



# Park it easy.

TOURIST INFORMATION

TORONTO PEARSON

May 05, 2010 10:38 AM EST

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**AVOP Program****Overview**

Airsides Vehicle Operator's Permits (AVOPs) are issued by the GTAA to certify that an individual is authorized to operate a vehicle in airside areas for the purpose of performing work-related duties (identified by a D, D/A or DA/GA designation on the individual's AVOP card). AVOP applicants must demonstrate both a need and a right to drive airside.

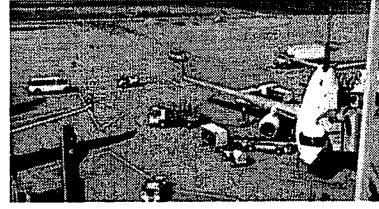
The GTAA determines an applicant's need to drive airside after assessing the applicant's job duties and determining the locations and frequency of required airside access.

**AVOP Presentations, Written Exams and Practical Exams****Airsides Safety Awareness Presentation**

The Airsides Safety Awareness Presentation is designed to educate airport employees of contemporary safety issues in a dynamic airside environment, as well as to create a safety-minded culture at Canada's largest international airport. Class size is limited to a maximum of 25 attendees and admission is on a first come, first served basis.

Date: Tuesday, Wednesday, and Thursday every week (excluding holidays) at 1 p.m. – 2:30 p.m.

Location: Terminal 1, Service Level, Room #EBS111 (adjacent to the employee cafeteria)

**AVOP Written Examination**

The AVOP written exams test the fundamentals of driving airside. Study materials to prepare for the exam include the Airport Traffic Directives (ATD) manual and a current map of the airport's airside property. Completing the Airsides Safety Awareness Training Program and attending the Airsides Safety Awareness Presentation is required prior to completing the written exam for new AVOP applicants. Class size is limited to a maximum of 25 attendees and admission is on a first come, first served basis.

Materials required for admittance into the exam:

- AVOP application form signed by company Signing Authority
- Restricted Area Identification Card (RAIC)
- Pen (black or blue)
- Confirmation form verifying attendance at the Airsides Safety Awareness Presentation (new applicant)

Date: Monday to Thursday (excluding holidays), at 11 a.m. and 3 p.m.

Location: Terminal 1, Service Level, Room #EBS111 (adjacent to the employee cafeteria)

**AVOP Practical Examination**

Practical examinations are conducted by GTAA Testers or by authorized Tenant Testers. If the applicant's company does not have a certified tester, they may contact the GTAA AVOP Office at the number below to schedule a practical AVOP exam with a GTAA Tester.

Materials required for practical exams:

- Valid provincial driver's licence Note: G1 provincial driver's licence holders are not permitted to hold an AVOP.
- AVOP application form signed by company Signing Authority
- Written examination passing grade confirmation slip
- Restricted Area Identification Card (RAIC)
- AVOP card (if renewal)
- Vehicle in sound mechanical condition in accordance with the GTAA Airport Traffic Directives

**AVOP Training Materials**

Airport Traffic Directives, August 2007 Edition (10.38 MB)

AVOP Site Map, August 2007 (2.7 MB)

Training materials available to GTAA authorized testers and trainers.

**Contact Information**

AVOP Office  
Tel: (416) 776-AVOP (2867)  
E-mail: AVOP@GTAA.com

**Consulting Services**

Capital and Experience



Name: \_\_\_\_\_  
Company: \_\_\_\_\_  
Date: \_\_\_\_\_

## AVOP FINAL EXAM

### Part A – Definitions

Write the letter of the definition on the line beside the item it describes.  
Each correct answer is worth a one mark.

A1. Yield Lines	_____	a. White markings indicating an adequate area for safe staging (short term parking) locations for equipment and vehicle's only.
A2. Taxi Side Stripe Markings	_____	b. White dashed markings within the Apron Safety Lines identifying, tenant specific parking areas for that tenant's vehicles and GSE long term.
A3. Connecting Corridor	_____	c. A vehicle roadway painted on the movement area which crosses an aircraft stand taxilane.
A4. Aircraft Stand Taxilane	_____	d. Two solid yellow lines 15cm wide and spaced 15cm apart identifying the edge of aircraft load bearing surfaces.
A5. Apron Safety Lines	_____	e. A portion of an Apron designated as a Taxiway and intended to provide access to aircraft stands only.
A6. GSE Parking Boxes	_____	f. A white line 45cm wide spanning across one lane of the vehicle corridor identifying the point at which vehicles must yield as required.

## Part B – Multiple Choice

Circle the correct answer directly on the page.

Each correct answer is worth one mark.

B1. Who is responsible for ensuring that the vehicle being operated is in sound mechanical condition?

- a) your supervisor
- b) GTAA field maintenance
- c) the vehicle operator
- d) all of the above

B2. Vehicle operators must use the vehicle corridors when:

- a) transiting more than one finger or gate
- b) transiting between terminals
- c) when moving across aircraft stand taxilanes/connecting corridors
- d) all of the above

B3. The maximum speed limit within the vehicle corridor is:

- a) 25 km/h
- b) 40 km/h
- c) 50 km/h
- d) 45 km/h

B4. If a vehicle traveling in the connecting corridor (crossing an aircraft stand taxilane) meets a vehicle traveling in the main corridor, which vehicle has the right-of-way?

- a) the vehicle on the right
- b) the vehicle in the connecting corridor
- c) the vehicle in the main corridor
- d) the larger vehicle

B5. Drivers are permitted to pass exceptionally slow-moving equipment when:

- a) passing is completed within the vehicle corridor
- b) the vehicle being passed is traveling less than 15 km/h
- c) the applicable speed limit is not exceeded to accomplish the pass
- d) all of the above

B6. The maximum speed limit within 6 m (20 feet) of aircraft or in a congested area is:

- a) 5 km/h
- b) 10 km/h
- c) 15 km/h
- d) 25 km/h

B7. What action are you required to take when you encounter an emergency vehicle displaying flashing red lights driving toward you on the apron?

- a) immediately turn to the right and drive toward the terminal
- b) turn around and drive in the direction of the responding vehicle
- c) slow down and come to a safe stop
- d) return to your starting point on the airport

B8. The telephone number to call in the event of an emergency at the airport is:

- a) 911
- b) 776-3055
- c) 776-3033
- d) 676-3003

B9. Priority of right-of-way is as follows:

- a) aircraft, maintenance vehicles, emergency vehicles, all other vehicles
- b) emergency vehicles, aircraft, maintenance vehicles, all other vehicles
- c) maintenance vehicles, emergency vehicles, all other vehicles, aircraft
- d) aircraft, emergency vehicles, maintenance vehicles, all other vehicles

B10. The maximum speed limit on the open apron outside of the vehicle corridor is:

- a) 40 km/h
- b) 50 km/h
- c) 25 km/h
- d) 10 km/h

B11. Apron and Taxiway edge lights/reflectors are what colour?

- a) amber
- b) red
- c) white
- d) blue

B12. Prior to an aircraft arriving at a gate, the following indications may be apparent:

- a) marshal in position
- b) wingwalkers in position
- c) servicing equipment is staged/equipment is cleared
- d) all of the above

B13. When driving in a vehicle corridor, approaching an aircraft ready for push back, you are required to:

- a) remain within the corridor and wait until the ground crew and tug have cleared the apron side of the corridor
- b) pass behind the aircraft as quickly as possible
- c) leave the vehicle corridor and go around the aircraft at a minimum distance of 15 meters
- d) turn your vehicle around and return to your starting point on the airport

B14. Marshalling crews shall be given the same priority of right-of-way as:

- a) emergency vehicles responding to an emergency
- b) aircraft
- c) all other vehicles
- d) none of the above

B15. Yellow lines painted on the apron pertain to:

- a) vehicles
- b) aircraft
- c) vehicles and aircraft
- d) there are no yellow lines painted on the apron

B16. Aircraft lead-in lines:

- a) lead the aircraft onto the runway when landing
- b) indicate where aircraft are restricted on an apron
- c) provide guidance to an aircraft approaching the gate
- d) indicate the limits of vehicle corridors

B17. Vehicle operators transiting through a Terminal area which they do not have an operational requirement, are required to use:

- a) the outer vehicle corridor adjacent to the taxiways
- b) the terminal service road
- c) the connecting vehicle corridor
- d) whichever route they want

B18. Vehicles may be parked or left unattended:

- a) within apron safety lines
- b) in designated parking spots
- c) within red hatched markings
- d) both a and b

B19. What is the indication to ramp personnel that the airport is in the Low Visibility Operations Phase?

- a) blue beacons will be activated at security booths around the airport
- b) white strobe lights (lightening warning) will be activated
- c) blue beacons will be activated on vehicles so equipped
- d) both a and c

B20. What colour are the lights that indicate the intersection of an apron and a taxiway?

- a) double amber
- b) double red
- c) single white
- d) single blue

B21. Whose responsibility is it to remove FOD (Foreign Object Debris/Damage)?

- a) your supervisor's
- b) GTAA Airside Safety Officers
- c) all AVOP holders
- d) GTAA field maintenance

B22. Vehicle operators encountering electrical power cables, fuel hoses, etc. shall:

- a) not cross over them
- b) cross over them slowly
- c) cross over them at a 90 degree angle
- d) move them out of the way

B23. AVOP holders violating airport traffic directives may be required to:

- a) have an escort with them at all times
- b) surrender their Provincial Drivers License
- c) complete additional training and may be required to complete another written and/or driving test
- d) serve an AVOP driving suspension
- e) both c and d are correct

B24. What is the speed limit within the infield tunnel?

- a) 45 km/h
- b) 25 km/h
- c) 40 km/h
- d) 50 km/h

B25. The maximum number of baggage carts/dollies or cargo pallet dollies that can be towed at any one time is:

- a) 5 baggage carts/dollies or 3 cargo pallet dollies
- b) 6 baggage carts/dollies or 4 cargo pallet dollies
- c) 7 baggage carts/dollies or 5 cargo pallet dollies
- d) 6 baggage carts/dollies or 2 cargo pallet dollies

B26. Passenger path lines:

- a) provide a safe route for aircraft to follow when taxiing between the runway and apron.
- b) provide a safe route for catering trucks to follow when servicing an aircraft
- c) provide a safe corridor to escort passengers from the terminal to aircraft that are parked on the apron
- d) provide adequate clearance for aircraft docked at a gate

B27. The speed limit on airside service roads is:

- a) 45 km/h
- b) 50 km/h
- c) 60 km/h
- d) 25 km/h

Note: Trainers must administer this exam to applicants. The exam is to be kept on file for auditing purposes carried out by GTAA or designated representative. All answers are to be kept on file in a confidential secured cabinet.

## AVOP FINAL EXAM (answers)

### Part A – Definitions

Write the letter of the definition on the line beside the item it describes.  
Each correct answer is worth a one mark.

A1. Yield Lines	<u>F</u>	a. White markings indicating an adequate area for safe staging (short term parking) locations for equipment and vehicle's only.
A2. Taxi Side Stripe Markings	<u>D</u>	b. White dashed markings within the Apron Safety Lines identifying, tenant specific parking areas for that tenant's vehicles and GSE long term.
A3. Connecting Corridor	<u>C</u>	c. A vehicle roadway painted on the movement area which crosses an aircraft stand taxilane.
A4. Aircraft Stand Taxilane	<u>E</u>	d. Two solid yellow lines 15cm wide and spaced 15cm apart identifying the edge of aircraft load bearing surfaces.
A5. Apron Safety Lines	<u>A</u>	e. A portion of an Apron designated as a Taxiway and intended to provide access to aircraft stands only.
A6. GSE Parking Boxes	<u>B</u>	f. A white line 45cm wide spanning across one lane of the vehicle corridor identifying the point at which vehicles must yield as required.

## Part B – Multiple Choice

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B1. Who is responsible for ensuring that the vehicle being operated is in sound mechanical condition?

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- d) all of the above

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- a) 25 km/h
- b) 40 km/h
- c) 50 km/h
- d) 45 km/h

B4. If a vehicle traveling in the connecting corridor (crossing an aircraft stand taxilane) meets a vehicle traveling in the main corridor, which vehicle has the right-of-way?

- a) the vehicle on the right
- b) the vehicle in the connecting corridor
- c) the vehicle in the main corridor
- d) the larger vehicle

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B6. The maximum speed limit within 6 m (20 feet) of aircraft or in a congested area is:

- a) 5 km/h
- b) 10 km/h
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B10. The maximum speed limit on the open apron outside of the vehicle corridor is:

- a) 40 km/h
- b) 50 km/h
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- b) red
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- c) servicing equipment is staged/equipment is cleared
- d) *all of the above*

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- a) *remain within the corridor and wait until the ground crew and tug have cleared the apron side of the corridor*
- b) pass behind the aircraft as quickly as possible
- c) leave the vehicle corridor and go around the aircraft at a minimum distance of 15 meters
- d) turn your vehicle around and return to your starting point on the airport

B14. Marshalling crews shall be given the same priority of right-of-way as:

- a) emergency vehicles responding to an emergency
- b) *aircraft*
- c) all other vehicles
- d) none of the above

B15. Yellow lines painted on the apron pertain to:

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- a) have an escort with them at all times
- b) surrender their Provincial Drivers License
- c) complete additional training and may be required to complete another written and/or driving test
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- a) 5 baggage carts/dollies or 3 cargo pallet dollies
- b) 6 baggage carts/dollies or 4 cargo pallet dollies
- c) 7 baggage carts/dollies or 5 cargo pallet dollies
- d) 6 baggage carts/dollies or 2 cargo pallet dollies

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B27. The speed limit on airside service roads is:

- a) 45 km/h
- b) 50 km/h
- c) 60 km/h
- d) 25 km/h

Name: \_\_\_\_\_

Company: \_\_\_\_\_

Date: \_\_\_\_\_

## AVOP MODULE ONE QUIZ

Circle the correct answer directly on the page:

1. Vehicle operators must use the vehicle corridors when:
  - a) transiting more than one finger or gate
  - b) transiting between terminals
  - c) moving across aircraft stand taxilanes/connecting corridors
  - d) all of the above
  
2. The maximum speed limit within the vehicle corridor is:
  - a) 50 km/h
  - b) 25 km/h
  - c) 45 km/h
  - d) 40 km/h
  
3. If a vehicle traveling in the connecting corridor (crossing an aircraft stand taxilane) meets a vehicle traveling in the main corridor, which vehicle has the right-of-way?
  - a) the vehicle on the right
  - b) the vehicle in the connecting corridor
  - c) the larger vehicle
  - d) the vehicle in the main corridor
  
4. The maximum speed limit within 6m (20 feet) of an aircraft or in a congested area is:
  - a) 5 km/h
  - b) 10 km/h
  - c) 15 km/h
  - d) 25 km/h

5. What action are you required to take when you encounter an emergency vehicle displaying flashing red and white and or blue lights driving toward you on the apron?

- a) immediately turn to the right and drive toward the terminal
- b) turn around and drive in the direction of the responding vehicle
- c) slow down and come to a safe stop
- d) return to your starting point on the airport

6. Priority of right-of-way is as follows:

- a) aircraft, maintenance vehicles, emergency vehicles, all other vehicles
- b) emergency vehicles, aircraft, maintenance vehicles, all other vehicles
- c) maintenance vehicles, emergency vehicles, all other vehicles, aircraft
- d) aircraft, emergency vehicles, maintenance vehicles, all other vehicles

7. The maximum speed limit on the open apron outside of the vehicle corridor is:

- a) 40 km/h
- b) 50 km/h
- c) 25 km/h
- d) 10 km/h

8. Prior to an aircraft arriving at a gate, the following indications MAY be apparent:

- a) marshal in position
- b) wing walkers in position
- c) servicing equipment is staged/equipment is cleared
- d) all of the above

9. When driving in a vehicle corridor approaching an aircraft ready for push back, you are required to:

- a) remain within the corridor and wait until the ground crew and tug have cleared the apron side of the corridor
- b) pass behind the aircraft as quickly as possible
- c) leave the vehicle corridor and go around the aircraft at a minimum distance of 15 meters
- d) turn your vehicle around and return to your starting point on the airport

10. A Marshalling Crew has the same priority of right-of-way as:

- emergency vehicles responding to an emergency
- aircraft
- all other vehicles
- none of the above

11. Yellow lines painted on the apron pertain to:

- vehicles
- aircraft
- vehicles and aircraft
- there are no yellow lines painted on the apron

12. Vehicles may be parked or left unattended:

- within apron safety lines
- in designated parking spots
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- blue beacons will be activated on vehicles so equipped
- both a and c

14. Whose responsibility is it to remove FOD (Foreign Object Debris/Damage)?

- your supervisor's
- GTAA Airside Safety Officers
- all AVOP holders
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15. What colour lights indicate the intersection of an apron and a taxiway?

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Note: Trainers must administer this quiz to applicants. The quiz is to be kept on file for auditing purposes carried out by GTAA or designated representative. All answers are to be kept on file in a confidential secured cabinet.

### **AVOP MODULE ONE QUIZ**

#### **Answer Sheet**

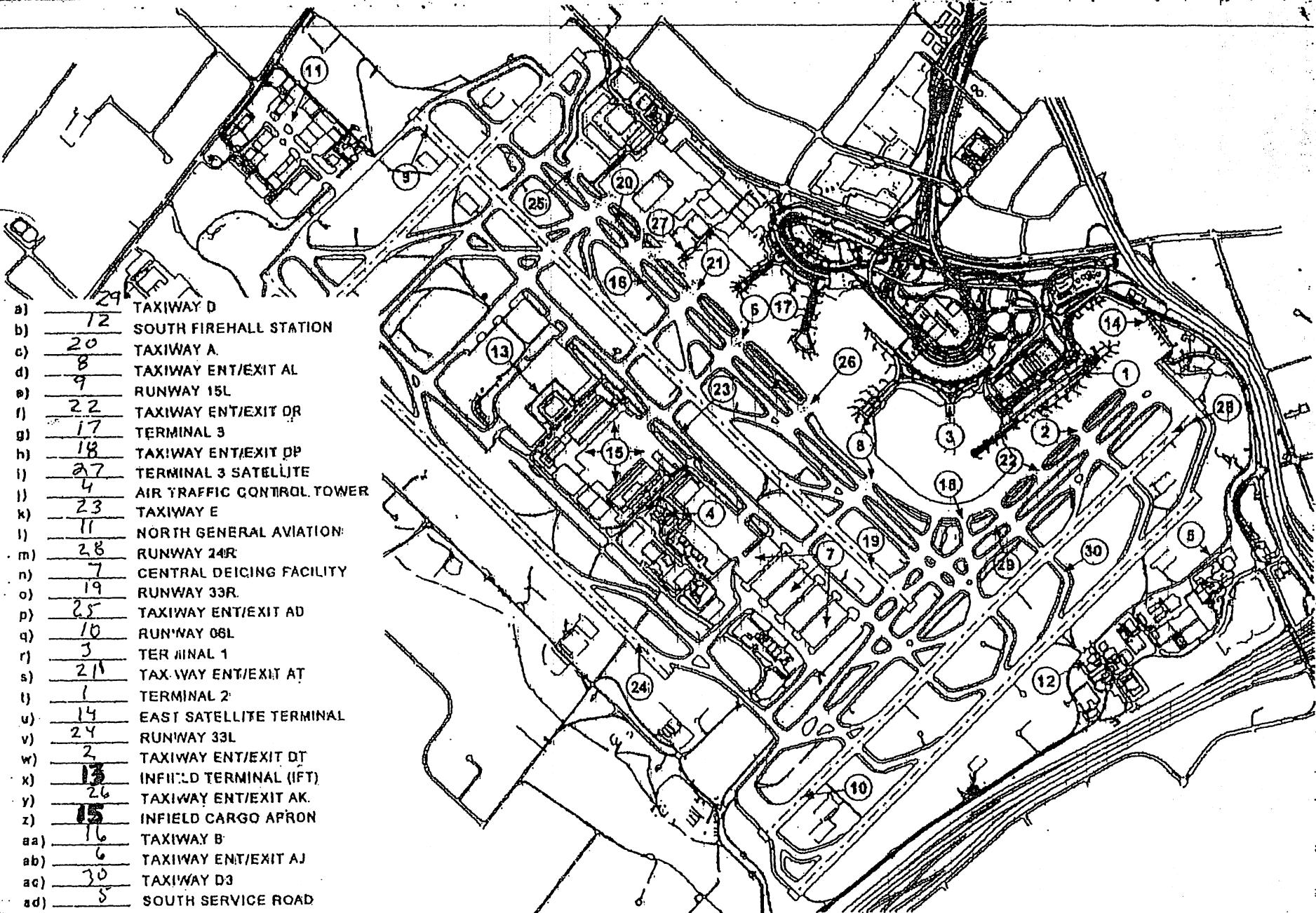
1. d
2. d
3. b
4. b
5. c
6. d
7. c
8. d
9. a
10. b
11. b
12. d
13. d

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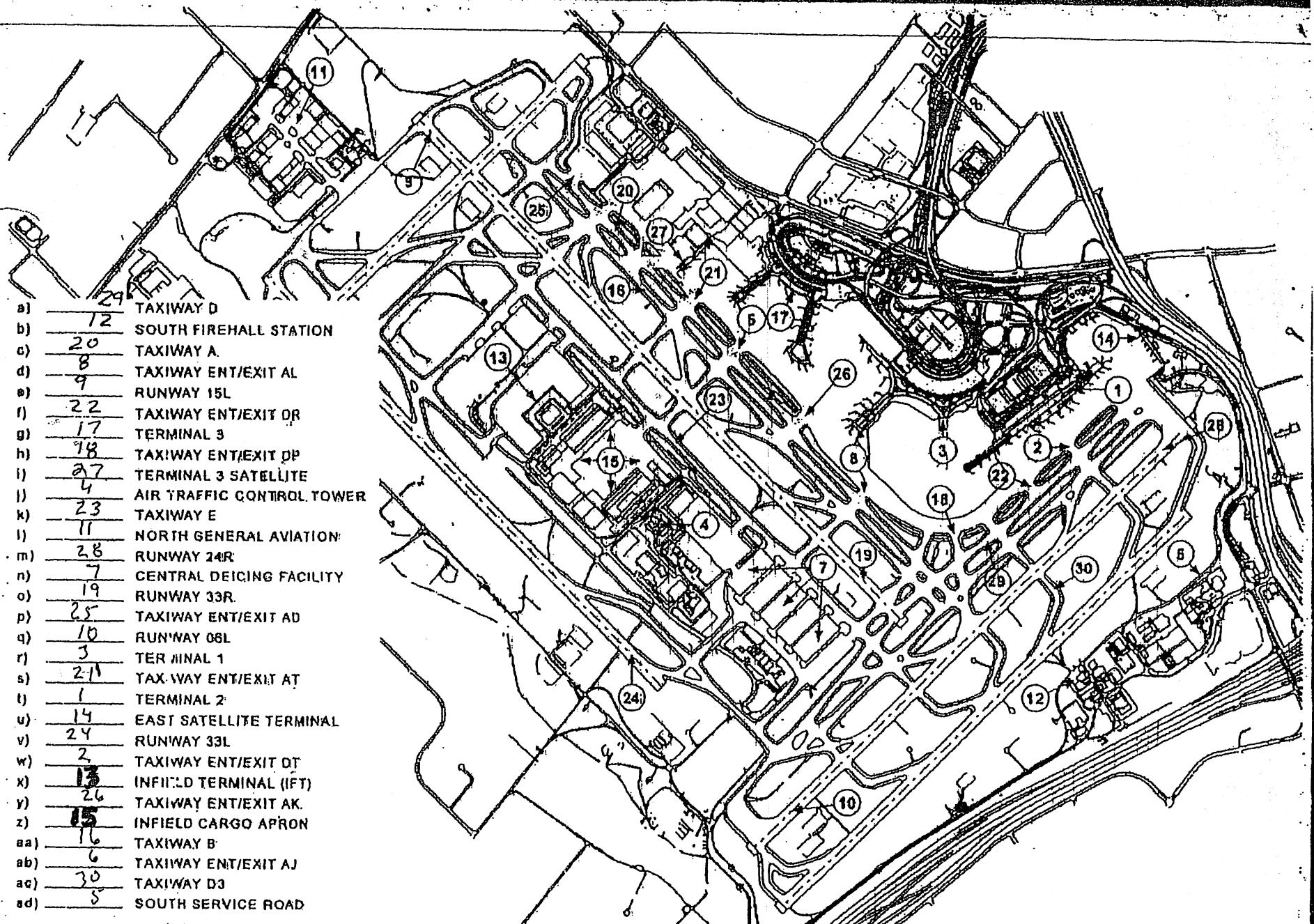
14. c

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15. a



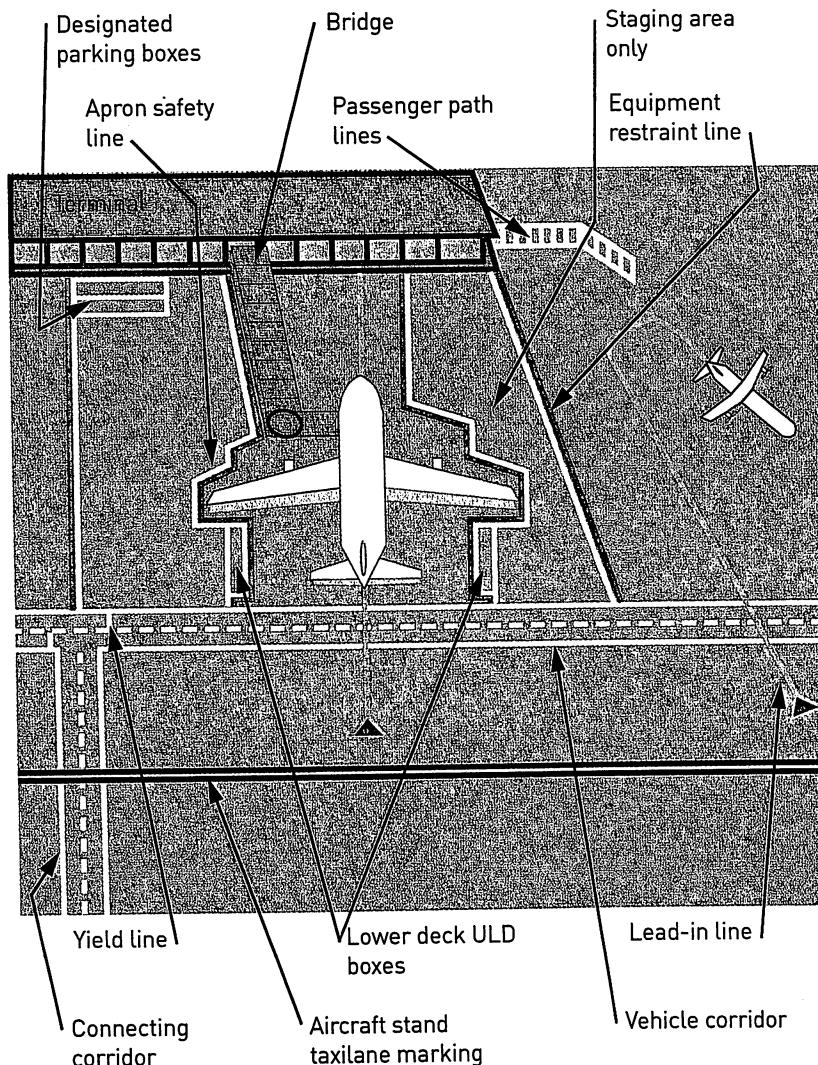
TORONTO - LESTER B. PEARSON INTERNATIONAL AIRPORT



TORONTO - LESTER B. PEARSON INTERNATIONAL AIRPORT

## Airport Traffic Directives

**Closed Corridors:** Either a single white line spanning an entire vehicle corridor or the word CLOSED painted in large white letters may be used to indicate that a corridor section is closed.



Apron markings appear as shown. Universal Loading Devices (ULD) parked in lower deck ULD boxes must comply with the 7 ft. clearance requirement.

## 4.4 Manoeuvring

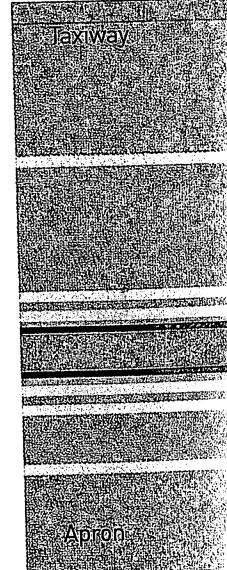
Taxiways are identified by the taxiway. High speed Apron entrance/exits correspond to the adjacent

### 4.4.1 Taxiway F

**Taxiway Centre Line:** the taxiway system to are centred on the line pavement and the width

**Taxi Side Stripe Markings:** spaced 150mm apart

**Taxiway Intersection:** intersection of two parallel limit is desired. These



Taxiway markings as shown

AVOP STUDY SHEET**LIGHTS**

CONSULTING ENGINEERS VERT

AIAA

55-6011

**Runway Edge Lights:** White along the edge of the runway.**Runway Centre Line Lights:** White from the threshold to the point 900m from the runway end. For the next 600m, the lights alternate red and white. At 300m from the runway end, the lights are red to the runway end.**Runway Exit Taxiway Centre Line Lights:** Alternating green and yellow lights from the runway centre line to the taxi holding position and thereafter showing green. These identify the entry and centre line of rapid exit taxiways.**Taxiway Centre Line Lights:** Green lights along the centre of the taxiway providing guidance between the runway centre line and the point on the apron where aircraft commence manoeuvering for parking.**Runway Guard Lights (Wig-Wags):** Alternating flashing amber lights facing the taxiway located at the taxiway holding position.**Taxiway Edge Lights:** Blue Lights spaced at a maximum of 60m apart along the edge of the taxiways.**Taxiway Intersection Lights:** 3 yellow lights across intersections of taxiways or an apron indicating a safe distance to hold from the intersection.**Stop Bars:** A line of red lights inset into the pavement at taxiway and taxi holding positions. Cannot cross until bar is deactivated.**Elevated Stop Bars:** Red lights at the side of the taxiway, at the taxi holding position, used in conjunction with inset stop bars.**2 Taxiways or Taxiway & Runway:** Double blue lights at the corners of the intersection.**Taxiway & Apron:** Double amber lights.**Service Road & Taxiway or Apron & Runway:** A pair of single red lights on each side of the road.**Apron Edge Lights:** Blue lights on the aircraft stand taxilane centre line extending from the apron entrances to the point where the aircraft manoeuvres for parking on the aircraft stand.**Obstruction Light:** A red light showing an area of construction or obstruction.

## ***SPEED LIMITS***

<b><u>Location</u></b>	<b><u>Speed Limit</u></b>	<b><u>Speed Limit During Low Visibility Operations</u></b>
<b>Airside service roads</b>	50 km/h	25 km/h
<b>Within vehicle corridors</b>	40 km/h	20 km/h
<b>Infield tunnel</b>	40 km/h	20 km/h
<b>Outside vehicle corridors (open apron)</b>	25 km/h	12 km/h
<b>Head of stand road</b>	20 km/h	15 km/h
<b>General aviation north area apron</b>	25 km/h	12 km/h
<b>Within 6m of a parked aircraft</b>	10 km/h	5 km/h
<b>In congested areas</b>	10 km/h	5 km/h
<b>Terminal service roads</b>	20 km/h	20 km/h

## ***APRON AREAS***

**Vehicle corridors are not guaranteed safe routes.** If a vehicle corridor is obscured for any reason, conform to the designated roadway as nearly as possible, and exercise caution.

**Vehicle operators shall enter and exit vehicle corridors:** at a 90° angle and signal their intent using the vehicle's turn signal lights.

**Passing other vehicles within the vehicle corridor is permitted under the following conditions:**

- the vehicle being passed is travelling at a speed of 15 km/h or slower
- only one vehicle at a time is passed (multiple vehicle passing is prohibited)
- the section of vehicle corridor immediately in front of the vehicle being passed is clear (watch for vehicles approaching from connecting corridors)
- the applicable speed limit is not exceeded during the pass
- the passing driver exercises caution—vehicles may turn unexpectedly

Passing an airside transport bus, crew bus, or passenger transfer vehicle is prohibited.

**\*\*Aircraft always have the right-of-way!\*\***

**\*\*Vehicles travelling in a connecting corridor that crosses an aircraft stand taxilane have right-of-way over vehicles that are established in the main corridor.** The aircraft stand taxilane must be kept clear for the movement of aircraft.\*\*

**Yield the right-of-way to airside traffic in the following priority:**

- 1 Aircraft (under power, on pushback, or under tow) moving alone or accompanied by a marshalling crew.
- 2 Emergency vehicles responding to an emergency.
- 3 Maintenance vehicles—such as snow plows—engaged in operations.
- 4 Passenger Transfer Vehicles excluding airside buses.

**Maintain a distance of at least:** one-and-a-half to two plane lengths from the tail of an aircraft with engines at idle or low thrust. Increase distance as engine thrust is increased and during cross bleed starts.

**Ten indications that an aircraft is preparing to push back from a gate:**

- the aircraft anti-collision beacon(s) are illuminated
- the bridge is retracted
- the chocks are removed
- a tug or towbarless tractor is in position at the aircraft nose
- a tow bar is connected to the aircraft (unless a towbarless tractor is used)
- servicing equipment is moved away from the aircraft
- aircraft doors and hatches are secured
- a marshaller is in position
- a wing walker is in position
- the aircraft engines are running or being started

**When drivers see any of the indicators listed above, they shall comply with the following directives that govern vehicular movement in the vicinity of departing aircraft:**

- yield right-of-way to the marshalling crew when the crew is marshalling the aircraft and when it's returning to the gate after the aircraft is released
- neither drive between a marshaller and the aircraft nor proceed around, in front of, or behind the aircraft unless authorized by the marshaller
- prior to pushback, proceed behind the aircraft **only** when the marshaller waves permission
- do not deviate from the vehicle corridors to drive around an aircraft on pushback. Remain within the corridor until the ground crew and tug have cleared the apron side of the corridor

**The presence of the following at a gate indicates that an aircraft arrival is imminent:**

- a marshaller is in position
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- servicing equipment is staged
- equipment is cleared to enable a safe aircraft docking

**The maximum number of items that shall be towed at any time are:**

- six baggage carts or containers
- four cargo pallet dollies
- a combination of any of the above not exceeding a total of four items

**Operators are responsible for:**

- monitoring their trains and avoiding excessive whiplash, swaying, or loss of cargo
- ensuring that all carrier locks are compatible to the train, functional and properly positioned for loading
- ensuring loaded baggage/cargo carts equipped sides are operated with sides up
- securing all loads and preventing hazardous debris from being left on the movement area
- leaving baggage and cargo carts in authorized parking areas with their brakes on

**When parking a vehicle, operators shall:**

- back into the parking spot
- shift the gear into park or neutral
- turn off the ignition
- apply the parking brake

**Low visibility operations allow for continued operation during periods of extremely poor visibility. During these conditions, blue beacons are activated at security booths around the airport. When blue beacons are activated, only the minimum number of vehicles required for servicing aircraft and executing airfield duties are allowed airside.**

**During low visibility operations:**

- all non-essential vehicles and personnel shall leave the movement area
- vehicle operators shall observe reduced speed limits
- blue beacons on all vehicles shall be activated (essential vehicles without blue beacons shall be permitted airside)

**When lightning is detected in the vicinity of the airport**, white strobe lights on the terminal buildings may be activated. Exercise caution while performing duties on the movement area.

### ***SAFETY REQUIREMENTS AND PRACTICES***

**Drivers shall immediately report any of the following incidents to the Airport Operations Control Centre (AOCC) using the Airport Emergency Line at (200) 416**

**626-3033:**

**776** all accidents resulting in: personal injury, damage to aircraft, vehicles, equipment, or property, and fuel spills

**All pedestrians working in the apron taxilane area shall:**

- wear a safety vest
- carry a light when necessary
- be escorted by a vehicle in contact with the Apron Management Unit

**Chains must be removed within 24 hours of the clearing of ice and snow**

**from:**

- the gate areas
- apron taxiways and entrances

**The use of tire chains in regular apron conditions may:**

- damage the apron
- introduce Foreign Object Debris or Foreign Object Damage
- cause sparks on dry pavement in the area of fuel spills

**If vehicle operators become lost or confused while driving airside, they shall:**

stop the vehicle and immediately notify Ground Control.

## **PAVEMENT MARKINGS**

**Apron Pavement Markings:**

- aircraft gates
- vehicle corridors
- aircraft stand taxilines

**Passenger Path Lines:** White markings identifying a safe path for passengers walking from the terminal to the aircraft.

**Apron Safety Lines:** Safe staging (not parking) locations for equipment and vehicles only.

**Red Hatched Markings:** Driven upon but not parked on.

**White Boxes:** Designated parking spaces for equipment and vehicles in the gate areas.

**Equipment Restraint Lines:** Red single lines identifying aircraft gating areas.

**Aircraft Stand Markings:** Parking spots for the aircraft.

## **MUST KNOW..**

**Movement Area:** Divided into the apron and manoeuvering areas.

**Apron Area:** Loading and unloading of passengers & cargo, refuelling, servicing, maintenance, parking & movement of aircraft, vehicles and pedestrians. Apron areas are adjacent to airside buildings.

**Manoeuvering Area:** Take-off, landing, and taxiing of aircraft. Runways, taxiways, high speed exits and apron entrance and exits.

**Vehicle corridors at Pearson are identified as:**

- tail-of-stand corridors
- outer perimeter corridor (South vehicle corridor)
- connecting corridors
- terminal access corridors

**The tunnel has a maximum clearance of: 4.65m**

**Vehicles prohibited from using the tunnel are those carrying:**

- dangerous or volatile cargo that is not properly packaged for delivery to an aircraft
- more than 480L of fuel

Stopping in the tunnel is prohibited.

**Vehicles with an obstructed rearview shall be:**

- equipped with an audible or camera-supported reverse warning system or..
- assisted by a marshalling crew

**Tow vehicles and equipment are marked with:** A strip of yellow reflective material along the full length of the equipment on the front and rear panels.

**Vehicles in the movement area must be equipped with:** A pulsing amber warning light. Beacons must be turned on at all times while vehicles are in motion on airside services. An operating beacon means the operator is in the vehicle and prepared to move.

**Vehicle headlights:** Are to be on at all times while in motion in the manoeuvering area. Lights may be left on while servicing parked aircraft. Vehicles not equipped with beacons can only operate airside under escort with 4-way flashers on.

**Question content for the written test is randomly selected from:**  
The Airport Traffic Directives.

**Who is only authorized to administer practical tests for D permits?**  
Only authorized AVOP testers employed directly by the GTAA.

**Personnel also authorized to enforce the AVOP program:**

- Peel regional police, airport division officers
- airport duty managers
- designated GTAA management

**Demerit point violations fall into which 3 categories?**

- minor
- major
- gross misconduct

**Driving without an AVOP is an infraction chargeable under the:**  
Airport traffic regulations.

**Smoking is prohibited where?**

Both inside and outside vehicles.

**Taxiways are indicated by:** single letters.

**Taxiway Entrance/Exits are indicated by:** 2 letters.

**Runways are indicated by:** 2 numbers and "L" or "R".

**Rapid Exits are indicated by:** single letter and number. Rapid exits always connect a runway to the corresponding lettered taxiway. Example: M1 leads to the M taxiway.

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## **SPEED LIMITS**

<b><u>Location</u></b>	<b><u>Speed Limit</u></b>	<b><u>Speed Limit During Low Visibility Operations</u></b>
<b>Airside service roads</b>	50 km/h	25 km/h
<b>Within vehicle corridors</b>	40 km/h	20 km/h
<b>Infield tunnel</b>	40 km/h	20 km/h
<b>Outside vehicle corridors (open apron)</b>	25 km/h	12 km/h
<b>Head of stand road</b>	<del>20</del> 30 km/h	15 km/h
<b>General aviation north area apron</b>	25 km/h	12 km/h
<b>Within 6m of a parked aircraft</b>	10 km/h	5 km/h
<b>In congested areas</b>	10 km/h	5 km/h
<b>Terminal service roads</b>	20 km/h	20 km/h

## **APRON AREAS**

**Vehicle corridors are not guaranteed safe routes.** If a vehicle corridor is obscured for any reason, conform to the designated roadway as nearly as possible, and exercise caution.

**Vehicle operators shall enter and exit vehicle corridors** at a 90° angle and signal their intent using the vehicle's turn signal lights.

**Passing other vehicles within the vehicle corridor is permitted under the following conditions:**

- the vehicle being passed is travelling at a speed of 15 km/h or slower
- only one vehicle at a time is passed (multiple vehicle passing is prohibited)
- the section of vehicle corridor immediately in front of the vehicle being passed is clear (watch for vehicles approaching from connecting corridors)
- the applicable speed limit is not exceeded during the pass
- the passing driver exercises caution—vehicles may turn unexpectedly

Passing an airside transport bus, crew bus, or passenger transfer vehicle is prohibited.

**\*\*Aircraft always have the right-of-way!\*\***

**\*\*Vehicles travelling in a connecting corridor that crosses an aircraft stand taxilane have right-of-way over vehicles that are established in the main corridor.** The aircraft stand taxilane must be kept clear for the movement of aircraft.\*\*

**Yield the right-of-way to airside traffic in the following priority:**

- 1 Aircraft (under power, on pushback, or under tow) moving alone or accompanied by a marshalling crew.
- 2 Emergency vehicles responding to an emergency.
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