AUA Renewals

Authority to Use Airside labels for both vehicles and equipment at DIA are now due for renewal for the 2016-2017 period.

Renewals are not automatic, an Authority to Use Airside (AUA) Application Form – AD002 must be completed for your company and submitted to the Terminal Control Centre (TCC). Each company will soon be issued with a current list of registered vehicles, if this is unchanged, there is no requirement to complete Part 2 Section A – Vehicle Specifications on the application form.

The application must be supported by the following documentation:

- A copy of current Public Liability Insurance / Certificate of Currency with a minimum amount of cover for not less than AUD $20 million for airside use at Darwin International Airport
- Meet the justification for frequent and unescorted access to the airside – Refer Part 2 Section B – Criteria For Use
- Copy of current vehicle registration (if applicable)
- Copy of serviceability/roadworthiness inspection for non-registered vehicles (airside use only)
- Airside Vehicle Indemnity and Release Form on file with Darwin International Airport.

Applications must be signed by an authorised representative of the company.

AUA Application forms and other information relating to airside driving is available on the Airside Driving section of the DIA website.

Fees are payable prior to the AUA being issued. The cost of an AUA Permit for all vehicles and equipment for 2 years is $80 (including GST).

If you have any queries regarding AUA renewals or applications for new vehicles please contact Mike Clancy – T: 08 8920 1904 or E: mike.clancy@ntairports.com.au

RPT Apron FOD WALK

FOD walks are held regularly on the RPT Apron to promote the importance of keeping FOD airside to a minimum. The date for the next Darwin FOD Walk will be during Airport Safety Week on Wednesday the 28th October 0830 – 0930. All airports across Australia and New Zealand are conducting a FOD walk on their aprons on this day.

If you wish to take part, please RSVP to mike.clancy@ntairports.com.au or steve.caldwell@ntairports.com.au
Reminder for DIA Contractors

Darwin Airport operates within a highly regulated environment and special conditions apply to contractors which may not apply at other sites. All Airport Operators requiring any works or maintenance activities to be carried out within their leased areas must ensure their contractors including sub-contractors are registered as an Approved Contractor with the DIA Engineering Department prior to works commencing. All persons are required to undergo the DIA Contractor Induction and be issued with a Contractor Pass before working at Darwin Airport. The induction is a mandatory requirement with the objective to protect contractors, employees, members of the public and the assets of DIA from potential hazards. To prepare for the induction applicants are to read and understand the Site Rules for Contractors Handbook.

At the start and end of each work period all Contractors are required to report to their Work Coordinator or Project Manager of their intentions for the work period, and ‘sign in’ by swiping their Contractors Pass at any of the following stations:

- Terminal Control Centre (near Gate A)
- Airport Management Centre
- Grounds Maintenance Compound

Contractors requiring to operate in any of the airport’s secure areas will also require an ASIC, please see the Identification Cards and Access Control section on the DIA website.

For further information and to download copies of the application forms and Site Rules Handbook visit the Contractors section on the website.

Airside PPE Policy

A Safety Bulletin was issued recently to inform the NT Airports community about the minimum personal protective equipment (PPE) requirements when accessing and working airside (including General Aviation areas).

From 01 August 2015 NT Airports (including Darwin International, Tennant Creek and Alice Springs airports) require everyone from the airport community to adhere to minimum PPE requirements when accessing and working airside. Updated signage has been installed at all access points to airside, including all vehicle and pedestrian access points.

To access and work airside the following minimum PPE is mandatory:

1. Appropriately enclosed shoes must be worn at all times whilst working and accessing airside areas. Open toed heeled shoes, thongs or sandals DO NOT provide adequate protection for potential Airside Hazards and are not to be worn any time whilst working airside.
2. Ear Muffs or Plugs must be carried at all times when accessing or working Airside and utilised in areas of high noise conditions, e.g. an aircraft coming into a bay
3. Australian Standard approved Day/Night high visibility vest or clothing must be worn at all times when working airside.

AS/NZ 4602: 2011 High visibility safety garments - Garments for high risk application
AS/NZ 1906.4: 2010 Retro reflective materials and devices for road traffic control purposes - High visibility materials for safety garments.

Carry hearing protection at all times! You may be asked whether you have hearing protection and could be asked to leave airside if you are unable to retrieve it.
Approaching Thunderstorm Conditions

Working on the operational area of an airport in thunderstorm conditions contains risks of lightning strike. The large metal objects airside including aircraft and GSE increase the risk of lightning strikes.

If thunder can be heard, there may be a risk, louder and more frequent thunder indicates lightning activity is approaching.

A Thunderstorm Alert system has been installed by Qantas on the RPT Apron area; and ZIP has installed a unit on the Northern GA Apron. Qantas Flight Dispatch (Q-MET) has arrangements in place with the Bureau of Meteorology (BOM) for the receipt of Thunderstorm Alerts.

On receipt of advice from Q-MET the Thunderstorm Alert System is activated. Each operator should have their own procedures to monitor and assess the conditions and for their staff to follow during thunderstorm conditions.

The Qantas Thunderstorm Alert System warnings are based on a three stage system:

<table>
<thead>
<tr>
<th>Stage</th>
<th>Alert Description</th>
<th>Recommended Actions</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td><strong>10 NM Thunderstorm Alert</strong>&lt;br&gt;Activated when thunderstorms are detected moving towards the airport and are within 10NM (19KM).&lt;br&gt;&lt;br&gt;Alert System&lt;br&gt;<strong>WHITE Strobe</strong> light + 15 sec repeating horn - 3 beeps, 2 sec quiet, 3 beeps, 2 sec quiet, 3 beeps &amp; then quiet for remainder of 10NM Alert</td>
<td>Normal ramp activity continues, though the proximity of the thunderstorm should be closely monitored. Operators should consider implementing own procedures and prepare for the likelihood of a 5NM Thunderstorm Alert</td>
</tr>
<tr>
<td>2</td>
<td><strong>5 NM Thunderstorm Alert</strong>&lt;br&gt;Activated when thunderstorms are likely to impact the airport and within 5NM (9KM).&lt;br&gt;&lt;br&gt;Alert System&lt;br&gt;<strong>BLUE Strobe</strong> light + continuous repeating horn – 3 beeps, 2 sec quiet, 3 beeps +</td>
<td>It is recommended operators activate their Thunderstorm Alert Procedures and assess if they should declare an OPERATIONS SHUTDOWN. During the 5NM alert most servicing activities such as refuelling have ceased and staff taken shelter from open areas.</td>
</tr>
<tr>
<td>3</td>
<td><strong>ALL CLEAR</strong>&lt;br&gt;As the storm recedes outside of 5NM from the airport the alert is downgraded to ALL CLEAR or in some circumstances may return to 10NM Alert</td>
<td>Operators should assess conditions and if considered safe to do so, resume normal operations.</td>
</tr>
</tbody>
</table>

For additional information on safety considerations for thunderstorm conditions refer to AAGSC Recommended Industry Practice – RIP No 5 – [www.aagsc.org/rips/htm](http://www.aagsc.org/rips/htm)

Thunderstorm and severe weather information is available at the BOM site [http://www.bom.gov.au](http://www.bom.gov.au)

Airside Speeding

When Airside, drivers must obey all signs and unless otherwise indicated adhere to the following speed limits:

<table>
<thead>
<tr>
<th>AREA</th>
<th>MAX SPEED LIMIT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Apron Areas (RPT, Northern &amp; Southern GA and Eastern Aviation including Helicopter Apron)</td>
<td>10 kph Max unless otherwise marked</td>
</tr>
<tr>
<td>Airside Roads Adjacent Apron Area</td>
<td>10 kph Max</td>
</tr>
<tr>
<td>Inside the Baggage Make-Up Area</td>
<td>5 kph Max</td>
</tr>
<tr>
<td>Perimeter Road and elsewhere on DIA Property</td>
<td>25 kph unless otherwise marked</td>
</tr>
<tr>
<td>RAAF Property</td>
<td>In accordance with RAAF requirements and signage</td>
</tr>
</tbody>
</table>

The speed limits indicated above are the maximum for that area. Drivers are to assess the safest speed to drive to suit the existing circumstances and current environment. Drivers must slow and use caution when driving near Gate A and past the baggage make-up area; and when driving near unserviceable areas e.g. during airside works and during periods of reduced visibility.

The airside roadways adjacent the RPT Apron Area are ‘Shared Zones’. Pedestrians and Vehicles move about on these roadways. Caution is required at all times.

DIA Operations Staff will be using Speed Laser Guns airside. The speed guns are not designed to target drivers that are driving within an acceptable range of the airside speed limits, but will identify offenders that drive at unsafe speeds which could potentially create a dangerous situation on the apron. Speed laser guns will be used in educating drivers and informing them of their actual speed to encourage drivers to slow down, consequently improving airside safety and reducing the likelihood of incidents.

Spills

All airside users on airport have a duty of care to ensure staff are trained to handle spills that may occur from their work activity.

Fuel Spill Kits are positioned along the apron areas and are provided for a quick response to fuel, oil and sewage spills. In the event of a spill occurring, airside drivers and operators should use these items and report the spill immediately to DIA Operations. When dealing with spills all persons must be adequately trained to conduct this work.

A workshop on how to correctly use the spill kits will be presented during Safe Work Australia Month. This is your opportunity to ensure your staff knows what is provided and why, and importantly how to use these kits.

The workshop is Presented by Steve Caldwell (NTA – Safety) & Rob Hangan (Total Safety Solutions) on Monday 26th October at 1400 hours in the Connellan Room. To register your interest contact - Alicia Hannuscheck Phone 8920 1811 alicia.hannuscheck@ntairports.com.au
Safe Work Australia Month

SWA Month runs for the entire month of October. DIA will be holding information sessions and workshops. We encourage all airport community members, tenants and contractors to join in and be involved in activities. Some of the topics covered during the month are:

- Heat Stress – Fatigue and Dehydration in the Top End
- Height Safety Demonstration
- CPR and Defibrillator Demonstration
- Mental Health Week Talk
- Managing Airside Safety
- Using Airside Spill Kits
- Fire Warden Refresher Training
- DAMP Presentation
- Noise for Airside Workers
- FOD Walk
- Airport Safety Week – begins Monday 26 October

Booking are required for all sessions, please register your interest with Alicia Hannuscheck Phone 8920 1811 alicia.hannuscheck@ntairports.com.au

Ladder Safety

If works are to be conducted in a public area of the terminal building and airport grounds, the following must be considered prior to works starting:

- All works should be carried out at non-peak times where the least amount of people are present at airport and in consultation with the DIA Airport Duty Manager (ADM).
- All works in public areas to have solid barriers to prevent unauthorised access to work area by members of the public (MOP’s) particularly children.
- All ladders used must be suitable for the task in accordance with NTA Ladder Safety Checklist, can be downloaded from the DIA website, Safety section.
- A spotter should be used in public areas where possible dependent on the risk associated with the works being done, the numbers of members of the public in the area and the time the work is done.
- Any works conducted on or near baggage conveyors needs to be done in consultation with BCS through the ADM to ensure works won't damage conveyors and conveyors are isolated when required.
Timor Leste Airport Security Project

Earlier last month the First Secretary of Transport, Mr Robert Byrne from the Australian Embassy in Jakarta requested Darwin International Airports assistance in supporting the Department of Infrastructure and Regional Development’s capacity building efforts at Presidente Nicolau Lobato International Airport, Timor Leste.

As key stakeholders in the regional aviation sector, Darwin International Airport along with Airnorth agreed to support the project and provided subject experts Alex Vo and Lina Lay to deliver screening and security training.

Airline partners Garuda Indonesia and Citilink as well as the Australian Department of Immigration and the Office of Transport Security were also in attendance throughout the three day event and their expertise was shared amongst all participants. Notably, DIA’s knowledge and experience in Administration and Security in the aviation space was well received by all participants, especially the AVSEC team of PNLIA whom were eager to receive and be part of the training provided by Alex and Lina.

There was certainly a learning experience had by all with a mixture of training activities, knowledge, influence and culture shared amongst all participants. Befittingly, we would like to extend a thank you to Airnorth in mobilizing our Darwin Team for the exchange and the OTS for coordinating the exercise.

Contractor Sign-On

In August this year DIA Security recognised contractors not signing off site as being a potential OH&S hazard as well as a Security hazard. After calling together our Maintenance and Project Teams for a discussion on the risks involved (ie. not knowing who is onsite and when), we have noted an increase in compliance with contractors signing on and off using both the electronic kiosk and/or the manual sign off sheet located at Gate Alpha. Well done on a team effort and let’s all keep working together to ensure a safe and secure work place.

ASIC and VIC Passes

Just a general reminder for all to please remain vigilant in checking and observing valid ASIC and VIC passes.

We are all responsible for Security.
E Cigarettes/Vaping

A friendly reminder to all airside & terminal operators and tenants that in accordance with the Darwin International Airport NO SMOKING policy that the use of E-cigarettes (sometimes referred to as vaping) is not permitted to be used anywhere within the Terminal Building or on the Airside.

The increasing popularity of E cigarettes is becoming an issue for airports and airlines worldwide, with concern about the potential fire hazard posed by electronic cigarettes. These devices have reportedly been the cause of a fire in the baggage hold of an aircraft in the USA in 2014.

E-cigarettes may only be used in designated Smoking Areas.

Aerobridge Training

As a reminder to all, only appropriately trained and certified Aerobridge Operators are permitted to drive Aerobridges.

To receive certification as an Aerobridge Operator you are required to demonstrate a theoretical and practical understanding of the procedures, you will be required to do the following:

- Complete the initial Aerobridge Practical Training Record for each type of Aerobridge (Fixed and Apron Drive) and signed by an Authorised Aerobridge Trainer
- Complete the Online Aerobridge Induction and Assessment

Training is undertaken in general operating procedures as well as specific local procedures that apply. The trainee will be assessed as competent or not competent by the company’s Authorised Trainer over three dockings for an arriving aircraft, and three retraits for a departing aircraft.

During training and prior to the online induction and assessment, all applicants will be required to read and understand the Aerobridge Operating Guide and Procedures.

Following completion of Practical Training, the candidate must pass an Online Induction and Assessment in order to be deemed competent. Upon successfully completing all the training requirements, candidates must present a signed copy of the Practical Training Record and Online Assessment to the terminal control centre, certification will then be granted at the discretion of Darwin International Airport. The operators Aviation Security Identification Card (ASIC) will be validated with the appropriate aerobridge control access.

Airside drivers must not parked in the red hatched keep clear areas or drive under the moveable sections of aerobridges.

It is also possible that the aerobridge cabin can suddenly lower e.g. Safety Shoe activated and Ground Staff should keep clear of the cabin aera and other moving parts of aerobridges.

For further information and to download copies of the Practical Training Records and Guide please see the Aerobridge Training section on the DIA website.

Upcoming DIA Meetings:

AAGSC – 10th – 11th November (Auckland)  
Baggage Users Group (BUG) – 2nd December 2015  
Aerodrome Emergency Committee (AEC) – 17th December 2015

RAMP Safety Committee – 15th January 2016  
Facilitation (FAL) – 19th November 2015

For more information or should you have an initiative that you would like to share please contact:

Mike Clancy | DIA Airside Operations Manager  
T 8920 1904 | E mike.clancy@ntairports.com.au

Bob Calaby | Aerodrome Safety and Standards Manager  
T 8920 1851 | E bob.calaby@ntairports.com.au

Follow us on Facebook and Twitter by liking ‘Darwin International Airport’ and ‘Alice Springs Airport’

For more information on our SSS Airport initiatives, please visit www.ntairports.com.au