

	Policy Title	Aerodrome Access Policy		
	Policy Category	Public		
	Number & Version	SVC – ENG – PO – 089		
	Policy Owner	Infrastructure Roads and Design		
	Approval by	Executive Leadership TeamCouncil		
	Effective date			
	Date for review	September 2020		

1. STRATEGIC PURPOSE

Snowy Valleys Council (Council) strives to improve community amenities, infrastructure and facilities which meet community needs, by ensuring they are providing well maintained, safe, vibrant and accessible community spaces and facilities.

2. POLICY STATEMENT

This policy seeks to set out clear directions for improving safety and reducing risks to personnel and equipment whilst accessing the airside areas of Tumut Aerodrome.

3. DEFINITIONS

 $\mbox{Airside}$ - The movement area of an aerodrome, adjacent terrain and buildings or portions thereof, access of which is controlled.

Landside - The areas of an aerodrome which are not Airside areas.

Apron - A defined area on a land aerodrome intended to accommodate aircraft for the purposes of loading or unloading passengers, mail or cargo, fuelling, parking, or maintenance.

Authorised personnel – Those persons certified, licenced, or otherwise qualified under CASA or another aviation authority as a pilot, Aerodrome Safety Inspector (ASI), Aerodrome Reporting Officer (ARO), Works Safety Officer (WSO), ground crew, flight crew, fuelling personnel, or other suitably qualified and endorsed <u>Council employeespersonnel</u>.

Aviation related activity – activities related to the operation of aircraft such as; taxiing, take-off, landing, marshalling, incident response, refuelling, repairing, maintenance, and construction of aircraft. This may also include gliders, parachuting, skydiving, etc. Aviation

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related activity does not include; the operation of model airplanes, drones, or other small unmanned flying craft.

CASA - Civil Aviation Safety Authority.

Manoeuvring area - That part of the aerodrome to be used for the take-off, landing and taxiing of aircraft, excluding aprons_

Movement area - That part of the aerodrome to be used for the take-off, landing and taxiing of aircraft, consisting of the manoeuvring area and the apron(s).

Runway - A defined rectangular area on a land aerodrome prepared for the landing and take-off of aircraft_

4. CONTENT

Aerodromes are divided into two distinct areas – landside and airside. Landside areas are not restricted; the general public can access the carpark, terminal, toilets, etc. Airside areas are restricted – only personnel authorised to access specific airside areas may do so; conditions apply. Airside areas include the movement area of an aerodrome, adjacent terrain and buildings or portions of buildings.

The risk rating associated with either personnel or a vehicle being struck by an aircraft has been assessed by Council as a non-reducible HIGH RISK. This is due to the severity of the outcome should the event occur. For this reason, Council must take all reasonable steps to reduce the risk of such an event occurring.

4.1 Motor Vehicle Access To Airside Areas

Motor vehicle access to airside areas is RESTRICTED. Vehicles should be parked in the carpark provided or near hangars on landside areas.

In the case of vehicles airside CASA recommends that each vehicle and driver have a radio, beacon light for the vehicle and safety vests for the individual to ensure awareness of aircraft and for aircraft to easily be aware of the vehicle and its intentions.

Where vehicular access is required to airside areas, a key for airside gates may be supplied to aerodrome users (hangar leasees, authorities, consultants, aviation related businesses, etc.) on the following basis:

- •a. Gates are to be kept closed and secured at all times when not in use.
- •b. Gates / access ways are to be kept clear at all times.
 - c. All vehicles airside must display an amber/yellow/orange flashing or rotating beaconrotating beacon/warning light mounted on the top of the vehicle so as to provide 360° visibility (emergency vehicles are an exception and should display their emergency warning lights).
- •d. Vehicular access to airside areas is to be minimised and must be reasonably justifiable, for example, the delivery of an item to a hangar which is not able to be reasonably delivered via landside access.
- ee. Vehicles must not impact on the free and clear movement of aircraft and should not be parked airside unless absolutely necessary.
- f. Vehicles must be currently registered and all drivers must hold a valid state licence for the class of vehicle being driven.

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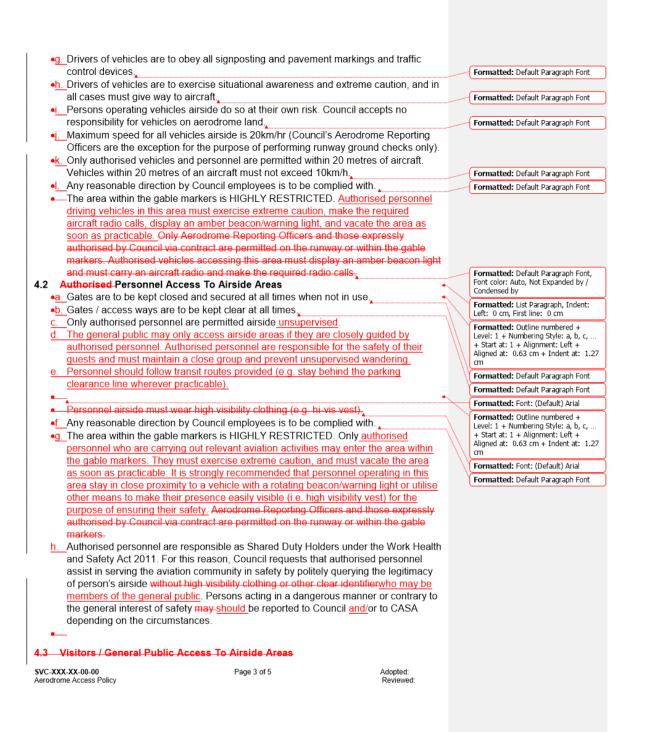
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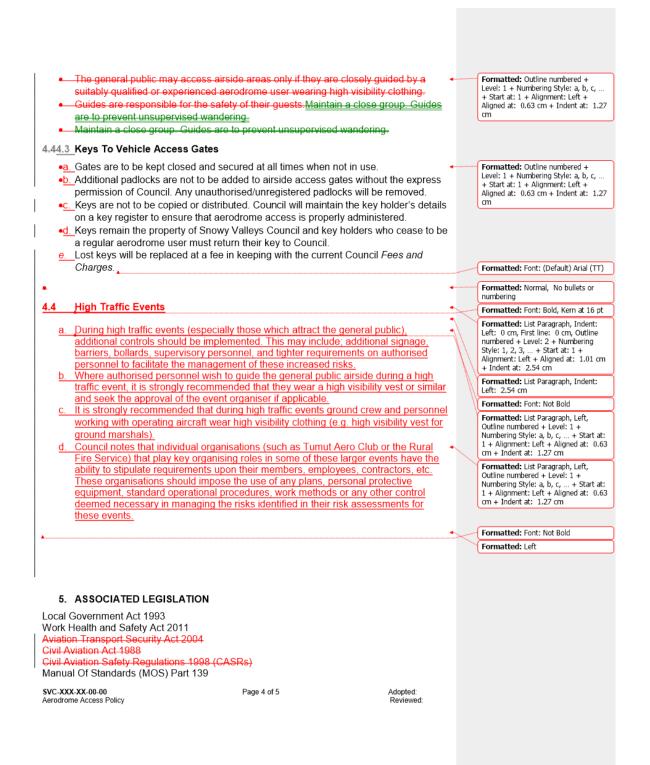
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Australian Airports Association - Small Regional Aerodrome Handbook

6. ASSOCIATED COUNCIL DOCUMENTS

Councils Fees and Charges

7. HISTORY

Date	Action	Name	Policy Number	Resolution Date	Resolution • Number	Formatted Table
April 2020	New	Aerodrome Access Policy				
<u>May 2020</u>	<u>Review</u>	Aerodrome Access Policy				

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