alpha you must not move any further than 3 meters off the roadway.

### Height restrictions – head-of-stand roadways

Vehicles using the head-of-stand roadways on Terminal 1 are restricted to a maximum height as signed.

You must be aware of the vehicle height or equipment height you are operating, and ensure you will clear the height restrictions. Height limits do change across the airfield.

### Aircraft movements – rear-of-stand roadways

When travelling on rear-of-stand roadways, it is imperative you look for signs that aircraft are either about to leave or arrive onto the bay. The following are some indicators that will assist you in identifying whether aircraft arrival/departure is imminent.

#### Aircraft preparing to push back:

- aircraft beacon is activated
- no cargo or luggage is being loaded into the aircraft and cargo doors are closed
- tug or push power unit is attached to the aircraft
- the aerobridge or stairs are clear of the aircraft
- engineer or ground handler is connected at the front of the aircraft for push back.

#### Preparing for aircraft to arrive on bay:

- a marshaller or engineer is waiting on the bay
- the aerobridge is showing a green light
- there are ground staff and service vehicles waiting
- the nose in guidance system (where provided) is showing aircraft type and direction arrows.

### Vehicle breakdown

If you break down or are involved in an accident you must call the ACC immediately.

The ACC number is located on the rear of the following cards:

- Perth Airport issued ASIC
- ADA card
- Perth Airport issued Contractor Induction card.

## 8. Manoeuvring your way safely around the aerodrome

### 8.1 Aerodrome signs and markers

Familiarity with aerodrome signs and markings will help you to reduce risks. Common road signs that meet WA State Regulation standards are used Airside and mean the same as on Landside roads. Take notice of all signage on the airport.

#### Stop signs and ground markings

Your vehicle must come to a complete stop before proceeding.



#### Give way signage and ground markings

As you approach signage, reduce speed, check for any other traffic before safely proceeding.



#### Aircraft stand give way markings

Approaching drivers must observe aircraft arriving and departing from the bay indicated on the marking.



#### Airside roadway

These are defined by a single continuous white line on each side. Where a double white line is provided separating the direction of travel, vehicles are not permitted to overtake.



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### Apron roads adjacent to a taxiway

Where an apron road is located adjacent to a taxiway, the side closest to the taxiway is indicated by double white lines. The double white lines indicate the vehicle limit line and must not be crossed. Extreme care should be taken at all times when driving in these areas.



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### Live taxiway crossing

Where an apron road or other Airside road crosses a taxiway or an apron taxi-lane, the road is marked on each side by a 'zipper' line. When approaching the crossing, you should slow down, have a thorough look for aircraft movements and be sure that the taxiway is clear before proceeding across it.

When approaching a live taxiway crossing, a driver may only proceed:

- If there are no aircraft movements
- after the taxiing aircraft has safely cleared the roadway
- after giving way to vehicles using the taxiways.



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### Aircraft parking clearance (yellow-red-yellow)

Aircraft parking clearance markings are used to define an area in which the whole of a parked aircraft and equipment servicing that aircraft is to be confined. The parking clearance line separates the apron from the taxilanes/taxiways and vehicles must remain on the apron side.



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### Equipment storage areas

Equipment storage areas are defined by a solid white-red-white line or solid red line and are where vehicles, plant or equipment may be stored.

Ensure brakes are applied and equipment is secured.



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### Equipment clearance areas

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### Equipment clearance line

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### Unserviceable areas

These are marked with red/white cones. Do not enter unless you are authorised to do so. At night, these areas are accompanied by red lights.



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### Works area limit marking

Cones are used to mark areas on the airfield. At night these markers are supplemented by the use of amber temporary lights.



## 8.2 Runway signs and markings

Runways are the areas where aircraft are most vulnerable and a great deal of effort goes into protecting them.

Although Category 2 and Category 2.5 ADA drivers should NEVER find themselves in close proximity to the runways, it is imperative you understand the following markings in the event you become disoriented.

### Runway hold points and movement area guidance signs

On taxiways, at the entrance to a runway, there are yellow ground markings, runway guard lights and red coloured Movement Area Guidance Signs (MAGS).

If you find yourself next to one of these signs – STOP – you have gone too far. Call for assistance or just wait. A Perth Airport airfield operations vehicle will assist.

As a Cat 2 or 2.5 Driver you must never pass runway guard lights at ANY TIME.



*Your safety as an Airside Operator is important to us and particularly 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 environment you work in. The road system on this aerodrome will take you behind and around aircraft. You must remain observant at all times.

## ***Know where you are***

The airfield is a complex environment. Category 2 and 2.5 drivers are not allowed to drive on taxiways or runways. If you need help, please call the ACC on **9478 8572** for assistance. If you find yourself lost – **STOP** – where you are and someone will come by to assist you.

## ***See and be seen***

Remember you should wear your high visibility clothing at all times when you are Airside. Other Personal Protective Equipment (PPE) should be worn as required by your company's Standard Operating Procedures.

## ***Communication***

Mobile telephones and radios can be a distraction. If you must use a hands free phone – keep the call short. Concentrate on what you are doing.

## 9. Demerit points

Offence		Penalty
Exceeding Speed Limit - Apron	5-10km/h	3 points
	11-15km/h	5 points
	16-20km/h	7 points
	> 20km/h	12 points
Exceeding Speed Limit - Perimeter Road	10-19km/h	3 points
	20-29km/h	5 points
	30- 40km/h	7 points
	> 40km/h	12 points
Failing to stop at a stop sign		4 points
Failing to give way to aircraft		9 points
Failing to comply with obstruction markings or markers		4 points
Driving in a manner likely to cause injury to person or damage to property		12 points
Driving contrary to any other rules in the Airside Vehicle Control Handbook		4 points
Failing to give way to pushback tug and crew returning from the taxilane		4 points
Using a mobile phone whilst driving Airside		9 points
Failing to secure a load		4 points

*Demerit point penalties are subject to change. Please refer to Airside Vehicle Control Handbook available from the Perth Airport Extranet.*

## Part 3 *Definitions*

<b>ACC</b>	Airport Control Centre
<b>Airport</b>	Perth Airport
<b>Airside</b>	<p>That part of the airport designated as Airside and to which the general public do not have free access.</p> <p>The movement area of an aerodrome, adjacent terrain and buildings or portions thereof, access which is controlled (MOS Part 139 section 1.2).</p>
<b>Apron</b>	<p>That part of an airport used for the purpose of enabling passengers to embark or disembark from aircraft; for loading cargo or unloading cargo from aircraft; and /or for refuelling, parking or carrying out light maintenance on aircraft.</p> <p>The Apron is the area for parking and ground servicing of aircraft and where passengers embark and disembark the aircraft (MOS Part 139 section 1.2).</p>
<b>ASIC</b>	Aviation Security Identification Card
<b>ATC</b>	Air Traffic Control – A branch within Airservices Australia that controls the movement of aircraft at a controlled aerodrome.
<b>Authority to Drive Airside (ADA)</b>	An authority issued in accordance with Commonwealth Regulations, authorising the holder to drive an approved vehicle Airside.
<b>Authorised Escort Officer</b>	An ADA holder who accompanies a vehicle and accepts responsibility for its use Airside. Authorisation for this must be given by Perth Airport in writing.
<b>AVCH</b>	Airside Vehicle Control Handbook – The regulatory document under which the airport operator controls access and vehicle movement requirements on the aerodrome.
<b>Escort</b>	Supervision of a vehicle Airside where the supervising person takes responsibility for the vehicle being escorted.
<b>Landside</b>	That portion of the airport not designated Airside and to which the general public normally has free access.

<b>Low Visibility</b>	Special procedures implemented by Air Traffic Control and the aerodrome operator to protect the runways.
<b>Markers</b>	A physical structure used that defines a particular area or hazard.
<b>Markings</b>	A line, symbol or group of symbols, displayed on the surface of the movement area to convey information.
<b>Manoeuvring Area</b>	That part of the aerodrome to be used for the take-off, landing and taxiing of aircraft, excluding aprons (MOS Part 139 section 1.2).
<b>Manual of Standards (MOS) – Part 139 Aerodromes</b>	Sets out the standards and operating procedures for certified, registered aerodromes and other aerodromes used in transport operations. It is made in accordance to Civil Aviation Safety Regulations Part 139.
<b>Movement Area</b>	That part of an aerodrome to be used for the take-off, landing and taxiing of aircraft, consisting of the manoeuvring area and the aprons (MOS Part 139 section 1.2).
<b>PAPL</b>	Perth Airport Pty Ltd – the owner/operator of land and infrastructure on the Perth Airport estate.

## *Notes*





# PerthAirport

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