



Roads, Vehicles & Equipment

Operational Safety Instruction

Management of Airside Infractions

01st October 2019

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V1.0

It is the responsibility of all employers to ensure that relevant OSIs are brought to the attention of their staff. However, individuals remain responsible for their own actions and those who are in any doubt should consult their Supervisor or Manager.

1. Introduction

- 1.1 The purpose of this Operational Safety Instruction is to advise all employers of how the Airside Operations team manage contraventions of Airside policies, procedures and standards hereafter referred to as 'Airside Infractions'.
- 1.2 Red bars to the left of a paragraph indicate new instruction or a change to an existing instruction
- 1.3 In addition to the above, it should be noted that the Summary of Changes document should be read in conjunction with this version of the OSI
- 1.4 This instruction is reissued to reflect the amalgamation of the 'AON' and 'AIN' into the 'Airside Occurrence Ticket', and detail how these will be recorded and handled.
- 1.5 Any changes made in this OSI will only be applied from the published effective date.
- 1.6 OSI/12/11 and OSI/28/12 are hereby cancelled.

2. Parties Involved

All personnel / vehicles / companies operating or accessing Airside.



3. Definitions

Abbreviation	Description
ADP	Airside Driving Permit
OSI	Operational Safety Instruction
OAN	Operational Advice Notice
AON	Airside Occurrence Notice
AIN	Airside Infringement Notice
AOT	Airside Occurrence Ticket
BHSO	Baggage Hall Standards Officers

4. Introduction to Airside Infractions

- 4.1** Through the 'Terms and Conditions of Use', and the 'Ground Operations Licence', Heathrow requires airside operators to adhere to all policies and procedures as set forth in the Airport Byelaws, Aerodrome Manual and Airport Notices (such as OSI, OAN and any other notice issued by Heathrow from time to time)
- 4.2** Heathrow requires that all incidents, accidents or events suspected to result in a breach of policy or procedure by either an individual or a company are reported to the Airside Operations team at the earliest opportunity so investigation, learning and safety improvement can take place.
- 4.3** Reports of accidents, incidents and suspected Airside infractions will trigger an attendance and investigation by a HAL official and/or member of the Metropolitan Police as appropriate to the severity of the event and its location.
- 4.4** HAL officials and/or the Metropolitan Police may record an occurrence, or suspicion of, through the issuance of one type of formal notice to airside users; an 'Airside Occurrence Ticket' (AOT). This notice is not an inference that an offence has been committed, nor does it necessarily apportion blame for any incident for which it is issued. A full investigation must be completed by the Heathrow Airside Operations before any outcome is determined.
- 4.5** An AOT may be issued in the following circumstances (non-exhaustive):
- 4.5.1** To the driver and/or operator of a mechanically propelled vehicle or piece of equipment in the external Airside environment or within a baggage hall suspected of having been involved in an Airside safety event or having breached a policy or procedure as defined in 4.1, specifically related to driving/vehicle offences, or to the accountable company where the individual responsible cannot be identified.



- 4.5.2** To a person in the external Airside environment suspected of having been involved in an Airside safety event or suspected breach of policy or procedure, as defined in 4.1, not related to driving offences;
 - 4.5.2.1** Or to the accountable company where the individual responsible cannot be identified.

- 4.5.3** To a person and/or company involved in or witness to any occurrence as defined in 4.5.1 and 4.5.2.

- 4.5.4** Retrospectively by the Airside Operations team in relation to any of the aforementioned points.

- 4.6** Officials authorised to issue Airside Occurrence Tickets are;
 - (a) Heathrow Airside Operations Team, in respect of all Airside areas.
 - (b) Metropolitan Police – Aviation Policing, in respect of all Airside areas.
 - (c) Baggage Hall Standards Officers, in respect of the Baggage Make-up areas.

- 4.7** AOT's will be issued electronically by the recording officer with a copy sent to the issued party at their request, either to a work or personal email address provided at the time.

5. Operation of the Airside Infraction Scheme

- 5.1** All AOT will be recorded via an electronic system.

- 5.2** AOT's will be sent automatically on issue to the Airside Operations Standards team who will triage all occurrences within 72 hours and appoint an investigating officer as appropriate.

- 5.3** The occurrence will be investigated in line with Heathrow's process. Investigations may require interviews, personal statements, evidence or records to be provided by the appropriate individual or organisation.

- 5.4** As part of the Heathrow Just Culture model the Airside Team may invite colleagues to an interview. The purpose of this interview is to enable colleagues to provide the Airside Team with their version of events to help better understand what occurred to prevent reoccurrence. Where colleagues decline the opportunity to attend this session the Airside Team will review the initial report that was submitted and may take punitive action as a result.

- 5.5** In cases where additional information is required, a 'Third-Party Investigation Form' will be sent to companies. This form must be completed and returned within 7 days to the investigating officer.



- 5.6 Occurrences are investigated based on the facts of the event however individual or company history may also be considered when incidents have occurred more than once.
- 5.7 At the conclusion of investigations, the Baines Simmons Fair Tool will be utilised in line with Heathrow's Just Culture model to determine the most appropriate outcome.
- 5.8 A summary or detailed investigation report may be produced as a record of the occurrence; to aid in lesson learning and the circulation and management of recommended safety improvements. These reports may be sent to interested parties subject to GDPR regulations.
- 5.9 If at any point a company or individual seeks an update on the status of an investigation they should contact the Airside Operations Team.

6. Outcome of Investigations

- 6.1 On completion of an investigation the following outcomes are possible:
 - 6.1.1 No Further Action (NFA)
 - 6.1.2 Monetary Fine, in line with those published in the latest Heathrow Airport Fees and Charges document. This monetary fine will be directed to the company and not an individual.
 - 6.1.3 Written Advisory
 - 6.1.4 Penalty Points, awarded against an individuals' Airside Driving Permit
- 6.2 The outcome of any investigation will be provided in writing to the individuals company within 28 days.

7. Appeals

Summary

- 7.1 Should an individual or company not agree with the outcome of an AOT they have a right to appeal the decision.
- 7.2 All appeals must be made in writing by the responsible company to the Airside Operations Standards Team within the 21-day response period.
- 7.3 In the case where a line manager does not support an employee's appeal it is at the discretion of the Airside Operations Standards Team whether to hear the appeal. It is incumbent upon the line manager to articulate the reasons why they do not support an appeal.
- 7.4 Appeals must be submitted by email to airside@heathrow.com or by letter to:



Airside Operations Standards Team
 Airside Operations Facility
 Building 16887
 Heathrow
 TW6 2GW

Process

- 7.5 Appeals will be heard at a formal meeting held between the individual involved, their company and a member of the Airside Operations Standard Team. The company must provide evidence of any mitigations which may not have been factored into the original decision at this meeting.
- 7.6 The case will be reviewed, and a decision made whether to uphold the original decision or overturn the original decision. The outcome of this review be notified to the company within 7 days.

8. Withdrawal of Driving Permits / Airside Access

- 8.1 In the case of serious incidents occurring airside, Heathrow Airport reserves the right to suspend any person's Airside Driving Permit or their privileges to access the Airside environment when in the opinion of the Airside Operations team they pose an unacceptable risk of injury, harm, damage or disruption to any person, equipment or element of the operation.
- 8.2 The suspension of an Airside Driving Permit or Airside access on safety grounds may only be initiated by a HAL Official at the time of occurrence with the knowledge and approval of the Airfield Duty Manager, all other suspensions conducted retrospectively must be done with the knowledge and approval of a member of the Airside Operations Management team.
- 8.3 The duration and conditions of suspension will be agreed with the individual concerned in the presence of their line management. The line manager will be responsible for ensuring adherence to these conditions.
- 8.4 All incidences where suspension is utilised must be fully documented within the initial safety report.

9. Operation of the AOT Scheme

- 9.1 Heathrow operates a penalty points scheme which is currently applied to infractions of Airside Driving regulations but may be rolled out to other types of infractions in the future. This scheme operates in a similar manner to the penalty points system on the public highways.
- 9.2 The penalty points scheme provides greater flexibility when enforcing airside standards, allowing an appropriate amount of points specific to the severity of infraction to be



allocated. These points accrue cumulatively against an individual, allowing repeat offences to be managed.

- 9.3** Penalty points will be awarded at the post investigation stage in line with the 'Notification of Outcome' process.
- 9.4** Points will be awarded as a numerical value between 3 and 12 per offence against an individual's Airside Driving Permit. Points will remain 'live' on the driver's record for a period of 36 months per offence at which point the specific value for that offence will be removed.
- 9.5** Any driver who accrues 12 or more penalty points in a rolling 36-month period will be subject to a suspension of their ADP for a minimum period of 3 months. Drivers' who accrue 20 or more penalty points in a rolling 36-month period will be disqualified from driving for a period of 3 years.
- 9.6** Prior to a driver returning from a disqualification the driver's company must provide the Airside Operations team with evidence of the following:
- 9.6.1** Documented action plan between the driver and company to mitigate further occurrences
 - 9.6.2** A copy of the driver training certificate/exam certificate which must be completed no earlier than 1 week prior to the suspension expiry date.
- 9.7** To prevent drivers from reaching a disqualification, driver re-training is mandatory when certain thresholds are reached. This re-training must include a focus element on the nature of the offence committed. The driver is required to pass an ADP theory test paper before continuing with driving. Depending on the nature of the incident the Airside Standards Team may require some form of practical assessment to take place which will be discussed during the meeting. Re-training should take place no later than 2 weeks from offence and is mandated as follows:
- 9.7.1** At or exceeding 6 points in a rolling 12-month period
 - 9.7.2** At or exceeding 9 points in a rolling 24-month period
- 9.8** Where a driver has reached 9 penalty points the Airside team will require an action plan from the company to understand what is being done to prevent the driver reach 12 points.
- 9.9** The full list of driver penalty points values is provided in **Appendix A** with the full offence definitions provided in **Appendix B**.



9.9.1 The Airside Operations team reserves the rights to vary the amount of points allocated subject to the combination of offences identified in an occurrence and any additional contributory factors which must be taken into consideration.

10. Airside Safety Events

10.1 Heathrow also runs a parallel scheme for colleagues involved in non-driving events under the AOT scheme. These offences will usually take the route of a written advisory.

10.1.1 The Airside Operations team reserves the rights to increase this up to a monetary fine which will be issued to the company for a serious event or continual breaches of Airside Safety rules.

10.2 The full list of Airside Safety Offences can be found in **Appendix C**.

11. Company Performance

11.1 The number of infringements committed by companies will be regularly promulgated at Airport Governance Forums. Such information may be used to assess company performance and to assist in the analysis of incident cause and effect. Such learning will be shared with airside companies where appropriate. Furthermore, the data will be reviewed during the regular Ground Handling Licence Performance Management meetings between Heathrow and licensed companies.

12. Enquiries

Any further questions regarding this Instruction should be directed to the Airside Operations Standards Team (airside@Heathrow.com)



Appendix A

Non-Punitive Action

AON Code	Meaning	No. Of Points
100	No Further Action	0
99	Advisory	0

Parking Offences

AON Code	Meaning	No. Of Points
P01	Vehicle/Equipment parking brake not set	3
P02	Parking on a Red route <i>(other than in those circumstances detailed in Appendix B)</i>	3
P03	Parking in a position other than where authorised or provided for parking that type of vehicle <i>(other than in those circumstances detailed in Appendix B)</i>	3
P04	Parking in a bay other than those provided for that company's vehicles or authorised to do so <i>(other than in those detailed in Appendix B)</i>	3
P05	Vehicle left with engine running <i>(other than in those circumstances in appendix B)</i>	4
P06	Unnecessary Obstruction <i>(As defined in Appendix B)</i>	3
P07	Leaving a vehicle in a dangerous position <i>(As defined in Appendix B)</i>	3
P08	Obstructing the movement of an aircraft <i>(As defined in Appendix B)</i>	6
P09	Parking or waiting in such a position as to block the vehicle exit path of fuel tanker (bowser) vehicle involved in refuelling	6
P10	Partial obstruction or blocking of: a) Emergency escape exits from buildings and Hex escape shafts b) Emergency escape routes from building to assembly points c) Assembly Points	Up to 11 points

Signs & Signals

AON Codes	Meaning	No. of Points
S01	Failure to comply with the signals of HAL Airside Operations Official, BHSO or Police Officer	Up to 6
S02	Failure to comply with road signs or markings (excluding parking)	Up to 6



Driving

AON Code	Meaning	No. Of Points
D01	Reversing on an aircraft stand without a trained banksman or guide person (but excluding vehicles where the driver has 360-degree vision, or a working reversing camera is fitted)	3
D02	Driving without dipped headlights turned on in hours of darkness or adverse weather conditions	3
D03	Failing to display a working obstruction beacon in line with current OSI's	3
D04	Driving across a stand. (Other than in those circumstances detailed in Appendix B)	3
D05	Driving with vehicle doors open (As defined in Appendix B)	3
D06	Failure to wear a seat belt (As defined in Appendix B)	6
D07	Driving whilst using a hand-held device (As defined in Appendix B)	6
D08A	Driving between 3 – 7mph over the published speed limit on the airside roads (As defined in Appendix B)	3
D08B	Driving between 8– 14mph over the published speed limit on the airside roads	6
D08C	Driving between 15mph over the published speed limit on the airside roads	12
D08D	Driving 5mph+ over the published speed limit on the manoeuvring area	6
D09	Driving with a disabled or defective safety or warning device (As defined in Appendix B)	9
D10	Driving without due care and attention (As defined in Appendix B)	3 - 9
D11	Failure to stop and report an accident	6
D12	Driving with an ADP or supporting license that is not valid (As defined in Appendix B)	6
D13	Insecure Load (As defined in Appendix B)	4
D14	Equipment on tow which detaches and causes an accident	6
D15	Driving under an airbridge	3
D16	Entering the manoeuvring area or Runway without authority	Up to 12
D17	Driving or operating any vehicle or airside machinery in a manner likely to cause or has resulted in damage to any vehicle, aircraft or building	6
D18	Driving a vehicle where there is a danger of injury (As defined in Appendix B)	9
D19	Dangerous Driving (As defined in Appendix B)	Up to 12
D20	Driving in a manner likely to cause an accident or incident involving major damage or injury	12
D21	Failure to give way to an aircraft	Up to 12
D22	Endangering an Aircraft	12
D23	Failure to comply with an ATC Instruction	Up to 12
D24	Driving under the influence of alcohol or drugs (As defined in Appendix B)	20
O01	Contravention of rules that are not specifically identified in the infringement offence code but are covered in any other OSI currently in force at the time of the infringement	Up to 12



Appendix B

AIRSIDE PENALTY POINTS SYSTEM DEFINITIONS OF SPECIFIC OFFENCES AND EXEMPTIONS

100. No Further Action (NFA)

An AON will be deemed a NFA if the Airside Standards Team deem that there is no case to answer for the driver.

99. Advisory

An advisory will be issued where the Airside Standards Team deem it better to provide educational learning into the individual's actions rather than taking punitive action against the individual.

P02. Parking on a Red route.

It will be an offence for a person, except upon the direction or with the permission of a Heathrow Airside Operations official or a Police officer in uniform, to cause or permit any vehicle to wait on any of those airside roads marked as a Red route, with double red lines.

Exemptions

- Removal of obstruction or potential obstruction to traffic.
- Maintenance and improvement work of the carriageway.
- Erection, maintenance, removal testing etc. of apparatus in, on, under or over the carriageway.
- Police, London Ambulance Service, Airport Fire Service, Heathrow Airside Operations, Heathrow Engineering or London Fire Brigade for the purposes of executing their duty.
- To avoid an accident
- When indicated to do so by either Police or Heathrow Airside Operations officials.
- Dustbin collections or refuse clearance.
- Prevented from proceeding by circumstances outside the driver's control.



P03. Parking other than where authorised.

It will be an offence for a person, except upon the direction or with the permission of a Heathrow Airside Operations official or a Police officer in uniform, to cause or permit any vehicle to park in a position other than where authorised or provided for parking that type of vehicle. This includes any areas marked with yellow lines, hatched areas or other areas that specify 'No parking'.

Exemptions

- Removal of obstruction or potential obstruction to traffic.
- Maintenance and improvement work of the carriageway.
- Erection, maintenance, removal testing etc. of apparatus in, on, under or over the carriageway.
- Police, London Ambulance Service, Airport Fire Service, Heathrow Airside Operations, Heathrow Engineering or London Fire Brigade for the purposes of executing their duty.
- To avoid an accident
- When indicated to do so by either Police or Heathrow Airside Operations officials.
- Dustbin collections or refuse clearance.
- Prevented from proceeding by circumstances outside his/her control.

P04. Parking in a bay other than those specifically provided.

It will be an offence for a person, except upon the direction or with the permission of a Heathrow Airside Operations official or a Police officer in uniform, to cause or permit any vehicle to park in any bay that is specifically allocated to another company's vehicles or machinery other than where approved in advance by an authorised Heathrow representative.

Exemptions

- Removal of obstruction or potential obstruction to traffic.
- Maintenance and improvement work of the carriageway.
- Erection, maintenance, removal testing etc. of apparatus in, on, under or over the carriageway.
- Police, London Ambulance Service, Airport Fire Service, Heathrow Airside Operations, Airside Ground Handling, Heathrow Engineering or London Fire Brigade for the purposes of executing their duty.
- To avoid an accident
- When indicated to do so by either Police or Heathrow Airside Operations officials.
- Dustbin collections or refuse clearance.
- Prevented from proceeding by circumstances outside his/her control.



P05. Vehicle left with engine running.

It will be an offence for a person to leave or cause to be left, on any airside road, apron manoeuvring area or any other place airside, a motor vehicle which is not attended by a person licensed or permitted to driver it unless: -

- The engine is stopped and
- Any parking brake which is required to be fitted is effectively set.

Exemptions to stopping engine: -

- A vehicle being used for ambulance, fire or police purposes, or
- A vehicle in such a position and condition as not to be likely to endanger any person or property and is currently engaged in an operation which requires its engine to be used to:
 - drive machinery forming part of, or mounted on the vehicle and used for purposes other than driving the vehicle, or
 - maintain the electrical power of the batteries at a level required for driving that machinery or apparatus.

P06. Unnecessary obstruction.

It is an offence for a person in charge of a mechanically propelled vehicle or trailer to cause or permit the vehicle to stand on any airside road, apron, manoeuvring area or any other place airside to cause unnecessary obstruction.

P07. Leaving vehicle in a dangerous position.

It is an offence for a person in charge of a mechanically propelled vehicle to cause or permit the vehicle or trailer drawn by it to remain at rest on any airside road, apron, manoeuvring area or any other place airside in such a position or in such a condition or in such circumstances as to involve a danger of injury to other persons using the road, apron, or manoeuvring area.

P08. Obstructing the movement of an aircraft.

It is an offence for a person in charge of a mechanically propelled vehicle to cause or permit the vehicle or trailer drawn by it to remain at rest in any such position to prevent an aircraft pushing back or coming on to stand.

D04. Driving across a stand.

It is an offence for a person to drive, or cause to be driven, any vehicle across any aircraft stand unless: -

- That vehicle is involved in servicing of an aircraft on that stand.
- With an exemption issued by the Airfield Duty Manager.
- In the case of Police, Airport Fire Service, London Ambulance Service, or Heathrow Airfield Operations as part of their duty.
- With the direction of a Heathrow Airfield Operations official or Police Officer in the event of an emergency.

D05. Driving with vehicle doors open.

It is an offence for a person to drive any mechanically propelled vehicle fitted with doors on any airside road, apron, manoeuvring area or any other place airside with any door open other than whilst actively involved in the process of loading or unloading any trailer attached to that vehicle or to assist in a reversing manoeuvre.

D06. Failure to wear a seat belt.

It is an offence for a person to drive or travel as a passenger either in the front or rear of a mechanically propelled vehicle on any airside road, apron, manoeuvring area, or any other place airside without wearing a seat belt (where one is fitted) unless one of the following exemptions applies.

The following persons are exempt from the requirement to wear a seat belt: -

- Whilst manoeuvring a vehicle within the confines of an aircraft stand (where the 5mph speed limit must be obeyed). Operating companies must satisfy themselves (by means of a risk assessment if necessary) that risks to their staff operating on stand are appropriately mitigated if seatbelts are not worn whilst manoeuvring.
- Emergency Service Response Vehicles.

D07. Driving whilst using a hand-held device.

It is an offence for a person to drive a motor vehicle on any airside road, apron, manoeuvring area or any other place airside if the driver is using: -

- a hand-held mobile telephone, or
- a hand-held device, other than a two-way radio, which performs an interactive communications function by transmitting or receiving data. This includes sending or receiving voice and text messages, fax, pictures and videos and internet use.



Using includes talking on, texting or otherwise manipulating the device in the hand.

D08A - D. Driving above the published speed limits

All speeding events will be calculated using either an Operations or Police Vehicle fitted with a calibrated Provida camera or a with a hand-held laser Speed Gun. This also includes the use of the ANPR average speed camera located at either end of the Cargo Tunnel.

In the event a person has been reported or suspected of speeding telematics data will be may be used as evidence.

D09. Driving with a disabled or defective safety or warning device

It is an offence for a person to drive, or cause or permit to be driven, a mechanically propelled vehicle on any airside road, apron, manoeuvring area or any other place airside, whereby any of the safety or warning devices or indicators are either faulty or have been unlawfully disabled.

D10. Driving without due care and attention.

It is an offence for a person to drive a mechanically propelled vehicle on any airside road, apron, manoeuvring area or any other place Airside, without due care and attention or without reasonable consideration for others using the road or place.

D12. Driving with an ADP or supporting license that is not valid.

It is an offence to drive with an out of date ADP, or one which has been defaced or the supporting DVLA Licence or equivalent is not valid.

D13. Insecure Load.

It is an offence for a person to drive or operate, or cause or permit to be driven or operated, a mechanically propelled vehicle on any airside road, apron, manoeuvring area or any other place airside where by the load carried by that mechanically propelled vehicle or trailer is not at all times: -

- so, secured, if necessary by physical restraints other than its own weight, and
- be in such a position, that neither danger nor nuisance is likely to be caused to any person or property by reason of the load or any part thereof failing or being blown from the vehicle or trailer, or by any other movement of the load or any part thereof in relation



to the vehicle. It is incumbent on the Driver to, at all times; ensure he/she does not allow any such load to become insecure as detailed above.

D18. Driving a vehicle where there is a danger of injury.

It is an offence for a person to use or permit to be used, a mechanically propelled vehicle or trailer on any airside road, apron, manoeuvring area or any other place airside when:-

- the condition of the mechanically propelled vehicle or trailer, or of its accessories or equipment, or
- the purpose for which it is used, or
- the number of passengers carried by it, or the manner in which they are carried, or
- the weight, position or distribution of its load, or the manner in which it is secured ...is such that the use of the mechanically propelled vehicle or trailer involves a danger of injury to any person.

D19. Dangerous Driving.

Manner of driving

A person is to be regarded as driving dangerously: -

- If the way he/she drives falls far below what would be expected of a competent and careful driver, and
- It would be obvious to a competent and careful driver that driving in that way would be dangerous

Condition of vehicle

A person is to be regarded as driving dangerously if it would be obvious to a competent and careful driver that driving that vehicle in its current state would be dangerous.

It includes anything attached to or carried in or on the vehicle or the manner in which it is carried.

Dangerous

Includes danger of: -

- Injury to any person, or
- Serious damage to property.
- Obvious to a competent and careful driver

When determining what would be obvious to a competent and careful driver regard shall be given not only to the circumstances which he could expected to be aware but also to any circumstances shown to have been within the knowledge of the accused.



Driving Dangerously – The Offence

It is an offence for a person to drive a mechanically propelled vehicle dangerously on an airside road, apron, manoeuvring area, or any other place airside.

D.25 Driving under the influence of alcohol or drugs

There are strict alcohol limits for drivers, but it's impossible to say exactly how many drinks this equal - it's different for each person. All breath samples taken airside will be conducted a member of the Heathrow Police using a calibrated breath test.

The alcohol limit for driving while airside at Heathrow is taken from the legal drink driving limit in England, Wales and Northern Ireland:

Level of Alcohol	Limit
Micrograms per 100 millilitres of breath	35 micrograms
Milligrams per 100 millilitres of blood	80 milligrams
Milligrams per 100 millilitres of urine	107 milligrams

Legal drugs are prescription or over-the-counter medicines. If a driver is taking them and not sure if they should drive. Drivers are required to talk to their doctor, pharmacist or healthcare professional.

Should a HAL official or police suspect someone to be under the influence of drugs that the police may conduct a 'field impairment assessment'.

Prescription medicines

It's an offence to drive airside with legal drugs within their body if it impairs the drivers driving. It's an offence to drive a vehicle if the driver has over the specified limits of certain drugs in your blood and you haven't been prescribed them.

Drivers are advised to speak to their doctor about whether they should drive if they have been prescribed any of the following drugs:

- amphetamine, e.g. dexamphetamine or selegiline
- clonazepam
- diazepam
- flunitrazepam
- lorazepam
- methadone
- morphine or opiate and opioid-based drugs, e.g. codeine, tramadol or fentanyl
- oxazepam
- temazepam

Drivers are able to drive after taking these drugs if:

- They have been prescribed them and followed advice on how to take them by a healthcare professional



- they aren't causing the drive to be unfit to drive even if you're above the specified limits



Appendix C

Airside Safety Offences

AIN Code	Meaning
A01	Failure to wear correct PPE/Safety equipment where required
A02	Creating or ignoring a FOD Hazard
A03	Causing an obstruction to the green walkway
A04	Failure to use a published safe walking route
A05	Failure to wear a seatbelt as a passenger
A06	Failure to follow safe passenger handling procedures
A07	Failure to man the emergency stop button
A08	Allowing unescorted person(s) on the apron
A09	Walking between baggage dollies
A10	Approaching an aircraft when it's not safe to do so
A11	Unauthorised marshalling of an aircraft
A12	Failure to comply with the instruction from a HAL official
A13	Smoking Airside
A14	Incorrect use of Stand Equipment/infrastructure
A15	Contravention of rules that are not specifically identified in the infringement offence code but are covered in any other OSI currently in force at the time of the infringement

