Airside Vehicle Control Handbook

DECEMBER 2021

Parafield Airport



CONTENTS

FOREWORD 1

AMENDMENT HISTORY 2

PART ONE 3

RESPONSIBILITIES OF VEHICLE OPERATORS 3

PART TWO 5

AUTHORITY FOR USE AIRSIDE 5

PART THREE.....8

AUTHORITY TO DRIVE AIRSIDE 8

PART FOUR.....11

RESPONSIBILITIES OF THE AIRPORT OPERATOR 11

ANNEX A.....14

ANNEX B.....27

ANNEX C 29

ANNEX D 31

FOREWORD

As the operator of an aerodrome licensed under the Civil Aviation Regulations the Airport Operator is obliged to include in its Airport Manual particulars for the control of surface vehicles operating on, or in the vicinity of the movement area (CASR Part 139.095).

The Airport Operator also has general duties of care under common law and obligations under occupational health and safety legislation, the Civil Aviation Regulations and the Air Navigation Regulations in relation to safety and security issues associated with surface vehicles operating in such areas.

This Airside Vehicle Control Handbook issued under the Airports (Control of On-Airport Activities) Regulations 1997 is an Attachment to the Airport Manual for Parafield Airport.

The Airside Vehicle Control Handbook is intended to detail the requirements of airside vehicle control at corporate and individual level and focuses on the legislative and corporate requirements specifically. User handbooks, such as the Rules for Airside Drivers and Radio Procedures are a tighter focused document intended to support the user in the field and aid as a learning tool for individuals for new Vehicle Operators or operators.

The intent of the requirements for airside operation of vehicles set out in this Handbook is to ensure the safe and orderly movement of passengers, aircraft and vehicular traffic.

FAILURE TO COMPLY WITH THE REQUIREMENTS OF THIS HANDBOOK IS A BREACH OF CONDITIONS SET DOWN BY THE RELEVANT AUTHORITIES FOR USE AND TO DRIVE AIRSIDE, AND ANY SUCH FAILURE IS TO BE TAKEN INTO ACCOUNT BY THE AIRPORT OPERATOR COMPANY IN CONSIDERING WHETHER TO EXCLUDE INDIVIDUALS OR ENTITIES FROM AIRSIDE USE OR OPERATION OF MOTOR VEHICLES.



Brett Eaton
Airside Manager

December 2021

AMENDMENT HISTORY

Chapter/Section Page Revised	Date Revised	Revision Code	Details	Originator	Approved
All	April 2006	1	Initial Issue	BF	VS
All	May 2008	2	Revised Copy	BF	VS
All	November 2010	3	Revised Copy	BE	VS
All	March 2012	4	Revised Copy	BE	VS
All	March 2015	5	Revised Copy	BE	BE
All	August 2017	6	Revised Copy	BE	BE
All	August 2019	7	Revised Copy	BE	BE
All	December 2021	8	Revised Copy	BE	BE

PART ONE

RESPONSIBILITIES OF VEHICLE OPERATORS

1. RESPONSIBILITIES OF VEHICLE OPERATORS

1.1 References

- Regulation 123 of the Airports (Control of On-Airport Activities) Regulations 1997
- Regulation 124 of the Airports (Control of On-Airport Activities) Regulations 1997

1.2 As far as possible actions taken under a previous Airside Vehicle Control Handbook (AVCH) for the Airport shall be taken to have been done under this handbook and shall be subject to amendment, renewal, cancellation and / or suspension as the case may be in accordance with this handbook.

1.3 A Vehicle Operator must not operate or permit the operation of a vehicle in an area on the airside without an escort, unless the following criteria detailed in the AVCH are adhered to.

1.4 A Vehicle Operator being escorted by a person authorised to provide airside vehicle escort service must comply with a reasonable direction given by the escort.

1.5 The Vehicle Operator must hold a current Authority for Use Airside issued in accordance with the AVCH.

1.6 The Vehicle Operator's current Authority for Use Airside for the vehicle must be displayed on the right hand of the windscreen or in a holder facing outwards from the front of the vehicle and readily visible from outside the vehicle.

1.7 The Vehicle Operator of the vehicle holds a current Authority to Drive Airside for the area issued in accordance with the AVCH.

1.8 The vehicle must be safe for use within a public environment and meets the following:

- registered for use on public roads
- meets the mechanical and road-worthiness requirements under the law of the State of South Australia

Or in the case of a specialist Airport vehicle, the vehicle meets:

- industry standards, if any; for such a vehicle
- the IATA specifications, if any, for such a vehicle

1.9 The vehicle must be readily identifiable by clear and appropriate signage on the side of the vehicle displaying Vehicle Operator logos, letters and/or numbers.

1.10 The vehicle must display a flashing/rotating beacon on the highest part of the vehicle which is red and blue in the case of emergency and fire fighting vehicles and amber for other vehicles, and must operate at all times, whilst the vehicle is in use. Flashing beacon excludes vehicle fitted hazard lights.

1.11 A Vehicle Operator must not drive a vehicle on any part of the Movement Area between sunset and sunrise unless the Vehicle Operator's Authority to Drive Airside has a Night Endorsement.

When operating at night, vehicles must have the vehicle lighting system operating with headlights dipped.

1.12 A Vehicle Operator must not operate or permit the operation of a vehicle without an officer of the Airport Operator as escort on the Manoeuvring Area of the Airport, unless:

- the vehicle is equipped with a fixed radio capable of two-way communication with Air Traffic Control and aircraft
- the Vehicle Operator holds an Aircraft Radiotelephone Operator Certificate of Proficiency
- the Vehicle Operator is appropriately licensed

1.13 If the criteria detailed in this section are not met the Vehicle Operator may be permitted to drive a vehicle on the Movement Area of the Airport if the vehicle is under supervision by a compliant vehicle so equipped and driven by a Vehicle Operator with such Certificate.

1.14 When a Vehicle Operator disposes of a vehicle for which it holds an AUA, the Vehicle Operator must within 24 hours of the disposal:

- notify the Airport Operator of the disposal in writing
- return the AUA for the vehicle to the Airport Operator
- certify to the Airport Operator that the AUA has been destroyed

1.15 A Vehicle Operator **must immediately** report to the Airport Operator any Notifiable Accident on Airside involving a vehicle or equipment operated by or on behalf of the Vehicle Operator.

1.16 If a vehicle or item of equipment operated by or on behalf of a Vehicle Operator becomes immobilised on a movement area of the airport, the Vehicle Operator must notify the Airport Operator immediately and arrange for the vehicle or equipment to be removed as soon as possible.

1.17 Vehicle Operators shall ensure that they have arrangements in place for the rapid removal of its vehicles and equipment should they become immobilised on the movement area.

1.18 Only the Airport Operator may issue ADA's and can revoke this authority given 7 days written notice.

1.19 An application to review the decision to revoke this authority may be made in writing to the Airside Manager.

PART TWO

AUTHORITY FOR USE AIRSIDE

2 AUTHORITY FOR USE AIRSIDE

2.1 Reference

- Regulation 127 of the Airports (Control of On-Airport Activities) Regulations 1997

2.2 An application for an Authority to Use Airside (AUA) must be made to the Airport-Operator in the format detailed in the Vehicle Control Handbook. The Airport Operator may include additional conditions that it considers necessary to ensure safe and secure operations of the Airport.

2.3 It is a condition of an AUA that the vehicle must be operated on the airside of the airport only in accordance with:

- 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
- any other conditions of the AUA
- any directions of an employee of the airport-operator company

2.4 Subject to this Handbook, upon receipt from a Vehicle Operator of an application in the form set out in Annex B with such supplementary information as may be required, the Airport Operator may issue to the Vehicle Operator an AUA for the vehicle in Form set out in Annex C:

- permitting operation of the vehicle in the Airside areas indicated in the Permit
- for vehicles not permanently based Airside, permitting airside access and egress through the access/egress points indicated in the Permit

2.5 The Airport Operator may issue an AUA for an area if the Applicant demonstrates:

- an operational need for the vehicle to operate in the area on a frequent and unescorted basis
- capacity to ensure that the operation of the vehicle will comply with the requirements of this Handbook and with all laws, rules, standards and directions including, where applicable, Civil Aviation Orders and Air Traffic Control directions, relating to the operation of vehicles in the area

And without limiting the generality

- that the Applicant has in place appropriate measures to limit fire hazards in vehicles which are to operate within 15 metres of an aircraft fuel tank opening or vent outlet during fuelling or de-fuelling
- that there are in place appropriate arrangements to ensure that if the vehicle becomes immobilised on a Movement Area, the vehicle will be immediately removed or repaired
- that the vehicle will be maintained in a state of good repair

2.6 Even if the Applicant satisfies Part 3 - Paragraph 3.6, the Airport Operator is not obliged to issue the Applicant with an AUA for all or any of the areas for which the Applicant has applied for a Permit.

2.7 Where a Vehicle Operator plans to acquire a new type of vehicle for Airport use, it should discuss its proposal with the Airport Operator in a timely manner, in order that an assessment can be made in regard to compatibility with pavements and local geography. The type of information necessary to make such assessment of the proposed equipment will ordinarily include:

- compliance with IATA standards (where applicable)
- dimensions
- gross mass
- number, spacing and size of wheels and type of tyres and their pressures
- turning radius
- motive power
- areas of intended operation
- special features

2.8 When applying for an AUA, companies are required to provide documentation to confirm a vehicle requiring an AUA is roadworthy or mechanically sound and fit for its intended use. Documentation can include the following:

- certificate of registration (where it is registered for use on public roads)
- certificate of roadworthiness or letter of compliance from an authorised mechanic that the vehicle complies with relevant standards (for specialist airport vehicles)
- Confirmation that maintenance requirements have been met, through provision of a service report.

2.9 Where a Vehicle Operator plans to operate a trailer for bulk liquids or fuel before these can operate airside the vehicle operator is required to submit an engineers or manufacturers certification. This must confirm that the trailer has been designed for the purpose of carrying bulk liquids and complies with all relevant codes and standards.

2.10 A Vehicle Operator must ensure that a Vehicle for which it holds an Authority to Use Airside is covered by:

- Third Party Personal Injury Insurance to an amount as specified by the Airport Operator
- Third Party Property Insurance to an amount as specified by the Airport Operator

Unless the Airport Operator agrees in writing to waive the requirement for one or other kind of Insurance.

2.11 When a Vehicle Operator disposes of a Vehicle for which it holds an Authority to Use Airside, the Vehicle Operator must:

- remove the Permit from the Vehicle prior to disposal
- notify the Airport Operator of the disposal in writing
- return the Permit for the Vehicle to the Airport Operator
- notify the Airport Operator in writing that the Permit has been destroyed.

2.12 Only the Airport Operator may issue AUAs for access to the airside at the airport.

2.13 The Airport Operator will not issue an AUA unless an Indemnity and Release (in accordance with the form set out in Annex F) has been provided.

2.14 Immediately on receipt of the notice of withdrawal or suspension of an Authority under the previous paragraph, the Vehicle Operator must remove the vehicle from airside use. The Vehicle Operator must also surrender the Authority to the Airport Operator, or if the Authority cannot be removed from the vehicle, destroy the Authority and provide the Airport Operator with a Statutory Declaration that the Authority has been destroyed.

PART THREE

AUTHORITY TO DRIVE AIRSIDE

3. AUTHORITY TO DRIVE AIRSIDE

3.1 Reference

- Regulation 125 of the Airports (Control of On-Airport Activities) Regulations 1997

3.2 An application for an Authority to Drive Airside (ADA) must be made to the airport operator in the format detailed in the Vehicle Control Handbook. The Airport Operator may include additional conditions that it considers necessary to ensure safe and secure operations of the Airport.

3.3 Only the Airport Operator may issue an ADA for a person to drive airside at the airport.

3.4 It is a condition of an ADA that the vehicle must be operated on the airside of the airport only in accordance with:

- 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
- any other conditions of the ADA
- any directions of an employee of PAL Airport Operator.

3.5 Except as otherwise authorised by this Handbook, a person must not drive a vehicle in an Airside Area unless:

- authorised to do so by an Authority to Drive Airside
- escorted by an officer of the Airport Operator or an authorised person from the company employing or contracting the Vehicle Operator

3.6 Subject to this Handbook, on application in accordance with the form set out in Annex D, if the person subject of the application attains a satisfactory standard in a test in accordance with the requirements of the ADA Category applied for, the Airport Operator may issue an Authority to Drive Airside for the Category that they have been approved to issue in one of the forms set out in Annex E.

3.7 In an application for an Authority to Drive Airside, the Vehicle Operator shall certify that the proposed Vehicle Operator:

- has an operational need to drive unescorted on the Airside frequently
- holds a current State/Territory (not necessarily the State or Territory in which an application is requested) driver's licence for the type of vehicle intended to be driven and, where appropriate, is endorsed with a Vehicle Operator certificate of competency or licence to cover the specific type/s of vehicles to be operated and is able to operate the vehicle/s concerned in a competent and safe manner
- is proficient in the terminology used to describe the Airside and is familiar with the Airport layout relevant to his/her driving duties
- understands the significance of apron signs and markings
- if required to operate on the Manoeuvring Area of an ATC controlled Airport, holds an "Aircraft Radiotelephone Operator Certificate of Proficiency" issued

where applicable by CASA (or other approved issuing authority) and is able to comprehend visual signals that may be issued by ATC (refer Annex G - Radio Procedures)
- is conversant with the contents of the Rules for Drivers Operating Airside (Annex A)
- has had or will have had prior to testing:
  - sufficient training to be fully conversant with the contents of the Airport Vehicle Control Handbook and Rules for Drivers Operating Airside
  - shown the physical limits of the area that they may operate within in relation to an Authority to Drive Airside Category

3.8 Prior to completing the ADA Theory Test the applicant must have the following minimum practical training of:

- Four hours in relation to an Authority to Drive Airside Category 2
- Minimum 2 hours night time training & 2 hours day time training in relation to an Authority to Drive Airside Category 2N
- Eight hours in relation to an Authority to Drive Airside Category 3 & 4
- Minimum 4 hours night time training & 4 hours day time training in relation to an Authority to Drive Airside Category 4N

The training must be conducted under the supervision of an experienced ADA Holder, equivalent to or higher than the Category of licence being applied for.

3.9 The Airport has a three-category system as follows:

- **Authority to Drive Airside Category 2**
  An Authority issued by the Airport Operator, following a satisfactory written and driving test to a Vehicle Operator for the purpose of driving on the Perimeter Road and aprons.
- **Authority to Drive Airside Category 3**
  An Authority issued by the Airport Operator, following a satisfactory written and driving test, to a Vehicle Operator for the purpose of driving on the Perimeter Road, aprons and taxiways.
- **Authority to Drive Airside Category 4**
  An Authority issued by the Airport Operator, following a satisfactory written and driving test to a Vehicle Operator for the purpose of driving on all movement areas at the airport.

3.10 The Airport Operator will not issue Category 3 or 4 Authorities to persons who utilise the areas at infrequent intervals and/or are normally escorted.

3.11 The Airport Operator may at any time direct a person who holds an Authority to Drive Airside to surrender the Authority to the Airport Operator or other person nominated by the Airport Operator. Any person who is given a direction to surrender the ADA must immediately comply with the direction.

3.12 If not otherwise earlier withdrawn or cancelled in accordance with this Handbook, the duration of an Authority to Drive Airside is as follows:

- An Authority to Drive Airside Category 2 terminates after two years unless the Airport Operator or the Approved Issuing Authority, as the case may be, determines at the time of issue of the Authority, that the Authority shall be for a specified shorter period in which case the Authority terminates on the expiry of that shorter period.

- An Authority to Drive Airside Category 3 & 4 terminates after two years unless the Airport Operator determines at the time of issue that the Authority shall be for a lesser period in which case the Authority terminates on the expiry of shorter period.

3.13 A person driving Airside must comply with the Rules for Drivers Operating on Airport set out in Annex A.

3.14 Where a Vehicle Operator who holds an Authority to Drive Airside loses their State/Territory driver's licence and is unable to obtain a special licence through the courts to either drive to and from work or to drive as part of his/her employment, the holder of an Authority to Drive Airside must ensure that the Vehicle Operator and the Airport Operator are notified immediately. If requested by the Airport Operator the Vehicle Operator must surrender their Authority to Drive Airside.

3.15 Where a Vehicle Operator who holds an Authority to Drive Airside has failed a test for drug or alcohol to the levels specified in accordance with applicable Drug and Alcohol Management Plan (DAMP), the Vehicle Operator must surrender their Authority to Drive Airside to the Airport Operator within 48 hours.

PART FOUR

RESPONSIBILITIES OF THE AIRPORT OPERATOR

4. RESPONSIBILITIES OF THE AIRPORT OPERATOR

4.1 Reference

- Part 4, Division 4 of the Airports (Control of On-Airport Activities) Regulations 1997

4.2 Following receipt of applications, the Airport Operator may issue Authorities for Use Airside and Authorities to Drive Airside in accordance with this Handbook.

4.3 The Airport Operator will issue to all those who are approved to apply for an Authority for Use Airside and/or an Authority to Drive Airside, the following material as applicable:

Application forms for:
- Authority for Use Airside
- Authority to Drive Airside
- Airside Vehicle Indemnity and Release

Copies of:
- The Airport Vehicle Control Handbook, including:
    - a map of the Airport
    - radio Procedures detailed in Annex G of the AVCH (Cat 3 & 4 only)

4.4 In respect of documentation, the Airport Operator will affect the following tasks:

- Keep the Airport Vehicle Control Handbook, Rules for Drivers Operating Airside and all other documentation associated with this Handbook, updated two yearly; and
- Hold a master copy of all current documentation.
- Review listings of all Authorities to Drive Airside issued by the Airport Operator during an annual audit.
- Hold a copy of the written and driving test paper and results of all applicants for an Authority to Drive Airside, issued by the Airport Operator.
- Ensure that a copy is held of all tests papers and results of all applicants for an Authority to drive Airside issued by the Airport Operator.

4.5 The Airport Operator will arrange the provision of an escort for Vehicle Operators without an Authority to Drive Airside and for vehicles without an Authority for Use Airside, when it considers it necessary for these Vehicle Operators and vehicle to enter Airside. A minimum advance notice of four (4) hours to the Parafield Operations Supervisor on 8307 5700 is required.

4.6 The Airport Operator may authorise Vehicle Operators to escort their invitees (in those areas authorised by their Authority to Drive Airside) if it is satisfied that the Vehicle Operator is capable to do so and Vehicle Operators have completed training and a test to that effect.

4.7 The Airport Operator will investigate all Notifiable Accidents in conjunction with relevant Vehicle Operators and/or persons.

4.8 The Airport Operator will undertake the following functions:

- Periodically audit the Airside Vehicle Operator to check the currency of State driver's licences. If driver's licence is not available for inspection at time of request, the licence is to be presented to the Airport Operator within 24 hours.
- Train, test and authorise all applicants.
- Make its officers available to assist with airside traffic requirements.
- May periodically inspect vehicles for compliance with this handbook and standards.

PART FIVE

WITHDRAWAL OF AUTHORITIES

5. WITHDRAWAL OF AUTHORITIES

5.1 References

- Regulation 133 of the Airports (Control of On-Airport Activities) Regulations 1997
- Regulation 134 of the Airports (Control of On-Airport Activities) Regulations 1997

5.2 The Airport Operator may at any time withdraw or suspend an Authority for Use Airside or an Authority to Drive Airside.

5.3 The Airport Operator may introduce additional specific measures, including sanctions, at the airport to sanction Vehicle Operators who breach the rules contained in the Handbook.

5.4 If the Airport-Operator considers that there may be reasons why an ADA or AUA should be withdrawn, the Airport Operator must invite the holder of the ADA, in writing, to show cause why the ADA or AUA should not be withdrawn.

5.5 The criteria to be applied by the airport-operator in deciding whether or not to withdraw an ADA or AUA are the criteria set out in this Handbook. Breaches of safety are considered the primary justification for revoking airside authorities.

5.6 If an airport-operator company withdraws a person's ADA, it must advise the person and their employer of the withdrawal, in writing, as soon as practicable.

5.7 An Airside Driver Penalty Point System applies at the Airport and allocates a maximum penalty for a range of prescribed airside driving offences. The accumulation of points over a given period may result in the Airport Operator withdrawing the Authority to Drive Airside. Details of the Penalty Point System are provided at Annex A.

ANNEX A

RULES FOR DRIVERS OPERATING AIRSIDE

RULES FOR DRIVERS OPERATING AIRSIDE AT PARAFIELD AIRPORT

1. INTRODUCTION

This Annex has been produced in the interests of safety and Vehicle Operator education at the Airport and forms an integral part of the Airside Vehicle Control Handbook (AVCH). The rules and procedures documented herein are an important component of the safety system that the Airport incorporates to help guarantee individual and material safety, albeit passengers, personnel, aircraft or vehicular equipment.

Failure to comply with the requirements of the AVCH would constitute a breach of the conditions for the Authority to Drive Airside or Authority to Use Airside and would therefore cause a review by PAL of the authorisations issued to individuals or organisations as a result.

2. AUTHORITY TO DRIVE AIRSIDE AND STATE/TERRITORY LICENCE

2.1 Authority

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

- you hold an Authority to Drive Airside in a Category which authorises you to drive a vehicle in the area
- you are under supervision

The Authority to Drive Airside is not transferable between individuals or between airports.

2.2 Licence

You must not drive a vehicle Airside unless you hold a current State or Territory driving licence or a licence recognised by the state authority.

The driving licence may be a licence from any State or Territory - it does not have to be a licence from South Australia.

2.3 Inspection of Documents

You must carry your Authority to Drive Airside and your State or Territory driving licence with you whenever you are in charge of a vehicle on Airside.

Whenever you are apparently in charge of a vehicle Airside, if the Airport Operator directs you to produce your Authority to Drive Airside and/or your State or Territory driver's licence, you must comply with that direction. If driver's licence is not available for inspection at time of request, the licence is to be presented to the Airport Operator within 24 hours.

2.4 Cancellation/Suspension

If you are notified by the Airport Operator that your Authority to Drive Airside is cancelled or suspended, you must surrender it to the Airport Operator:

- immediately if you are notified while you are in charge of a vehicle Airside
- otherwise within 48 hours

No Vehicle Operator should assume that there is a right to drive Airside. The Airport Operator has instituted a demerit points system for breaches of the Rules as a guide to determining when it will invoke its power to cancel or suspend. However, any such system does not restrict the general discretion of the Airport Operator to cancel or suspend Authorities to Drive Airside whenever he/she considers it appropriate to do so.

If you hold an Authority to Drive Airside and you cease to hold a State or Territory licence to drive your Authority to Drive Airside terminates immediately and you must within 48 hours of ceasing to hold a licence or cancellation:

- surrender the Authority to the Airport Operator
- notify in writing the Airport Operator, the Vehicle Operator for whom you drive that you no longer hold a State or Territory licence or of the cancellation, as the case may be

3. VEHICLE

3.1 You must not drive a vehicle in an Airside area without Supervision unless the Vehicle Operator's current Authority to Use Airside for the vehicle:

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

Failure to do so may result in the removal of the ADA.

3.2 Vehicle Condition

Any vehicle used airside must meet the minimum requirements, safety or otherwise, as detailed in the AVCH. The vehicle must:

- be registered for use on public roads, and
- meet SA mechanical and road worthiness requirements, or
- meet industry standards for specialised vehicles, or
- meet the IATA specification if any

Vehicles must be fitted with the following:

- appropriate company signage on the side of the vehicle
- have an operating lighting system to allow the Vehicle Operator to signal their intentions
- a flashing beacon must be fitted (excluding vehicle fitted hazard lights) and must be visible from 360 degrees

4. DRIVING

4.1 Speed Limits

Whilst 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 and aprons	25 km/h
Perimeter roads	40 km/h

Where a speed limit is indicated by a sign that shall be the speed limit for that area.

Do not drive in a manner likely to jeopardise the safety of any person.

4.2 Safety in the Vicinity of Aircraft

- Vehicles must give way to aircraft at all times, even aircraft under tow
- Do not drive within 3 metres of an aircraft, except when required for the servicing of that aircraft
- Do not drive within 15 metres of a refuelling aircraft
- Stay well clear of aircraft when their anti-collision beacons are operating (indicating that the engines are running or are about to be started) and give way to all moving aircraft (beware of jet blast and prop wash)

4.3 Driving Under the Influence

- Vehicle Operators must not drive while affected by alcohol or drugs
- Vehicle Operators must have a zero blood alcohol level when driving on the airside
- A Vehicle Operator involved in an accident on the airside of the airport will be requested to undergo a blood alcohol test

A Vehicle Operator will be subject to testing in accordance with Civil Aviation Safety Authority Drug and Alcohol Management Plan.

4.4 Covering Loose Material

When driving vehicles carrying loose material (such as garbage and waste paper) the Vehicle Operator must ensure that the load is adequately covered to prevent spillage. Any material lost must be picked up immediately.

4.5 Access and Parking of Vehicles and Equipment

Vehicle Operators must never park vehicles or equipment so that they will obstruct aircraft, other vehicles (particularly refuelling vehicles) or pedestrians.

Vehicles are to be left on apron as follows:

- with doors closed but unlocked
- keys in the ignition switch and
- handbrake on

Vehicles and equipment must be parked in marked parking bays or equipment storage areas unless there is an operational requirement to do otherwise.
If the Authority to Use Airside for the vehicle only authorises entry and egress at specified points, only drive a vehicle into or out of Airside areas through those points.

4.6 Lighting of Vehicles

During darkness and in poor visibility (fog, rain) vehicle lighting must be switched onto low beam. Vehicles operating airside must be fitted with an amber rotating beacon or flashing lights visible from 360^{o} around the vehicle (other than vehicle fitted hazard lights).

4.7 Night Driving

A Vehicle Operator must not drive a vehicle on any part of the Movement Area between sunset and sunrise unless the Vehicle Operator's Authority to Drive Airside has a Night Endorsement.

4.8 Low Visibility

A Vehicle Operator must follow all restrictions as notified by the Airport Operator when low visibility conditions (weather or otherwise) are declared by Air Traffic Control.

Aircraft service vehicles may operate in localised areas on the apron whilst servicing aircraft however they are not to transit any part of the manoeuvring area.

4.9 Mobile Phones

A vehicle operator must not operate a vehicle whilst answering, attempting to answer, dialling on or otherwise using a hand held mobile phone. Hands free devices may be used.

The use of a mobile phone is not permitted within 15m of a fuel hydrant point, aircraft filling point or vent outlet when an aircraft is being refuelled

4.10 No Smoking

There is a no smoking rule applying to all of the airside area, including smoking inside vehicles.

4.11 Beware of Pedestrians

Drivers must be aware of pedestrian movements. Vehicle Operators must give way to passengers being escorted between an aircraft and a gate.

4.12 Riding on Vehicles and Equipment

Vehicle Operators must never carry passengers on a vehicle or other item of equipment unless there is a seat provided for that purpose. A NO SEAT NO RIDE policy has been adopted at the airport.

4.13 Bicycles

No riding of bicycles is permitted airside.

4.14 Children and Animals

Children and animals are not permitted airside without the prior expressed approval of the Airport Operator.

4.15 Seatbelts

Seatbelts are to be worn at all times where fitted.

4.16 Security Fence Clearance

Clearances to perimeter security fences must be maintained by a minimum of 3m landside and 2m airside at all times.

4.17 Follow Instructions of an Officer of the Airport Operator

Vehicle Operators must comply with instructions given to you by the Airport Operator including instruction in the form of default notices given to you or attached to a vehicle of which you are in charge. Vehicle Operators must show their current state or territory driver's licence and Authority to Drive Airside upon demand by an employee of the airport operator, or other authorised persons. Vehicle Operators must also produce their Authority to Drive Airside and a current state or territory driver’s licence when they have been involved in a notifiable accident.

4.18 Driving under the Authority of an ADA

If you are driving under an Authority to Drive Airside you must:

- Be familiar with the latest Handbook including amendments to the Handbook (copies of the current documents are held by the Airport Operator)
- Understand the limitations which apply to the Movement Area and if driving under Category 3 or 4
- Be familiar with the designations of the runways and taxiways (Category 3 and 4) and comply with the radio procedures set out in Section 12

4.19 Supervision by another Vehicle (Escort)

A Vehicle Operator may be permitted to drive a vehicle on the Movement or Manoeuvring Area of the Airport without the appropriate authorities provided the vehicle is under supervision (escort) of a compliant vehicle suitably authorised and equipped and driven by a Vehicle Operator with such authorities and endorsements, such as an Airport Operations Officer.

4.20 Familiarity with the Airport Topography

You must be familiar with the topography of the Airport and have access to a plan of the Airport or relevant portion of the Airport. For airside markings and visual aids refer to Annex J.

CLAUSES 4.21 TO 4.25 APPLY TO CATEGORY 3 & 4 ONLY

4.21 Additional Rules for Driving On the Manoeuvring Area

A Vehicle Operator is not permitted to drive a vehicle on the Manoeuvring Area of the Airport unless the following criteria are strictly adhered to:

- the vehicle is equipped with a fixed radio capable of two-way communication with Air Traffic Control and aircraft.
- you hold an Aircraft Radiotelephone Operator Certificate of Proficiency to use a two-way radio for contact with ATC.
- you are being escorted by a driver and vehicle who complies with above requirements.

4.22 Runway and Taxiway Designations

On the Manoeuvring Area, you must know the designations of the all runways and taxiways so that you can advise Air Traffic Control (hereafter referred to as the ATC) of your whereabouts at any time.

4.23 Maintain a Listening Watch

You must maintain a "listening watch" (i.e. radio switched on and monitoring messages between ATC and others) on aprons if the vehicle is radio equipped.

4.24 Conversant with Radio Procedures

You must be conversant with two-way radio procedures and with the meaning of ATC Tower visual signals and signs which might be used on the Airport (see Annex G).

4.25 Obey Directions of ATC

You must obey all directions given by ATC/Surface Movement Controllers.

5. ACCIDENTS

5.1 If you are the Vehicle Operator of a vehicle involved in any accident on Airside which:

- causes personal injury
- causes property damage
- vehicle collision
- aircraft damage

You must immediately report the accident as a notifiable accident to the Airport Coordination Centre on 8154 9444 and within 24 hours after the accident provide a written statement to the Airport Operator of how the accident occurred.

A Vehicle Operator will be subject to testing in accordance with Civil Aviation Safety Authority Drug and Alcohol Management Plan (DAMP).

5.2 ALL fuel, sewage and oil spills are to be reported immediately to the Airport Coordination Centre on 8154 9444. It is the responsibility of the offending company to clean up the spill and dispose of the residue and cleaning materials in an environmentally responsible fashion. If PAL is requested by the offending company to assist in the clean-up, or if PAL is required to provide materials for use in the clean-up process; fees will apply.

6. IMMOBILISED VEHICLES

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

- notify Air Traffic Control immediately

If you are driving a vehicle which becomes immobilised on an Apron Area, you must notify the Airport Operator immediately.

If you are the Vehicle Operator of a vehicle which becomes immobilised on a Movement Area, you must provide to PAL staff such assistance as they may reasonably require to move the vehicle off the Movement Area or to another area on the Movement Area as the PAL staff may consider appropriate.

7. EMERGENCY SITUATIONS

If you receive light signals from the ATC 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 in accordance with local Handbook

In emergency conditions, or if the standard light signals have not been observed, the ATC Tower may cause the runway or taxiway lights to flash. This means that you must vacate the Manoeuvring Area and observe the ATC Tower for light signals.

8. SUPERVISION

If you are made available by the Airport Operator or by your Vehicle Operator to provide supervision for a vehicle or Vehicle Operator not authorised to be driven/drive within an Airside area except under supervision, you may, subject to such conditions as the Airport Operator considers appropriate, supervise the vehicle by:

- driving a vehicle for which an Authority to Use Airside is current to escort the supervised vehicle
- riding in the Supervised vehicle
- accompanying the Supervised vehicle on foot (within 10m of the vehicle)

If you are driving a supervised vehicle which is being escorted by another vehicle in accordance with the preceding Rule you must keep the supervised vehicle behind the escorting vehicle at a distance of no more than 10 metres and no less than 5 metres.
Before you start supervising a vehicle by driving an escorting vehicle, you must ensure that the Vehicle Operator of the supervised vehicle is aware of the requirement to keep the supervised vehicle behind the escorting vehicle at a distance of no more than 10 metres.

10. SPECIFIC AIRPORT RULES

10.1 Aircraft Towing

In addition to the above Vehicle Operator responsibilities aircraft towing Vehicle Operator must ensure that:

- Aircraft towing must not commence without prior approval of Air Traffic Control.
- Aircraft under tow do not enter any taxiway without prior approval of Air Traffic Control.
- The towing vehicle is equipped with fixed radio communications with the Tower or has suitable communications with a person in the aircraft who is in communication with Air Traffic Control
- Aircraft under tow do not enter or cross any active runway without prior approval of Air Traffic Control.

10.2 Helipad Areas

Helipad West is situated adjacent the intersection of Taxiway S and the Western Apron Edge taxilane.

Helipad East is situated adjacent the Eastern Apron Edge taxilane.

Helicopter operations are also conducted on the southern side of Taxiway S.

Vehicle Operators are to give way to all helicopters operating in this vicinity of these areas and specifically:

- exercise caution when travelling past hangars and helicopter apron areas on the perimeter road due to possible taxiing helicopters
- be in receipt of ATC approval prior to entry to a helipad.

10.2 Undershoot Overshoot Areas

A vehicle operator must not cross the undershoot or overshoot areas of Runways 26L and Runway 26R without approval of Air Traffic Control.

10.3 Hi Visibility Clothing or Vests

Wearing of Hi Visibility vests or clothing is a mandatory requirement involving any activity airside.

Persons not wearing Hi Visibility vests or clothing will be escorted from the airside and incur penalty points.

10.4 Exemptions

The following exemptions apply at the Airport:

- The holder of an Authority to Drive Airside Category 2 has an exemption from requiring an Authority to Drive Airside Category 3 when operating on Taxiway S.
- Airport Officers and the Emergency Services (Police, Fire and Ambulance) have an exemption to exceed the speed restrictions on taxiways and runways at the Airport **for operational reasons** (this exemption is granted given that all other conditions of the Airside Vehicle Control Handbook (including safe driving) are adhered to).

10.5 General

An Authority to Drive Airside at the Airport entitles the holder to drive airside only in the areas required to perform duties as determined by the employer and authorised by the Airport Operator.

Any person who wishes to request the Airport Operator to provide Supervision (escort) should contact the Airport Coordination Centre on 8154 9444 at least 2 hours in advance. Note that escort services will be provided, subject to the availability of Operational Staff at that time.

A charge will be made for escort services except for all emergency vehicles.

11. DEMERIT POINT SYSTEM

11.1 Introduction

A demerit point system has been developed and introduced at the Airport which allocates point penalties for prescribed driving and other offences conducted whilst operating airside at the Airport. The system is based on a 12 point maximum, accumulated within a 24 month period.

11.2 Airside Driver Penalty Points

The Penalty Points System allocates a maximum penalty for a range of prescribed airside driving offences.

Each time a Vehicle Operator is reported for a breach of the airside driving regulations the Vehicle Operator will be notified, issued with a Penalty Infringement Notice by an authorised Operations Officer and a record kept of the appropriate penalty points.

Airside Vehicle Operators may challenge individual Penalty Infringement Notices, by writing to the Airside Manager within 14 days of the Notice being issued and stating why the Notice should be withdrawn.

Airside Vehicle Operators who accumulate twelve penalty points within any twenty four month period, will be provided with details of their offences and invited to show cause why their Authority to Drive Airside should not be withdrawn. The Vehicle Operator's response to the show cause notice will be considered by the Parafield Airport Limited, Airside Manager. An Airside Vehicle Operator's Authority to Drive Airside may be suspended pending this show cause process.
Upon making a determination to withdraw an Authority, Parafield Airport Limited will advise the Vehicle Operator in writing of the reasons for the determination and the duration of the withdrawal. A Vehicle Operator may appeal against a determination to the Airside Manager.

If a determination is made to withdraw an Authority for a specified time, the Vehicle Operator will be entitled to re-apply for an Authority after the expiration of that time. The Authority will not be automatically reinstated.

A vehicle operator who is a holder of a Category 3 or 4 ADA who has their ADA withdrawn for offences related to the Category 3 or 4 driving rules may retain a Category 2 licence under specific circumstances approved by the Airside Manager.

If a vehicle operator's authority is revoked, prior to the reinstatement of the authority the driver will be required to:

- Have further driver training; and/or
- Re-sit the theory test; and
- Undertake a practical driving test

The demerit point system forms part of the Airside Vehicle Control Handbook (AVCH).

1 – SPEEDING		**PENALTY POINTS**
1.1	Exceeding the speed limit by less than 15km/h	3
1.2	Exceeding the speed limit by more than 15km/h but less than 30km/h	6
1.3	Exceeding the speed limit by more than 30 km/h but less than 45km/h	6 and 1 month Authority Suspension
1.4	Exceeding the speed limit by more than 45km/h	6 and 6 months Authority Suspension
2 – SAFETY IN THE VICINITY OF AIRCRAFT		**PENALTY POINTS**
2.1	Failure to give way to taxiing aircraft	12
2.2	Failure to give way to aircraft under tow	10
2.3	Driving within 3 metres of a parked aircraft	3
2.4	Being within the danger zone at the front of an operating engine	3
2.5	Being within the danger zone of the rear of an operating engine	3
2.6	Driving in a manner dangerous to aircraft	12
2.7	Failure to give way to aircraft entering/leaving a parking bay	10
3 – DRIVING		**PENALTY POINTS**
3.1	Driving in a manner dangerous to other vehicles	6
3.2	Using a mobile phone while driving	3
4 – DRIVING UNDER THE INFLUENCE		**PENALTY POINTS**
4.1	Having a blood alcohol reading above 0.00	12
4.2	Having a banned substance in your system	12

5 – COVER LOOSE MATERIAL		**PENALTY POINTS**
5.1	Dropping rubbish on the apron	3
5.2	Failure to secure load	3
5.3	Failure to stop and pick up FOD	1
6 – IMPROPER PARKING		**PENALTY POINTS**
6.1	Parking in a no parking zone	1
6.2	Parking in a Emergency AEP Zone	6
6.3	Parking in an area that obstructs an emergency exit	10
6.4	Parking in an area that obstructs traffic	3
6.5	Parking in an area that obstructs pedestrians	6
6.6	Parking in an area that obstructs aircraft	6
7 – IMPROPER LIGHTING		**PENALTY POINTS**
71	Failure to dip headlights	1
7.2	Driving without headlights	1
7.3	Failure to use flashing beacon	3
8 – LOW VISIBILITY		**PENALTY POINTS**
8.1	Driving airside during low visibility without authority	6
9 – NO SMOKING		**PENALTY POINTS**
9.1	Smoking in a vehicle on the airside	3
10 – PEDESTRIAN SAFETY		**PENALTY POINTS**
10.1	Driving in a manner dangerous to pedestrians	4
11 – RIDING ON EQUIPMENT		**PENALTY POINTS**
12.1	Carrying a passenger when there is no seat provided	10
13 – SEATBELTS		**PENALTY POINTS**
13.1	Driving without a seatbelt where fitted	3
14 – BICYCLE		**PENALTY POINTS**
14.1	Riding a bicycle airside	3
15 – FAILURE TO FOLLOW DIRECTION		**PENALTY POINTS**
15.1	Failure to follow directions of a Parafield Airport Officer	3
15.2	Failure to show Airside Driver Authority when requested by an Parafield Airport Officer	3
15.3	Failure to show State Driver Licence when requested by an Parafield Airport Officer	3
15.4	Taking children or an animal airside without Parafield Airport Limited approval	2
15.5	Failure to stop after an accident	6
16 – FAILURE TO ABIDE BY AIRSIDE MARKINGS		**PENALTY POINTS**
16.1	Crossing low strength pavement markings	3
16.2	Crossing a live taxiway at a point other than a live taxiway crossing	12
16.3	Failure to stop at a stop sign	3
16.4	Failure to give way at a give way sign	3

16.5	Disobeying traffic direction	3
17 – EXCEEDING AUTHORITY		**PENALTY POINTS**
17.1	Driving on the perimeter road without the appropriate authority	6
17.2	Driving on the apron without the appropriate authority	8
17.3	Driving on the taxiway without the appropriate authority	10
17.4	Driving on the runway without the appropriate authority	12
17.5	Escorting a vehicle without the appropriate authority	3
18 – MOBILE PHONE		**PENALTY POINTS**
18.1	Using a mobile phone while driving	3
19 – OTHER		**PENALTY POINTS**
19.1	Any other offence that may constitute a hazard to aircraft operations or airside safety	To be examined on a case-by-case basis
19.2	Failure to wear Hi Vis vests and/or clothing	3

12. RADIO PROCEDURES

Refer to Annex G for Radio Procedures.

ANNEX B

AUTHORITY TO USE AIRSIDE VEHICLE PERMIT APPLICATION

Authority to Use Airside (AUA) Application

Parafield Airport

1. APPLICANT'S DETAILS	*ALL FIELDS ARE MANDATORY*
Company:	ASIC No: ..... Expiry: .....
First Name:	Surname: .....
Address:	Title/Position: .....
.....	Phone: .....
Email:	Date of Birth: ..... / ..... / .....

2. ACCESS INFORMATION

Area:	Reason:	Times per Annum:
.....	.....	.....
.....	.....	.....

3. VEHICLE DETAILS ☐ **New** ☐ **Existing**

Make:	Fuel Type:	☐ Unleaded	☐ LPG	☐ Natural Gas
Model:		☐ Electric	☐ Diesel	☐ Other *(specify below)*
Year:	.....			
Registration:	Serial No. (If not registered):			
Registration Expiry: ..... / ..... /	Communication Equipment:			

4. COMPREHENSIVE OR THIRD PARTY PROPERTY INSURANCE

Insurer: .....

Copy of Insurance Certificate must be attached

Policy Expiry: ..... / ...../ .....

Amount of Cover ($20M minimum): $.....

5. ARRANGEMENTS FOR MOVING VEHICLE IF IMMOBILISED

.....

6. ACKNOWLEDGEMENT BY THE APPLICANT

- The Applicant has read the Airside Vehicle Control Handbook and agrees to fulfil the requirements of Vehicle Operator as set out in the Airside Vehicle Control Handbook.
- The Applicant will ensure that the vehicle is operated in accordance with the Airside Vehicle Control Handbook (particularly PART 1, the CAR's and CAO's pertaining to vehicles operating Airside).
- The Applicant acknowledges that the PAL Airside Operations Manager may cancel or suspend this Permit at any time.
- In consideration of being granted an Authority to Use Airside (AUA) in accordance with this application, the Applicant agrees to release and indemnify Parafield Airport Limited (PAL) in relation to all claims for damage to the vehicle in moving the vehicle if the vehicle becomes immobilised on the Movement Area in accordance with the signed Indemnity & Release Form.

Applicants Signature: ..... Date: ...../...../.....

Company Authorised Name: ..... Title/Position: .....

Company Authorised Signature: ..... Date: ...../...../.....

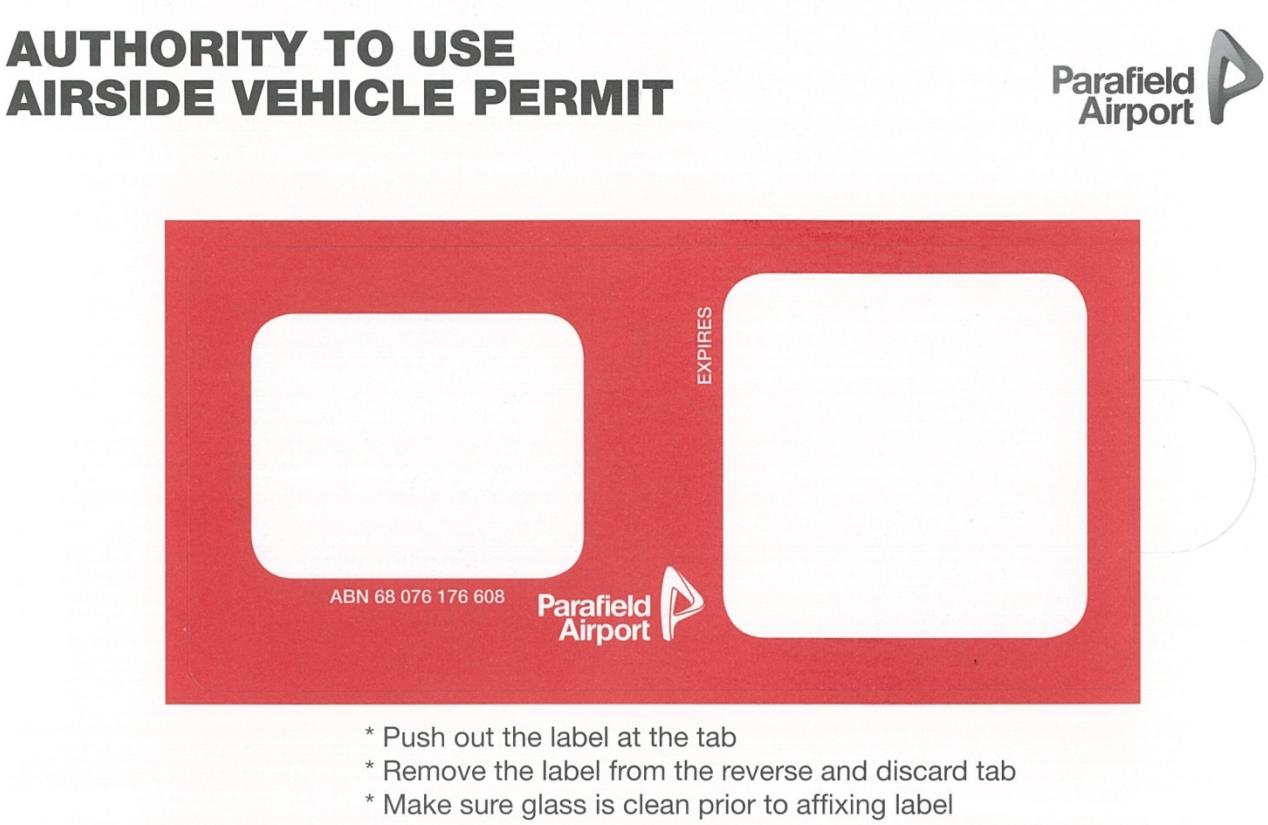
OFFICE USE ONLY

AUA Permit No:	Issue Date:	Expiry Date:	Indemnity Release held:
.....	...../...../.....	...../...../.....	☐ Yes ☐ No

ANNEX C

AUTHORITY TO USE AIRSIDE

EXAMPLE OF AUA LABEL



The following conditions must be adhered to:

- This permit must be displayed and visible through your vehicle's windscreen
- Non windscreen vehicles must affix permit to the front DRIVERS SIDE of the vehicle
- All vehicles that enter airside must comply by the terms and conditions that are set out in the Airside Vehicle Control Handbook

ANNEX D

AUTHORITY TO DRIVE AIRSIDE APPLICATION

Authority to Drive Airside (ADA) Application

All applicants must present current State Driver's Licence when submitting this form to complete ADA Theory Test.

Both theory and practical tests
Must be completed before an ADA licence can be issued.

Contact 08 8307 5700 to book your practical test once you have passed the theory test.

PAL OFFICE USE ONLY

Received by PAL Representative..... New or Renewal

State Driver's Licence No: ..... Class: .....

Copy of ADA Drivers Log: ..... Sighted on: .....

Theory Test completed on: ..... Result: .....

Practical Test completed on: ..... Result: .....

Cat: ..... Permit Licence No: ..... Practical Test completed by.....

1. APPLICANT'S DETAILS

Last Name: ..... First Name: .....

Date of Birth: ..... / ...../ .....

Company: .....

Home Address: .....

Contact No: .....

2. DRIVING CATEGORY/ENDORSEMENTS

☐ Perimeter Roads, Airside Roads and Aprons (Cat 2)

☐ Perimeter Roads, Airside Roads, Aprons and Taxiways (Cat 3)

☐ All Movement Areas (Cat 4)

Night endorsement required? ☐ Yes ☐ No

(If driving between sundown and sunup, must be **Yes**)

3. CAT 3 & 4 ONLY

Radio Operators Certificate of Proficiency Licence No: ..... Issued Date: ..... /..... / .....

Rev: 11/01/21

Authority to Drive Airside (ADA) Application

4. ENDORSEMENT BY THE VEHICLE OPERATOR

I ..... of .....
Full Name Company

Hereby certify that .....
Applicant's Name

- Is required to drive/operate Company vehicles/equipment in the category shown in Section 2.
- Has completed the prescribed training – Category 2 = 4hrs practical training/ Category 3 & 4 = 8 hrs practical training.
- Will only drive/operate equipment Airside; on which he / she holds a current endorsement from their employer.
- I also understand this Authority to Drive Airside (ADA) are for the sole use of the applicant and that licences are not to be transferred amongst other staff members and must be returned to PAL when the applicant no longer requires the licence.
- I am also aware that I am responsible for immediately advising PAL in writing, if the applicant loses or has his/her State Driving Licence suspended for any reason whatsoever.
- Non-required licence must be returned within 14 days, after 14 days a recovery cost will be incurred.
- The total cost of this application is: CAT 2 $55.00

Company Authorised Signature: ..... Date: ..... / ...../ .....

Company Authorised Name: ..... Position: .....

5. ACKNOWLEDGEMENT AND UNDERTAKING BY THE APPLICANT

- I have read the Airside Vehicle Control Handbook and agree to fulfil the requirements on Airside Drivers set out in the Handbook and I acknowledge that the Parafield Airport Limited Airside Operations Manager may cancel or suspend the authority at any time.
- I have undergone .....hours, practical training in a vehicle operating airside in areas where the Authority To Drive Airside for which I am applying will authorise me to drive.
- I understand that I must hold a current endorsement from my employer; for any equipment that I drive/ operate airside.
- I understand that this licence is valid **ONLY** for Parafield Airport and if I am required to drive airside at any airport other than Parafield Airport, I am obliged to apply for a separate licence for each airport.
- **Do you suffer from colour vision impairment?** ☐ **YES** ☐ **NO**
  If YES – You must supply a medical report no older than three months clearly stating the extent of the impairment.

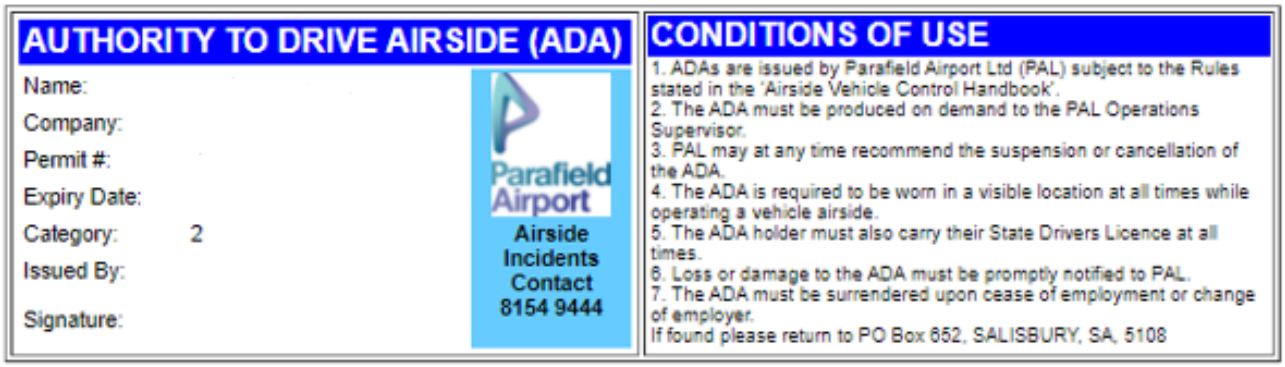
Applicant's Signature: ..... Date: ..... / ...../ .....

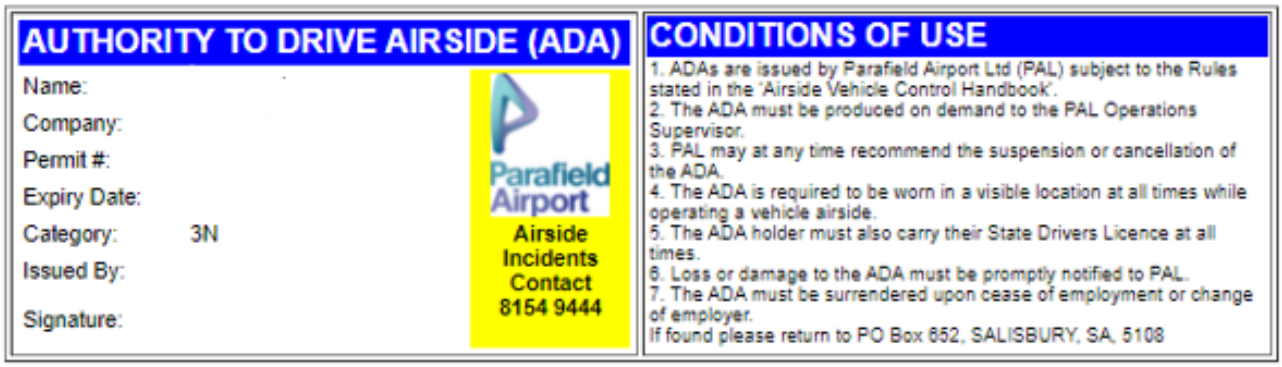
Rev: 11/01/21

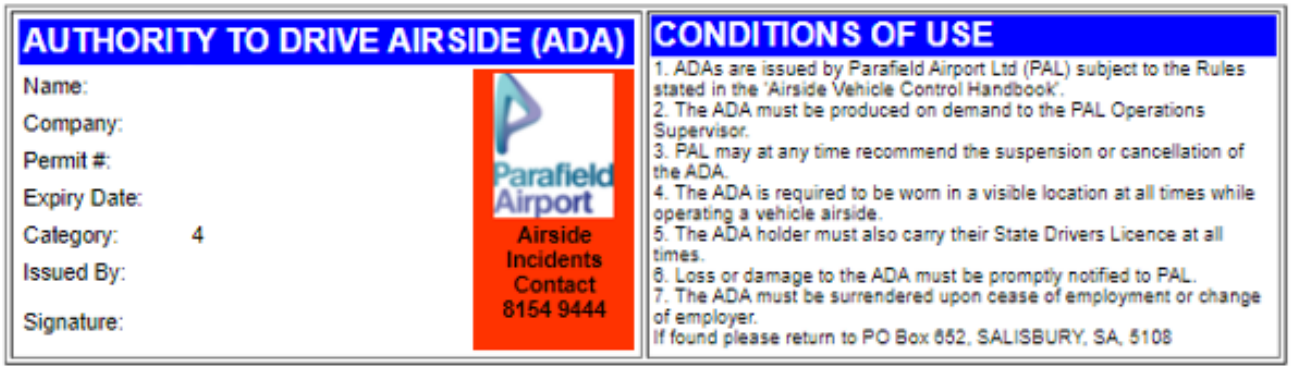
ANNEX E

AUTHORITY TO DRIVE AIRSIDE

AUTHORITY TO DRIVE AIRSIDE EXAMPLE







ANNEX F

AIRSIDE VEHICLE INDEMNITY AND RELEASE

DEED FOR AIRSIDE EQUIPMENT INDEMNITY AND RELEASE

Given To: **PARAFIELD AIRPORT LIMITED** **&** **ADELAIDE AIRPORT MANAGEMENT LIMITED**
ACN 076 176 608 **ACN 077 201 131**
Building 18, Tigermoth Lane
Parafield Airport
South Australia
("**PAL**")

Given By: _____ *(Name)*

_____ *(ABN)*

_____

_____*(Address)*

[Insert Airside Equipment Operator Details]
("**Airside Equipment Operator**")

The Airside Equipment Operator acknowledges that PAL will permit it to enter upon and to use and operate Airside Equipment on the Airside of the Airport on the condition that it provides the indemnities and releases contained in this Deed.

It is agreed as follows:

1. In consideration of PAL permitting the Airside Equipment Operator to enter upon and to use and operate Airside Equipment on the Airside of the Airport, the Airside Equipment Operator indemnifies and keeps indemnified PAL against all loss, damage, cost, charge, expense or other liability (including legal costs) arising directly or indirectly out of or in connection with:

   1.1 any action, claim or demand against PAL in respect of any loss of or damage to property, loss of life or personal injury or other loss that may arise in any way from the use or operation of any Airside Equipment on the Airside by the Airside Equipment Operator or from the supervision of any Airside Equipment on the Airside or from any act or omission by the Airside Equipment Operator (including, but not limited to any loss of or damage to property or loss of life or personal injury or other loss suffered or incurred by the Airside Equipment Operator) ; and

   1.2 any other thing in any way relating to the use of or operation of any Airside Equipment on the Airside by the Airside Equipment Operator; and

   1.3 the presence on the Airside of any Airside Equipment (whether or not being used or operated at the time) under the control of the Airside Equipment Operator or the presence on the Airside of the Airside Equipment Operator.

2. The indemnity in clause 1 remains in full force and effect until this indemnity has been finally discharged by PAL in writing.

3. The Airside Equipment Operator must pay any monies owing under clause 1 to PAL immediately upon demand by PAL provided that PAL supplies such information and details as are reasonably necessary in order to substantiate that the monies are properly payable.

4. The indemnity in clause 1 does not apply to the extent that any such loss, damage, cost, charge, expense or other liability was caused by the negligence of PAL.

5. The Airside Equipment Operator releases PAL from:

   5.1 all claims, actions, proceedings and demands which the Airside Equipment Operator now has or, but for clause 1 would or might at any time in the future have against PAL except to the extent that any such claims, actions, causes of action, proceedings and demands were or may be caused by the negligence of PAL; and

   5.2 all present or future liability of PAL to the Airside Equipment Operator however caused in relation to or arising out of or in consequence of:

      5.2.1 the use or operation of any Airside Equipment on the Airside by the Airside Equipment Operator; or

      5.2.2 the presence on the Airside of any Airside Equipment (whether or not being used or operated at the time) under the control of the Airside Equipment Operator; or

      5.2.3 the presence on the Airside for any reason of the Airside Equipment Operator; or

5.2.4 any combination of any of the things referred to in clauses 5.2.1 to 5.2.3 inclusive.

6.

6.1 The release contained in clause 5 operates even if the Airside Equipment Operator is not aware of, presently or at any time in the future, any circumstances relevant to any claim, action, cause of action, proceeding, demand or liability.

6.2 The Airside Equipment Operator must not make or commence or threaten to make or commence any claim, action, proceeding or demand referred to in clause 5, except to the extent that any such claims, actions, proceedings and demands were or may be caused by the negligence of PAL or any of its servants or officers.

7.

7.1 The Airside Equipment Operator must insure itself and keep insured in a sum of not less than Twenty Million Dollars ($20,000,000.00) with an insurance company approved by PAL against all liability of the Airside Equipment Operator, to PAL, arising from this indemnity. The insurance effected by the Airside Equipment Operator must include PAL as a party to the policy and an insured under the policy and must have approved "cross liability" provisions in a form and manner acceptable to PAL.

7.2 The Airside Equipment Operator will at all times whenever so required by PAL produce such evidence acceptable to PAL that any insurance is in full force and effect.

7.3 If the Airside Equipment Operator fails to insure itself as required by this clause, PAL may itself effect the insurance and the premium paid in respect of such insurance will be a debt due to PAL by the Airside Equipment Operator and may be sued for and recovered by PAL as a liquidated demand in any Court of competent jurisdiction.

8. It is agreed that for the purposes of this indemnity the following definitions apply:

"**Airport**" means Parafield Airport;

"**Airside**" means the Movement Area of the Airport adjacent terrain and buildings or sections thereof being the areas marked as such on the Airside Handbook;

"**Airside Equipment**" means any motor vehicle, special purpose vehicle, other motorised mobile equipment or any other equipment, materials or items whatsoever which are used Airside, or taken Airside, by the Airside Equipment Operator;

"**Airside Handbook**" means any handbook, manual or instructional document made available by PAL from time to time, including, but not limited to the handbook and all appendices issued under Division 4.4 of the Airports (Control of On Airport Activities) Regulations;

"**Approved Issuing Authority**" means an organisation authorised by PAL (as the Airport Operator) to issue Authorities to Operate Airside;

"**Authority to Use Airside**" means a permit to be affixed to any Airside Equipment approved to operate Airside, issued by PAL or by an Approved Issuing Authority;

"**PAL**" means Parafield Airport Limited ACN 076 176 608 and Adelaide Airport Management Limited ACN 077 201 131, both individually and collectively, and includes any one or more of its directors, servants, officers, agents and contractors ;

"**Airside Equipment Operator**" means the person, firm or corporation (including government departments and business entities) named and described as such in this Deed and specifically includes any one or more of its directors servants officers employees agents and contractors;

"**Movement Area**" means any part of the Airport that is used for the surface movement of aircraft, including manoeuvring areas and aprons;

EXECUTED as a DEED: Dated _____ day of _____Year _____

SIGNED for and on behalf of

_____

by its Authorised Representative who by his/her execution warrants his/her authority to execute this instrument in the presence of:

_____
Authorised Representative

_____
Witness

_____
Print Name

_____
Full Name

_____
Position

ANNEX G

RADIO PROCEDURES

1. RADIO PROCEDURES

1.1 Introduction

Radio contact with Air Traffic Control is necessary if you intend to proceed from the Apron onto taxiways and runways or to the southern edge taxiway.

1.2 Do not enter the Manoeuvring Area unless you have an established need to do so and hold an appropriate current category 3 or category 4 Authority to Drive Airside and if driving between sunset and sunrise hold an appropriate endorsement.

1.3 Working on the Movement Area

Once you have entered the Movement Area, you must keep a constant radio listening watch, staying alert to what is happening around you by listening to radio communications.

1.4 As soon as you are told by the ATC to vacate a runway, you must do so immediately and then notify the ATC Tower that you are clear when you have moved outside the relevant line of runway strip markers.

1.5 Transmission Techniques

The efficient use of two-way radio depends largely on microphone technique, the method of speaking and choice of words used by the operator.

1.6 You should make use of the following principles:

- speak plainly and end each word clearly to prevent consecutive words "running together”
- avoid any tendency to shout
- avoid variations in speech intensity and unusual inflections of the voice
- avoid hesitant sounds such as "er" and "um"
- preserve the rhythm of ordinary conversation, avoiding long pauses but retaining oral punctuation (gaps between sentences etc.)
- maintain a business-like manner and do not use colloquialisms, first names or be unduly familiar with others
- if improvisation is necessary, make it brief and unambiguous (standard phraseology is best)
- read each written message before transmission, in order to eliminate unnecessary delays

1.7 Phonetic Alphabet

The International Phonetic Alphabet is used to assist in voice transmission of call signs, runway/taxiway designators and the spelling of proper names and unusual words.

1.8 The phonetic alphabet is made up of particular words to denote the letters. When used, the pronunciations as shown are to apply:

A	ALPHA	Al-fa	**N**	NOVEMBER	no-VEM-ber
B	BRAVO	BRAH-voh	**O**	OSCAR	OSS-cah
C	CHARLIE	CHAR-lee	**P**	PAPA	pah-PAH
D	DELTA	DEL-tah	**Q**	QUEBEC	key-BECK
E	ECHO	ECK-oh	**R**	ROMEO	ROH-me-OH
F	FOXTROT	FOKS-trot	**S**	SIERRA	see-AIR-rah
G	GOLF	golf	**T**	TANGO	TANG-go
H	HOTEL	hoh-TELL	**U**	UNIFORM	YOU-nee-form
I	INDIA	IN-dee-ah	**V**	VICTOR	VIC-tah
J	JULIETT	JEW-lee-ETT	**W**	WHISKY	WISS-key
K	KILO	KEE-low	**X**	X-RAY	ECKS-RAY
L	LIMA	LEE-mah	**Y**	YANKEE	YANG-key
M	MIKE	mike	**Z**	ZULU	ZOO-loo

1.9 Numerals

Numbers are to be transmitted using the following pronunciations:

0	ZE-RO
1	WUN
2	TOO
3	TREE OR THREE
4	FOW-er
5	FIFE
6	SIX
7	SEV-en
8	AIT
9	NIN-er
DECIMAL	DAY-SEE-MAL
THOUSAND	TOUSAND OR THOUSAND

1.10 In general, numbers except whole thousands are to be transmitted by pronouncing each digit separately:

10	ONE ZERO
75	SEVEN FIVE
100	ONE ZERO ZERO
583	FIVE EIGHT THREE
5000	FIVE THOUSAND
11000	ONE ONE THOUSAND
24000	TWO FOUR THOUSAND
38143	THREE EIGHT ONE FOUR THREE

1.11 Numbers containing decimals are transmitted with the decimal point, in appropriate sequence, indicated by the word "decimal":

118.1	ONE ONE EIGHT DECIMAL ONE
121.9	ONE TWO ONE DECIMAL NINE

1.12 In contrast, ground vehicle call signs are to be transmitted using the group form and be preceded by a vehicle identifier:

Truck 12	TRUCK TWELVE
Car 25	CAR TWENTY- FIVE

At Parafield, ATC may approve the use of discreet call signs for specific vehicles, e.g. "Broom 1 or Broom 2".

1.13 Signal Strength

Readability of radio signals (i.e. how well a transmission is able to be heard) is categorised as follows:

1	Unreadable
2	Readable now and then
3	Readable but with difficulty
4	Readable
5	Perfectly readable

1.14 Commonly Used Phrases

The following phrases are commonly used:

ACKNOWLEDGE	LET ME KNOW THAT YOU HAVE RECEIVED AND UNDERSTOOD THIS MESSAGE
AFFIRM	YES
APPROVED	PERMISSION FOR PROPOSED ACTION GRANTED
CANCEL	ANNUL THE PREVIOUSLY TRANSMITTED CLEARANCE
CLEARED	AUTHORISED TO PROCEED UNDER THE CONDITIONS SPECIFIED
CONFIRM	HAVE I CORRECTLY RECEIVED THE FOLLOWING (see also "SAY AGAIN")
CORRECT	THAT IS CORRECT
CORRECTION	AN ERROR HAS BEEN MADE IN THIS (OR OTHER) MESSAGE - THE CORRECT INFORMATION IS.....
DISREGARD	CONSIDER THAT MESSAGE/INSTRUCTION AS NOT SENT
EXPEDITE	HURRY
GO AHEAD	PROCEED WITH YOUR MESSAGE (normally only after “STAND BY")
HOLD POSITION	STOP - DO NOT PROCEED UNTIL ADVISED
HOLD SHORT OF	STOP BEFORE A SPECIFIED LOCATION (for a runway or taxiway, this is the Taxi Holding Position line)
HOW DO YOU READ	WHAT IS THE READABILITY OF MY TRANSMISSION (or HOW WELL CAN YOU HEAR MY TRANSMISSION) (normally preceded by "RADIO CHECK")
MONITOR	LISTEN OUT ON (frequency)
NEGATIVE	NO OR PERMISSION NOT GRANTED OR THAT IS NOT CORRECT
RADIO CHECK	I WISH TO KNOW HOW WELL YOU CAN HEAR ME - PLEASE ADVISE YOUR READABILITY OF MY TRANSMISSION
READ BACK	REPEAT ALL OR THE SPECIFIED PART OF THIS MESSAGE BACK TO ME EXACTLY AS RECEIVED

REQUEST	REQUEST PERMISSION TO.....OR I WOULD LIKE TO KNOW.....
ROGER	I HAVE RECEIVED ALL OF YOUR LAST MESSAGE (see also “WILCO")
SAY AGAIN	REPEAT ALL OR THE FOLLOWING PART OF YOUR LAST MESSAGE
STAND BY	WAIT AND I WILL CALL YOU BACK
VACATE	MOVE OFF THE RUNWAY/TAXIWAY/AREA IMMEDIATELY (may be amplified by "VIA TAXIWAY .... Or NEXT LEFT")
VACATED	I HAVE VACATED RUNWAY/TAXIWAY/AREA (not required after crossing a runway or taxiway unless asked by the Tower e.g. in poor visibility)
VERIFY	CHECK AND CONFIRM WITH ORIGINATOR
WILCO	I (FULLY) UNDERSTAND YOUR MESSAGE / INSTRUCTION AND WILL COMPLY WITH IT
WORDS TWICE	COMMUNICATION IS DIFFICULT PLEASE SEND EVERY WORD OR GROUP OF WORDS TWICE OR SINCE COMMUNICATION IS DIFFICULT WORDS WILL BE SENT TWICE

1.15 Communicating with ATC

Before transmitting, be sure the channel is clear (i.e. there are no other communications in progress) by listening out and then:

Identify the unit you are calling	**“PARAFIELD TOWER/GROUND”**
Tell ATC Tower/Ground WHO you are	**“THIS IS CAR 1”**
Tell ATC Tower/Ground WHERE you are	“**ON EASTERN APRON or ON TWY BRAVO”**
Tell ATC Tower/Ground what you wish to do	“**REQUEST ENTRY TWY BRAVO AND RWY (NUMBER)"**
Tell ATC Tower/Ground of other significant details	**"REMAINING CLEAR OF RUNWAY**

1.16 Entering the manoeuvring area from aprons

"PARAFIELD GROUND - TRUCK 7 AT TOWER GATE PROCEEDING TO B2 TO CONDUCT PAVEMENT REPAIR, REQUEST CLEARANCE. TO CROSS UNDERSHOOTS OF RUNWAYS TWO SIX LEFT AND TWO SIX RIGHT
(Ground response: "Truck 7, enter Taxiway BRAVO proceed to B2 and cross undershoots of Runways 26L and 26R.”)

(Your acknowledgment “ENTER TAXIWAY BRAVO PROCEED TO BRAVO TWO AND CROSS UNDERSHOOTS OF RUNWAYS TWO SIX LEFT AND TWO SIX RIGHT TRUCK 7.”

1.17 Crossing a runway

“PARAFIELD GROUND – CAR ONE ON TAXIWAY HOTEL – REQUEST CROSS RUNWAY TWO SIX RIGHT”

ATC Tower response: “Car One hold short of Runway 26R”.

Request denied at this time and would be followed, when the runway is clear, by “Car One cross runway 26R”

1.18 Entering a runway

PARAFIELD TOWER is responsible for vehicular entry and occupation of active runways. For entry to an active runway, the vehicle Operator shall contact Parafield GROUND who will provide instruction to contact Parafield TOWER.

“PARAFIELD GROUND THIS IS CAR ONE ON TWY ALPHA FIVE REQUESTING CLEARANCE TO ENTER RUNWAY TWO ONE RIGHT”

ATC Tower response: “Car One, contact tower on 118.7”

Your acknowledgment: “CONTACT TOWER ON 118.7 – Car One”

1.19 Typical replies from the Tower advising you of restrictions

"CAR ONE - PARAFIELD TOWER - HOLD POSITION"
(Stay where you are and await further details regardless of where you are)
"CAR ONE - PARAFIELD GROUND - ENTER RUNWAY ZERO THREE RIGHT - WITHOUT DELAY"
(Enter Runway 03R.)
"CAR ONE - PARAFIELD GROUND - HOLD POSITION - EXPECT ONE ZERO MINUTE DELAY"
(Several aircraft are on approach or taxiing for departure - you may wish to try later)
”CAR ONE VACATE RUNWAY ZERO THREE RIGHT”
(Regardless of what you are doing, what you have requested or what you have been cleared to do so far, move outside the Manoeuvring Area, clear of the runway strip markers).

1.20 Vacating onto other runways

You will generally be cleared only to enter a specific area on a particular runway and when ready to leave that area, you must notify the ATC Tower of your intentions:

Car 1 - CAR ONE VACATING TWO ONE RIGHT THRESHOLD – REQUEST ENTER RUNWAY TWO SIX LEFT VIA TAXIWAY HOTEL SIX”.

ATC Tower: “CAR ONE ENTER RUNWAY TWO SIX LEFT THRESHOLD”

You must remember to always ask for a clearance to cross or enter any runway, unless the Tower Controller has already specifically authorised you to do so. If you have not received such a clearance, you must stop of the Taxi Holding Position (clear on the runway strip) and remain there until you have permission to proceed.

1.21 The meaning of “HOLD”

The word “stop” is rarely used in radio transmissions from ATC - instead you will hear the word "HOLD", which means "STOP". Examples of the use of "HOLD" are:

"HOLD POSITION” (Stop where you are)
"HOLD SHORT OF RUNWAY TWO ONE RIGHT" (Stop clear of the runway strip)

1.22 Listening Watch on Manoeuvring Areas

Once you have gained runway (or taxiway) entry, you must maintain a constant listening watch.

You should always be within hearing distance of your radio. Often, a change in wind direction or other operational factors will require the ATC to move you from your work urgently. Remember that the Tower will not interrupt your work unless it is necessary and that you are then expected to co-operate with all possible speed.

When directed to vacate, the ATC Tower call is brief:

(Tower: "Car 1 - Vacate Runway two one right")
Your response, straight away: "VACATE RUNWAY TWO ONE RIGHT - CAR ONE"

Once you have made initial contact, you no longer address the ATC Tower as (Airport Name) Ground and conversely, the ATC Tower does not advise its name. Once you have vacated and are outside the runway (taxiway) strips, you call the Tower:

"CAR ONE - RUNWAY VACATED"
(The Tower will acknowledge: "CAR ONE")

1.23 Some General Tips

Before you go out onto the Movement Area:

KNOW THE PROCEDURES
KNOW THE LIGHT SIGNALS
BE PRECISE - AND PATIENT
COMPLY WITH HANDBOOK
KEEP YOUR EYES OPEN, STAY ALERT AND NEVER GO BEYOND HEARING RANGE OF YOUR RADIO
PLAN WORK CAREFULLY AND AVOID ANY TENDENCY TO RUSH WHILST AIRSIDE
NEVER LEAVE ANYTHING (EQUIPMENT OR TOOLS) ON THE MOVEMENT AREA

If you become confused about what is happening, leave the movement area and consult Parafield Operations Staff regarding further training.
Contact ATC by phone to discuss any unusual tasks that may be required on the day.

1.24 Common Traffic Advisory Frequency CTAF Conditions

CTAF conditions apply outside of Air Traffic Control hours when the Tower is not active.
During CTAF conditions vehicle operators are required to select and monitor frequency 118.7.
The Aerodrome Frequency Response Unit AFRU will read back a response message which will confirm that you are on the correct frequency after a radio transmission.

During CTAF conditions vehicle operators are required to make radio mandatory broadcasts advising other vehicles and traffic that your vehicle is operating on the manoeuvring area.

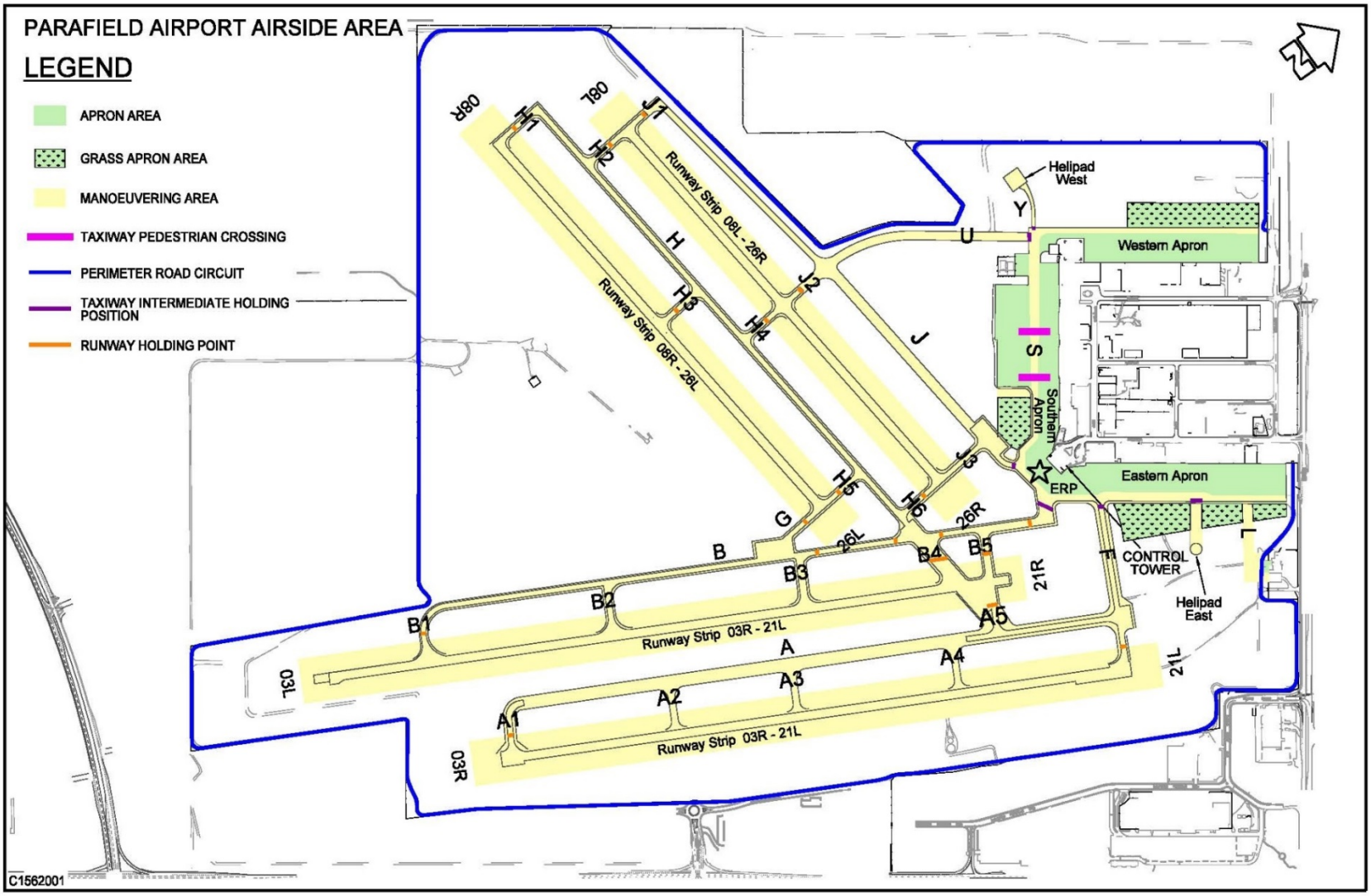
Before transmitting, be sure the channel is clear and then make the following radio call:
“PARAFIELD TRAFFIC THIS IS CAR ONE ENTERING RUNWAY 03L”

Vehicle Operators must maintain a constant listening watch, especially when on a runway and must vacate for all aircraft traffic.

The active runway available for take-off and landing by aircraft during CTAF Conditions is Runway 03L-21R. Vehicle Operators should exercise extra caution if required to operate on this runway during CTAF conditions.

ANNEX H

MAP OF THE AIRPORT


PARAFIELD AIRPORT AIRSIDE AREA
LEGEND
APRON AREA
GRASS APRON AREA
MANOEUVERING AREA
TAXIWAY PEDESTRIAN CROSSING
PERIMETER ROAD CIRCUIT
TAXIWAY INTERMEDIATE HOLDING POSITION
RUNWAY HOLDING POINT
08R
08L
26R
26L
03R
03L
21R
21L
Runway Strip 08L - 26R
Runway Strip 08R - 26L
Runway Strip 03R - 21L
Runway Strip 03R - 21L
Helipad West
Western Apron
Southern Apron
Eastern Apron
ERP
CONTROL TOWER
Helipad East
C1562001

ANNEX I

DEFINITIONS

DEFINITIONS

Airport means Parafield Airport.

Airport Officer means a person appointed by the Secretary as an authorised person under Regulation 132 of the Airports (Control of On-Airport Activities) Regulations.

Airport Operator means the Airport Operator Company (as defined under the Airports Act 1996) of Parafield Airport.

Airside means the Movement Area of the Airport, adjacent terrain and buildings or portions thereof being the areas marked as such in the Plan at Annex H.

Airside Road means a road within the Airside of the Airport and marked as a road on Annex H.

Airside Vehicle Control Handbook (AVCH) means this handbook authorised by the Managing Director.

Apron means that part of an Airport used for:

- enabling passengers to board, or disembark from aircraft; or
- loading cargo onto, or unloading cargo from, aircraft; or
- refuelling, parking or carrying out maintenance on aircraft and designated as such in Annex H.

Authorised Training Officer means a Training Officer of an Approved Issuing Authority or an officer of Airport operator (as the Airport Operator) approved by Airport operator in accordance with paragraph 6.5 to train, test and issue applicants with an Authority to Drive Airside.

Authority to Drive Airside (ADA) means an Authority to drive airside issued by The Airport Operator under Regulation 125 of the Airports (Control of On-Airport Activities) Regulations.

Authority for Use Airside (AUA) means an Authority issued in Accordance with Regulation 127 of the Airports (Control of On-Airport Activities) Regulations.

Aviation Security Identification Card means a card of that type issued under Part 6 of the Aviation Transport Security Regulations 2005.

CTAF means Common Traffic Advisory Frequency and is active when the tower is not in operation at Parafield.

Equipment means an item of equipment that cannot move under its own power and therefore must be pushed or towed.

Escort means the supervision of a vehicle airside whereby the supervising person takes responsibility for and provides guidance and may take immediate action to prevent an unsafe act by the vehicle being escorted.

Escort Officer means a person authorised by The Airport Operator to perform the act of escorting another vehicle on the airside of the airport.

Handbook means this Handbook including all Appendices.

Manoeuvring Area means those parts of the Airport used for the take-off, and landing of aircraft and for the movement of aircraft in association with take-off and landing, but does not include any Apron.

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

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

Notifiable Accident means any accident involving a vehicle or equipment which:

- causes personal injury
- causes property damage
- may involve The Airport Operator in litigation

Perimeter Road means an airside road which remains clear of the Manoeuvring Areas.

Security Restricted Area means any part of the airport, designated by notice posted by the Airport Operator, access to which is restricted to persons holding an authorised identification card valid for that part of the airport.

Security Categorised Airport means an airport which has been categorised for security purposes in accordance with Aviation Transport Security Act 2004. Parafield Airport is a Security Categorised Airport for the purposes of the Aviation Transport Security Act.

Subsidiary means a wholly owned subsidiary of a Vehicle Operator.

Vehicle Operator means a person, firm or corporation (including Government departments and business entities) controlling the operation of a vehicle or equipment airside, whether as owner, hirer or otherwise.

Vehicle means a motor vehicle, special purpose vehicle or other mobile equipment, including specialised ramp equipment that can move under its own power

ANNEX J

AIRSIDE MARKINGS AND VISUAL AIDS

AIRSIDE MARKING	DESCRIPTION
Runway Strip	
	White gable markers delineate the edge of the runway strip. Vehicles are not permitted to enter the runway strip without prior approval from ATC.
Runway Holding Position Markings	
	Runway hold position markings are holding points for aircraft and vehicles prior to entering a runway. They are defined by two (2) solid and two (2) broken yellow lines the width of the taxiway.
Intermediate Holding Position Markings	
	Where two taxiways cross/intersect or any taxiway holding point, yellow broken lines mark the clearance distance for aircraft and vehicles to hold when an aircraft is taxiing past.

Parking Clearance Markings	
	These lines are used to limit the parking of aircraft to a particular area of the apron. These areas are defined by solid yellow, red, yellow line surrounding the aircraft parking area.
	Used to limit the parking of aircraft where a line marking is not present.
Taxiway and Apron Edge markings	
	Defines the edge of the apron or taxiway surface where a line marking is not present. Gable markers or cones may define the edge.
	Refer above

Helipad	
	Marked by a large white H and circle and defines the helicopter landing and take-off area. Permission from ATC is required before entering the helipad.
Helicopter Parking Area	
	Defines an area on natural surface for helicopter parking. Blue gable markers or cones define the limits of the area.
Helicopter Parking Position Marking	
	Helicopter parking position markings are areas specifically for helicopter parking. No other vehicle or aircraft is permitted to park in this area.
Helicopter Apron Edge Markings	
	These lines define an area specifically for helicopter operations. These areas are defined by double solid blue lines and the text HELICOPTERS ONLY.

Helicopter Taxiway Markings	
	Cones that define the edge of a helicopter taxiway where a line marking is not present.
Movement Area Guidance Signs	
	Parafield Airport has an extensive system of Movement Area Guidance (MAG) signs throughout the movement area. Drivers authorised to drive on the movement area must be familiar with these signs. All drivers must stop at the runway designation signs and seek clearance from ATC to cross the runway. Drivers are not permitted, under any circumstances to cross any runway until ATC has granted approval to “CROSS” the designated runway.
Unserviceability Markings	
	Unserviceability Cones designated areas of the movement area which are unserviceable or closed to aircraft operations. No vehicle may access the area without PAL staff approval.



PO Box 652
Salisbury
South Australia 5108

Phone +61 8 8307 5700
Fax +61 8 8281 5006
parafieldairport.com.au

Adelaide Airport
Managment Limited
ABN 77 077 201 131
Registered Land Agent 224 839

A wholly owned subsidiary of
Adelaide Airport Limited
ABN 78 075 176 653