

**CITY OF TSHWANE METROPOLITAN MUNICIPALITY
DRAFT BY-LAWS RELATING TO WONDERBOOM AIRPORT**

1. Definitions:

In these by-laws, unless inconsistent with the context –

“Air Navigation Regulations” mean the Air Navigation Regulations, 1962 published under Government Notice R1779, dated 15 November 1963;

“aircraft service lane” means a dedicated lane for aircraft to reach a hangar from a taxi way;

“airport” means the airport known as Wonderboom Airport;

“apron” means the area, prepared for the purpose of providing aircraft with parking space for the embarkation or disembarkation of passengers and refuelling of aircraft;

“Authorized agent” means the person, organization or undertaking who or which at a particular time has physical control over an aircraft, and acts on behalf of the owner or operator of an aircraft;

“CAR” means the Civil Aviation Regulations, 2011, published under Section 155(1) of the Civil Aviation Act, 13 of 2009.

“Council” means the City of Tshwane Metropolitan Municipality;

“CoT” means the City of Tshwane Metropolitan Municipality;

“Strategic Executive Officer” means, the Strategic Executive Officer, Transport Department: or, his authorized nominee and includes officials in the Council’s, Transport Department exercise any functions, duties or powers in terms of these by-laws;

“maintenance area” means the area where hangars are located and the area adjacent to the hangars and other buildings on the airport where all related maintenance activities of aircraft are executed, excluding the public enclosures;

“Manager” means the Airport Manager in charge of the airport, and includes any other person who is in a specific instance duly authorized to act on his behalf, or who is instructed by the Strategic Executive Officer to have a delegated function or responsibility to oversee and, or manage the overall airport operations, maintenance, planning and development;

“manoeuvring area” means the runways and marked taxiways for aircraft while proceeding to or from the runways and the apron;

“night-time flying” means the period between sunset and sunrise, which does not form part of the airport’s operational hours;

“operator” means the person, organization or undertaking who or which at a particular time renders or offers to render aircraft services;

“operational hours” means the hours of operation during which air traffic control services as well as aviation fire and rescue services are available:

“owner” means the person, organization or undertaking who or which at a particular time is registered with the Civil Aviation Authority as the owner of an aircraft;

“public aircraft hangar” means an aircraft hangar over which the Council has control and which is not as a whole let to a person, but in which there are parking spaces which are let to a person upon application;

“public enclosures” means the areas of the airport side set aside and fenced by the Council for use by members of the public, and include the parking area for vehicles;

“runway” means a specific rectangular area prepared or constructed for the landing and take-off run of aircraft along its length;

“service road” means a surfaced path prepared for the movement of vehicles only;

“taxiway” means a specific path on the airport, marked in accordance with the directives of the Civil Aviation Regulations and intended for a taxiing aircraft.

2. Powers and responsibilities of the Manager as per Civil Aviation Regulation Part 139.01 and Part 139.02

2.1 The Manager may –

- a) prohibit any person who fails to pay an amount in respect of any facility on the airport of which he makes use after such charges have become payable, to make use of any facility of the airport;
- b) deem it necessary, at any time, for such period as he may determine, prohibit or limit the admission of people or vehicles, or both, to the airport or to any particular area thereof;
- c) order any person to leave the airport who, in his view acts in such a way as to cause a nuisance or detrimentally affect the good management of the airport, or poses a safety or a security risk and if

such person refuses to obey his order, take steps to have such person removed as per **CAR 139.01.32 Acts**;

d) if he deems it essential for the proper control of the airport, order a person lawfully in control of a vehicle or aircraft to move such vehicle or aircraft to some other place, indicated by him, or to remove it altogether from the airport, and if such person refuses or fails to obey his order he may move such vehicle or aircraft, or have it moved, to an indicated place on the airport or have it removed from the airport, and recover the costs of such action from such person as per **CAR 139.02.21**

e) in the case of a damaged or disabled aircraft, order the owner, operator or authorized agent to move such aircraft or any part thereof or any cargo or article in or on such aircraft, to a place on the airport indicated by him, or to remove it altogether from the airport, and if such person refuses or fails to obey his order, take the steps necessary to move such aircraft or part thereof or any cargo or article in or on such aircraft, to a safe place on the airport or to remove it from the airport, and to recover the costs of such steps from the owner, operator or authorized agent.

2.2 Neither the Council nor the Manager shall be liable for any loss or damage whether directly or indirectly owing to or arising from any act which the Manager performed or caused to be performed in terms of subsection 2.1(d) or (e). Provided that all reasonable measures to limit unnecessary damage or loss are instituted.

3. Control of Aircraft, Pilots and Passengers

3.1 The owner of an aircraft or his authorized agent shall immediately *during operational hours*, upon landing on the airport, complete an arrival form in full at the Airport Office in the terminal building and pay the landing fee

laid down in terms of section 75A of the Local Government Municipal Systems Act, 32 of 2000 & CAR 139.02.25.

3.2 The pilot or any other person, who is in control of an aircraft at a specific time, shall take adequate precautions to keep other persons at a safe distance from any aircraft before the engines are started and while the engines are running.

3.3 No person shall –

- a) park an aircraft on the airport without securing it to the ground, or chocked in case of larger aircraft, when the aircraft is left unattended;
- b) leave an aircraft unattended on the manoeuvring area;
- c) start an aircraft engine unless there is a licensed pilot or competent engineer in the cockpit;
- d) run an aircraft engine so that the air stream caused by such engine blows in or against a building or another aircraft or person;
- e) leave a chock, loading step or any other object which causes an obstruction or hazard on the manoeuvring area or the maintenance area;
- f) save with the express permission of the person lawfully in command of an aircraft, board such aircraft or tamper with such aircraft or anything used in connection therewith; and
- g) do night flight training on the airport, unless the permission in writing of the Manager shall have been obtained and the conditions laid down by the latter complied with.

3.4 No pedestrian is allowed in/on the manoeuvring area, which includes the apron, unless accompanied by a pilot, an authorised representative of a flight operator or a member of the airport management.

3.5 Any person accessing the manoeuvring area, which include the apron, who is not a pilot or a passenger shall wear an approved illuminated jacket, as prescribed by the Manager, and must be in possession of a permit to access such area.

3.6 Any person accessing the maintenance area shall have a Wonderboom Airport permit to do so.

4. Measures for the Prevention of Fire and the Supplying of Fuel to Aircraft. The Airport operator reserves the right to inspect or to have any area inspected for fire safety compliance.

4.1 The Airport Manager reserves the right to inspect or to have any area inspected for fire safety compliance

4.2 Institute measures to have discrepancies rectified and recover such cost from the responsible party / parties.

4.3 No person shall

a) Smoke, in the main terminal building, on the manoeuvring area, the technical area, at the fuel bay or within 15 meters of an aircraft or authorised place where fuel storage is taking place;

b) light a fire on the airport or in any manner cause fire or smoke, except in a place indicated by the Manager and the fire officer on duty;

c) interfere with or tamper with any fire hose, fire hydrant or any equipment provided for fire-fighting;

- d) draw off fuel from an aircraft, unless it is done under the supervision of a fire officer of the Airport or his nominee, or ignore an instruction given in this regard by such officer or his nominee;
- e) park a motor vehicle in an aircraft hangar;
- f) carry out repairs to or maintenance or servicing of an aircraft unless sufficient and serviceable fire-fighting equipment is at hand;
- g) supply fuel to any aircraft on the airport except at a place and in a manner approved by the Manager and according to the fuel provider's regulations, with whom the CoT have a **contractual agreement** to provide fuel, lubricants or products to the airport;
- h) be allowed to buy aviation fuel, lubricants or related products from any other than Council unless exempted in writing by the Manager;
- i) interfere with the fuel supply equipment on the airport;
- j) start the engine of an aircraft or allow it to run while such aircraft is being fuelled unless approved by the Airport Manager and in a place designated by him;.
- k) prohibit any person designated by the Airport operator to perform any specific function or inspection on his/ her behalf; or
- l) *Cary out repairs to or maintenance on an aircraft on the apron.*

4.4 Any person in control of an aircraft while it is being fuelled must –

- a) assure that all safety precautions related to aircraft fuelling is adhered to;

- b) supervise the fuelling process and immediately after fuelling remove the aircraft from the designated fuelling area;
- c) *ensure that no passengers are allowed to embark or disembark at the fuel bay;*
- d) *no luggage/baggage shall be loaded onto or unloaded from an aircraft at the fuel bay;*
- e) *Ensure that no passengers are allowed to embark or disembark when a aircraft is refuelled on the apron;*
- f) *Ensure that no luggage/baggage be loaded onto or unloaded from an aircraft on the apron when an aircraft is refuelled on the apron.*

4.5 No helicopter is allowed to land/depart within the distance of 20 meter from the fuel bay, or any other area not demarcated as a heli-stop or reserved by the airport management for the use of helicopters;

4.6 No helicopter will land within or depart from the maintenance area, other than from a heli-stop provided for this purpose, unless written approval is provided by the airport management prior to such movement;

4.7 Refuelling of helicopters shall be done at demarcated areas specifically demarcated for helicopter refuelling, or through the use of official bowsers.

5. Control of Motor Vehicles

5.1 The driver of a motor vehicle entering or leaving the airport shall furnish to the manager all information required by him, and apply for a vehicle permit at the prescribed fee if required. See attached Annexure B – Vehicle Permit System.

5.2 No person shall –

- a) without the prior permission of the Manager and the acquisition of the relevant permit at the prescribed fee, enter upon the manoeuvring area or move thereon with a motor vehicle and, in addition thereto, such motor vehicle shall be equipped with a two-way radio tuned to the current radio frequency of the ground control, or be escorted by a vehicle equipped with a two-way radio tuned to the current radio frequency of the ground control;
- b) enter or be on the maintenance area with a motor vehicle unless an entry permit issued by the Manager is displayed in a conspicuous place on the motor vehicle, and on the person himself at all times;
- c) with a vehicle exceed a speed of 10 kilometres per hour on the airport, except in an emergency;
- d) park a vehicle on the airport in such a way as to obstruct the normal flow of through traffic; and
- e) park a vehicle on the airport in a place where parking is prohibited by means of notice boards or traffic signs.

6. Admission to the Technical Area except person in possession of a valid permit issued by the Airport Management or is in possession of a valid Pilot Licence.

6.1 Nobody, except the following persons, may enter upon or be on the technical area:

- a) The pilot and crew of an aircraft who use the airport in the execution of their duties;

- b) Technical personnel who have to enter upon the said area in the execution of their duties;
- c) A learner pilot, for the purpose of instruction or practise;
- d) An airport ground personnel member on duty or other airport personnel who have to be on the said area in the execution of their duties;
- e) An air passenger, only while directly going to or coming from an aircraft in possession of some sort of flight ticket or proof from the airline concerned that such person is a passenger to a flight;
- f) Any person to whom the Manager has given express permission to be on such area and duly issued with a aerodrome access permit.

7. General

7.1 The provisions of these by-laws shall not detract from the provisions of the Civil Aviation Act, 2009 (Act 13 of 2009), and the Civil Aviation Regulations promulgated there under regarding the management of the airport and the applicable offences and penalties.

7.2 The Manager has control over the use of the hangars, buildings and other facilities on the airport and from time to time determines the conditions applicable to such use.

7.3 No hangar or building on the airport shall be used for any other uses other than what was approved and agreed to in terms of contractual agreements entered into with such occupier.

7.4 All persons on the airport shall be under the control of the Manager.

7.5 The Manager may determine in which cases a landing shall be regarded as an actual landing, according to which landing fees are calculated.

7.6 No person shall –

- a) park an aircraft on the paved areas as stipulated hereunder except with the Manager's prior approval; Bravo apron (parking B5 to B9) 6 hours; Bravo apron (parking B1 to B4) 4 hours and on Charlie apron no limitations.
- b) enter a public aircraft hangar or meddle with the aircraft in such hangar unless he shall have obtained prior permission from the Manager and is accompanied by the hangar attendant or some other member of the airport personnel;
- c) Take photo's of any property on the airport, hangars or aircraft without prior approval from the Airport Manager;
- d) Use any fireworks on the airports premises;
- e) Damage any property of the CoT or tenants on the airport premises;
- f) Use any radio control aircraft or kites within a radius of 10km from the airport premises;
- g) Keep a animal/pet on the airport premises that could be a safety risk to aircraft, vehicles and any person that enter the airport premises;
- h) Enter the manoeuvring area on the airport without prior permission from the ATC in the tower.

7.7 The charges determined in terms of section 75A of the Local Government: Municipal Systems Act, 32 of 2000, for the use of any facility, shall be paid within a period of 30 days from the date of rendering of an account for such charges.

8. Offences and Penalties

8.1 Any person who contravenes or fails to comply with any provision of these by-laws, shall be guilty of an offence and shall, on conviction, be liable to a fine as indicated in Annexure C, attached, or, in default of payment, imprisonment for a period not exceeding 12 months, or both such fine and imprisonment.

8.2 Offences and Penalties SACAA Part 185.

9. Right of Recourse

In the event that any person, legal entity or concern on the airport, through his/her wrongful conduct and actions give rise to any fines and/or penalties imposed on the municipality by any relevant Aviation Authority in accordance with any applicable legislation, the municipality shall have a right of recourse against any such person, legal entity or concern in respect of all expenses incurred by the municipality in redeeming such penalties or fines against the imposing authority.

10. Repeal of By-laws

The Wonderboom Airport By-laws, published under Administrator's Notice 1641, dated 26 February 1981, are hereby revoked.

Vehicle Permit System

Purpose.

To facilitate a controllable permit system for Wonderboom Airport.

In order to prevent incidents/accidents and/or unsafe practices from occurring on the airside and maintenance areas.

NB. It is the responsibility of all Operators/Tenants to ensure that their personnel adhere to regulations and laws at all times.

1. Permit System:-

This system is divided into three (3) areas and four (4) categories:-

Areas:-

AIRSIDE:-

- a. **Manoeuvring Area** – That is the part of an aerodrome to be used for the take-off, landing and taxiing of aircraft, **excluding the apron.**
- b. **Movement Area** - That is the part of an aerodrome to be used for the take-off, landing and taxiing of aircraft, **consisting of the manoeuvring area and apron/s.**
- c. **Technical Area** – Technical area will cover all the taxiways between the hangars where taxiing of aircraft and movement of staff vehicles, support vehicles, delivery vehicles, equipment and plant make use of the same roads and service roads that cross taxiways.

2. CATEGORIES:-

1 – Maintenance/Support vehicles:-

NB. This type of vehicle will be allowed to operate in the manoeuvring area, movement area and technical area if the vehicle/s have correct valid type of permit, and the operator/s are in possession of a valid airside induction course certificate as well as a radiotelephonic course certificate.

Prior radio clearance must be obtained from the air traffic control tower (ATNS) to operate on the manoeuvring area and movement area.

Vehicles to be equipped with an amber rotating or flashing light. These light/s must be clearly visible **360°** in day or night time. (**A minimum 55-watt halogen lamp to be used.**)

These lights must be in a working order at all times.

Vehicles to be equipped with an aviation two-way radio. ***This radio must be in a working order at all times.***

Drivers and crew must wear a **GREEN** Luminous Jacket at all times with the company name on the back, on the chest there must be a see-through pouch to display the Persons Access Permit.

2 – Staff/Private vehicles:-

This type of vehicle will only be allowed to enter the maintenance area to park in a relevant parking area if the vehicle has a valid permit. This vehicle will not be granted permission to operate in any areas on the airport. This vehicle must use four-way flasher lights if not equipped with an amber rotating or flashing light when entering the technical area.

3 - Ground handling equipment:-

NB. This type of vehicle will be allowed to operate in the manoeuvring area, movement area and technical area if the vehicle has correct valid type of permit, and the operator/s are in possession of a valid airside induction course certificate as well as a radiotelephonic course certificate.

Prior radio clearance must be obtained from the air traffic control tower (ATNS) to operate on the manoeuvring area and movement area.

- a. Vehicles to be equipped with an amber rotating or flashing lights. These light/s must be clearly visible **360°** in day or night time. (**A minimum 55-watt halogen lamp to be used.**) ***These lights must be in a working order at all times.***
- b. Vehicles to be equipped with an aviation two-way radio. ***This radio must be in a working order at all times.***
- c. Drivers and crew must wear a **GREEN** Luminous Jacket at all times with the company name on the back, on the chest there must be a see-through pouch to display the Persons Access Permit.

4 – Delivery vehicles:-

Temporary permit will only be issued to the company who must receive a delivery. This vehicle as well as the in/out escort of such a vehicle shall be the responsibility of the company.

3. Applying/Qualifying for a Permit:-

The applicant will also submit copies of the following certified documents (For each Person):-

1. ID Book.
2. Drivers License.
3. Competency certificate for the plant/equipment the person is going to operate/handle.
4. Roadworthy certificate of vehicles.
5. Certificate regarding compliance with safety etc. regulations for vehicles (off-road) and equipment that do not make use of public roads. (e.g.: Forklifts, tugs etc.)

4. Law and By-laws:-

- 1 - The Road Traffic Act, 1989 (Act No 29 of 1989)
- 2 – Civil Aviation Act
- 3 – CoT By-Laws for Wonderboom Airport

Section A – General Rules:-

1. No vehicle including ground support equipment and/or battery-operated vehicles will exceed the speed limit of **25km/h** on the movement area, manoeuvring area, maintenance area and/or service roads.
2. No vehicle including ground support equipment and/or battery-operated vehicles will exceed the speed limit of **8km/h** on an aircraft parking stand and/or apron.
3. All vehicles will comply with all signs and markings on the airport and will follow the service roads provided for vehicular movements.
4. No vehicle may be left unattended with its engine running on the airside; whenever it is required to leave a vehicle unattended the engine must be switched off and the handbrake will be applied.
5. All drivers will be vigilant on the airport.
6. No driver of a vehicle will drive under any circumstances under a wing of an aircraft and/or park underneath an aircraft wing.
7. Parking of vehicles will only be allowed on a designated parking area.
8. Vehicles will only be allowed to park on the apron with permission from the Airport Manager or his designate and only if a service will be rendered to an aircraft.

9. All incidents, accidents, and unsafe acts must be reported to the Airport Manager or his designate.
10. Drivers of vehicles will give way to emergency vehicles responding to an emergency and to all aircraft, pedestrians, and passengers.
11. Drivers and operators will be vigilant of jet blast, prop blast and rotor wash.
12. No vehicle or ground support equipment is permitted to stay inside an aircraft-parking stand unless they are engaged in or required for the ground operations of an aircraft.
13. All vehicles operating on the airport must be in the possessions of a roadworthy certificate. Certificate regarding compliance with safety etc. regulations for vehicles (Off-road) and equipment that do not make use of public roads. (e.g.: Forklifts, tugs etc.)

Section B – Airside driving regulations:-

1. Any driver required to operate vehicles on the airside areas of managed airports must comply with the regulations as stipulated by the Airport Manager or his designate.
2. Drivers of vehicles that are required to operate on the airside must be in the possession of a valid driving licence and/or competency certificate.
3. Drivers must also be in the possession of a valid security access permit valid for the area in which they are required to operate.
4. Drivers shall have normal colour vision and wear corrective lenses or hearing aids when driving, if such requirements are stipulated on their driving licence issued by the Department of Transport.
5. Drivers shall not operate any vehicle whilst under the influence of alcohol or drugs.
It is the responsibility of the employer to ensure strict compliance to these rules and regulations.
6. No driver or passenger will be allowed to **smoke** on the airside even when driving in a vehicle.
7. No driver shall approach or pass behind an aircraft when the engines are running and/or the anti collision beacons are lit.
8. Except for forklift drivers, no driver may drive in reverse unless the operations requires a driver such a positioning to and from an aircraft, or when towing an aircraft requires such an action, in which case the driver must make use of

a guides person and when towing an aircraft a guides person with two wing tip guides.

9. All vehicles and drivers will remain a safe distance from any aircraft wing, helicopter rotors, and propellers and will take extreme caution when operating near an aircraft:-
10. - 3 Meters in front of operating engines of a narrow body aircraft.
11. - 7.5 Meters in front of operating engines of a wide body aircraft.
12. - 60 Meters behind a narrow body aircraft engine operating.
13. - 75 Meters behind a wide body aircraft engine operating.
14. No driver will drive within **3 meters** of an aircraft except when it is required to interface with the aircraft in order to provide a particular ground handling service and never drive within **15 meters** of an aircraft in the process of being fuelled or de-fuelled
15. Aircraft which are landing or taking off shall be given free way by vehicles.
16. A vehicle which is towing an aircraft shall be given free way by other vehicles.
17. A vehicle which is obliged by the previous regulation to give free way to another shall, if necessary in the circumstances in order to do so, reduce its speed or stop.
18. If danger of collision exists between an aircraft or vehicle and other aircraft or vehicle, the following procedures as may be appropriate in the circumstances shall be applied. When two are approaching head on or nearly head on, each **shall move to its right**. No vehicle shall overtake an aircraft, which is taxiing, or being towed, the driver shall remain a safe distance from the aircraft until such time it is possible and safe to pass the aircraft.
19. A vehicle moving along the runway or taxiway shall as far as practicable keep to the right side of the runway or taxiway.
20. When an aircraft is being towed, the person in charge of the towing vehicle shall be responsible for compliance with the provision of this regulation.
21. Nothing in this regulation shall relieve the person in charge of the vehicle from the responsibility for taking such action as will best avert a collision. Except in an emergency, no person shall move on to, or move an aircraft or vehicle onto, a runway or a taxiway without the permission of the ATC unit operating at the airport.

22. Drivers of vehicles and equipment shall always keep to the left when travelling on two way vehicular routes.
23. Passengers or personnel may not be transported on equipment, which does not have a place provided for this purpose.
24. Drivers are responsible to ensure that loads being transported are properly secured against any movement.
25. All drivers must stop at security access points when required.
26. No driver shall cross aprons other than by following service roads provided for this purpose.
27. Refuelling, servicing and maintenance of vehicles on the movement area are strictly prohibited.
28. All drivers must insure that their vehicles lights are visible and in working order at all times.
29. Vehicles towing aircraft to the fuel bay for refuelling will disengage the tow bar and move the vehicle away from the fuel bay to a safe distance.
30. Vehicle permits must be visible and fixed to the vehicle at all times. No disc is transferable between vehicles.
31. No vehicle will be parked in such a way as to obstruct the normal flow of traffic.
32. All vehicles that are used for the purpose of transporting aircraft fuel or being used for refuelling aircraft will adhere to the Fire brigade by-laws relating to the transport of flammable liquids.

No Quad bikes, motorcycles (petrol or battery operated) and/or bicycles will be allowed on manoeuvring area, movement area and maintenance area with out a special clearance permit from the Airport Manager. (Motivation of the purpose for Quad bike, motorcycle and/or bicycle being allowed in mentioned areas to be submitted.)

5. General:-

People who make themselves guilty of not complying with the airport vehicle permit system will be fined be prosecuted according to the Road Traffic Act, 1989 (Act No 29 of 1989), Civil Aviation Act and/or the CoT By-Laws for Wonderboom Airport.

This permit is for a specific vehicle and not for any person.

Any vehicle permit may be revoked if Airport Manager seed fit to do so.

If a permit is revoked no money will be refunded.

The vehicle permit is valid for a calendar year from the issued date.

Applications for renewing a permit must be handed in at the Airport Manager office **one (1) calendar month** before the permit expiry date.

If the application is successful, the permit will be issued three (3) working days after approval.

A permit is issued for a specific vehicle, no disc is transferable between vehicles.

6. Permit fees:-

Maintenance/Support vehicles	= R 0 000-00 per year – escalates at 5% per year
Staff/Private vehicles	= R 0 000-00 per year – escalates at 5% per year
Ground handling equipment	= R 0 000-00 per year – escalates at 5% per year
Delivery vehicles	= R 0 00-00 per customer per delivery – escalates at 5% per year
Special/Temporary Permit	= R 0 000-00 per customer/per year – escalates at 5% per year

Delivery vehicles “access” permit fees must be paid up before this vehicle will be allowed access through any access control point.

Temporary Permit fees can be varied and a pro-rata amount will be determined by the Airport Manager.

7. Indemnity:-

Any person entering and/or making use of the premises of the City of Tshwane does so at his/her own risk and indemnifies the City of Tshwane and any of its permanent or temporary employees against any damage to, or loss of property or injury or death caused to any person which may occur or result from a person entering and/or making use of the premises of the Municipality, irrespective of whether such claim may arise from the negligent act or omission by the City of Tshwane, its employees or agents.

8. Permit Disk Layout:-

The image shows a circular 'VEHICLE ACCESS PERMIT' form. The text 'VEHICLE ACCESS PERMIT' is written in a large, bold, serif font along the top inner edge of the circle. Below this, the form contains several fields for information, each with a corresponding label and a rectangular box for input:

- Permit nr.:** []
- Company Name:** []
- Make and Type Vehicle:** []
- Registration nr.:** []
- Airport Manager Signature:** []
- Expiry Date:** []

The form is overlaid with a faint, repeating watermark of the word 'wonderboom' in a blue, sans-serif font, accompanied by a red airplane icon. The entire form is enclosed in a double-lined circular border.