





CYEG

Airside Traffic Directives

2026/2027

YEG EDMONTON INTERNATIONAL AIRPORT

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1.0 INTRODUCTION

These Airside Traffic Directives combine the regulations and policies governing the use of the D and D/A permits for the specialized airside environment at the Edmonton International Airport. It is the intent of these directives to ensure the safest operations for everyone while working airside and minimize all risk to as low as reasonably practicable. All documentation herein complies with the Transport Canada aerodrome standards and recommended practices (TP312) and Canadian Aviation Regulations and Standards (CARS).

1.2 AREAS OF STUDY

D/A Permit (excludes section 12.2, 13, 14)
D Permit All sections



2.0 DEFINITIONS

Aerodrome
Any area of land, water (including the frozen surface thereof) or other supporting surface used, designed, prepared, equipped or set apart for use, either in whole or in part, for the arrival, departure, movement or servicing of aircraft. This includes any buildings, installations and equipment situated thereon or associated therewith.

Aircraft
Any machine capable of deriving support in the atmosphere from the reactions of the air.

Aircraft Tow
Repositioning of an aircraft to another location by a tug or tractor, usually with engines off.

Airport
An Aerodrome for which, under Part III of the Canadian Aviation Regulations and standards (CARS), an airport certificate has been issued by the Minister.

Airport Traffic
All traffic on the movement area of an airport and all aircraft flying in the vicinity of an airport.

Airside
That area of an airport intended to be used for activities related to aircraft operations and to which public access is normally restricted. (see also: Restricted Area)

Airside Enforcement Officer (AEO)
A security officer appointed by the Vice President, Passenger Experience & Terminal Operations to monitor AVOP ground traffic on all movement areas.

Air Start
Ground support equipment that initiates a jet engine's rotation using high-pressure compressed air rather than the aircraft's electric starter motor.

Airside Vehicle Permit Program
Ensures all vehicles operating on the airfield are authorized and insured against legal liability. This permit is required for vehicles that access both airside and groundside. It is not required for ground support equipment that remains airside only.

Airside Vehicle Operator's Permit (AVOP)
A permit issued by the Vice President, Passenger Experience & Terminal Operations, certifying that the person named therein is authorized to operate vehicles or equipment airside at YEG.

Apron
That part of an Aerodrome, other than the maneuvering area, intended to accommodate the loading and unloading of passengers and cargo, the refueling, servicing, maintenance, and parking of aircraft, and any movement of aircraft, vehicles, and pedestrians to allow execution of those functions.

Apron Traffic
All aircraft, vehicles, equipment, and pedestrians using the apron of an airport.

ATC-Unit (Air Traffic Control Unit)
An Air Traffic Control Unit is set up and established by NAV CANADA for control of all traffic on the maneuvering area of an airport.

Clear Zone
Required distance from primary security line (PSL) line for stationary objects to prevent access to the restricted area.

Controlled Airport
An airport at which an air traffic control unit (ATC-Unit) is provided.

Designated Vehicle Crossing Point
A location on an apron, delineated by surface markings, where vehicles are to cross an aircraft taxiway.

Equipment or Ground Support Equipment (GSE)
Any motor vehicle or mobile device, either self-propelled or towed or of a specialized nature, used for runway and airfield maintenance or in the maintenance, repair and servicing of aircraft including test equipment and cargo and passenger handling equipment.

Foreign Object Debris/Damage (FOD)
Any article or substance, foreign to an aircraft or system, which could potentially cause damage. Can also cause damage to vehicles or injuries to persons from the presence of unwanted debris or objects on movement areas.

Glide Path
That part of an instrument landing system (ILS) providing the pilot with a descent profile determined for vertical guidance during the final approach. A vertical antenna with 3 horizontal white bars on the left side of the approach to the runway.

Ground Control
The operating position in the control tower that provides: (a) clearances and instructions for the movement of airport traffic, and (b) information to all traffic within the airport perimeter as it is known and pertinent.

Groundside
The area of an airport not intended to be used for activities related to aircraft operations and to which the public normally has unrestricted access.

Ground Traffic Phraseology
A learning tool and reference guide by Nav Canada in which there are recommended practices for radio communication between ground vehicles operating on movement areas and the ATC - unit.

Integrated Operations Centre (IOC)
The central point of contact for all airport operations. 780 890 8327

Intersection
The point at which any road, designated vehicle corridor, runway or taxiway meet.

Light Signal
A light used by the ATC-unit when communication by radio is not possible to vehicles on the Maneuvering Area.

Localizer
That part of an Instrument Landing System (ILS) providing the pilot with horizontal course guidance to the runway centerline. A large orange antenna approximately 40m wide at the opposite end of the runway approach.

Maneuvering area (taxiways and runways)
The part of an aerodrome, other than an apron, which is intended to be used for the takeoff and landing of aircraft and for the movement of aircraft associated with takeoff and landing.

Movement Area
That part of an Aerodrome to be used for the surface movement of aircraft and includes the maneuvering areas and aprons.

Non-Controlled Movement Area
That part of an Aerodrome which is not controlled by ATC - ground control for all aprons and sections of taxiways as they cross aprons.

Non-Passenger Screening Vehicle (NPS-V)
A location where non-passenger vehicle traffic accessing apron one undergoes screening by CATSA.

NOTAM
A notice distributed by means of telecommunication containing information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential to personnel concerned with flight operations.

Operator
A person responsible for the operation and safety of a vehicle and equipment; usually referred to as the driver.

Perimeter Road
Road around the perimeter of the airport airfield inside the primary security fence to reduce vehicles crossing the runways unless necessary. This road in uncontrolled and does not require a D license.

Primary Security Line (PSL)
Designated boundary separating non-restricted areas (groundside) from restricted areas (airside)

Pushback
Procedure where an aircraft is moved backwards from an operational stand by a tug or tractor.

Restricted Operators Certificate with Aeronautical Qualification (ROC-A)
An ROC-A, also known as a radio license, is required by operators of radiotelephone equipment on board aircraft and at aeronautical land (fixed and mobile) radio stations using aeronautical mobile frequencies. A requirement of the D AVOP Permit.

Restricted Area
That area of an aerodrome beyond the Primary Security Line (PSL) also referred to as Airside, in which additional screening of vehicles and people is required prior to access.

Situational Awareness
Situational awareness involves being aware of what is happening in the vicinity, in order to understand how information, events, and one's own actions have an effect, both immediately and in the near future.

Stands

- **Head of Stand**
  Area in front of an aircraft parking stand closest to the terminal building.

- **Tail of Stand**
  Area behind an aircraft parking stand closest to the tail of stand corridor.

- **Parking/Operational Stand**
  Designated area on the apron intended for parking, loading, offloading, refuelling, and servicing of aircraft.

- **Head of Stand Corridor**
  Designated airside vehicle roadway passing between the terminal building and the parking stands.

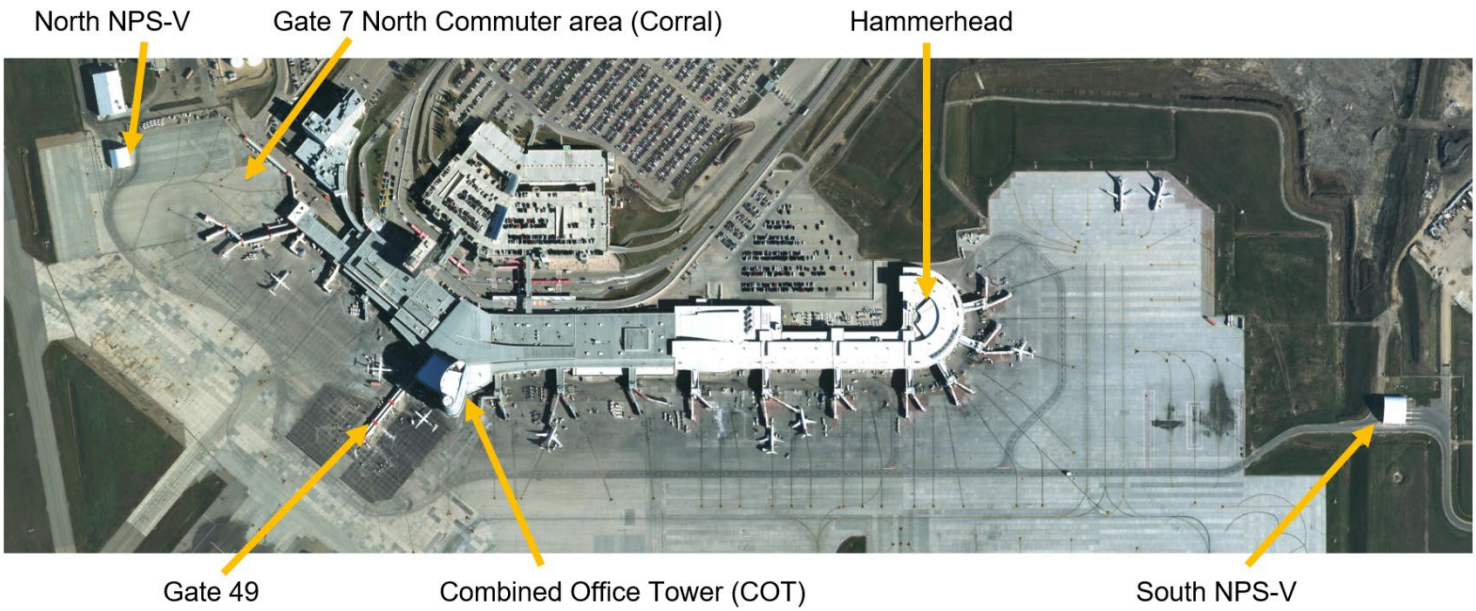
- **Tail of Stand Corridor**
  Designated airside vehicle roadway passing behind the parking stands on Apron 1.

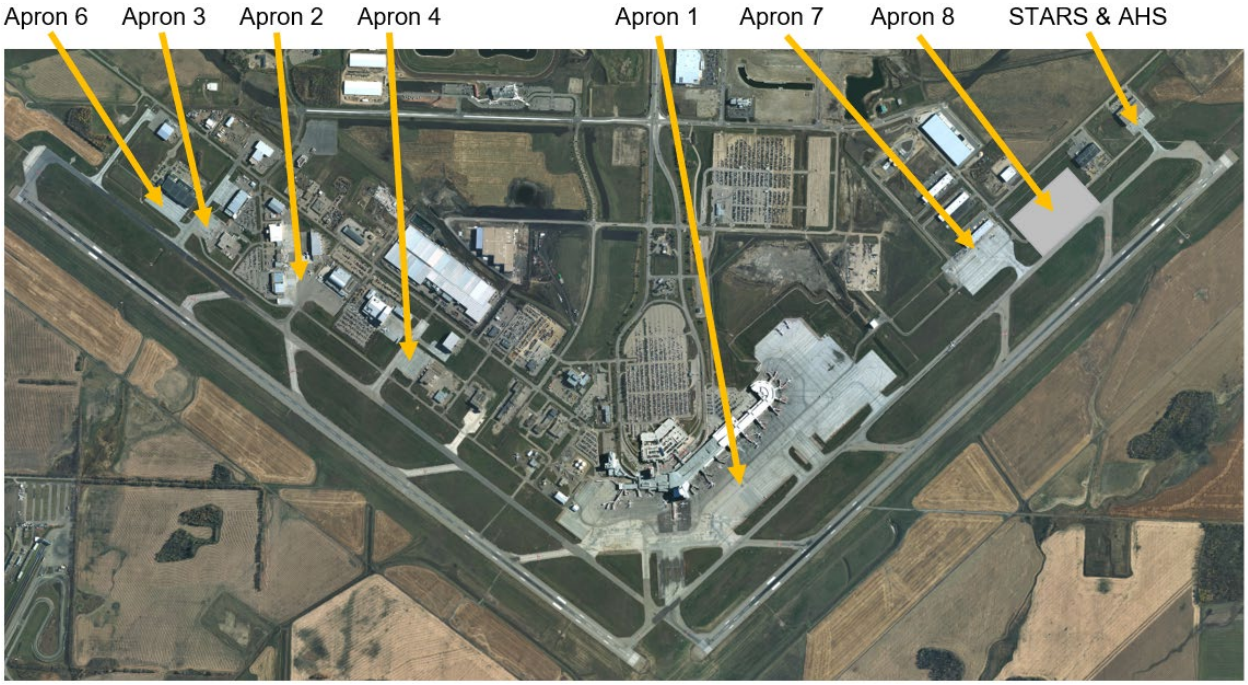
Vehicle
An automobile, bicycle, over-snow vehicle, truck, bus or any self-propelled vehicle or device in, upon or by which a person or property is or may be transported, carried or conveyed upon land and includes a machine designed to derive support in the atmosphere from reactions against the earth's surface of air expelled from the machine.

Vehicle Corridor
Marked road on the airfield used for the safe movement of ground vehicles and equipment delineated by parallel white lines and divided by a white dashed line.

Warning Devices
A siren and flashing red light or red and blue lights.

AERIAL OVERVIEW





3.0 AIRSIDE VEHICLE OPERATOR'S PERMIT (AVOP)

The AVOP is issued by Edmonton International Airport (YEG) under the authority of the Vice President, Passenger Experience & Terminal Operations. It provides the holder authorization to operate a vehicle on the airside area of the airport. No person shall operate a vehicle on the airside area of Edmonton International Airport unless:

- That person is in possession of a valid Provincial or Territorial driver's license with a class endorsement appropriate for the vehicle being operated.
- The person is in possession of a (YEG) airside vehicle operator's permit.
- The person possesses a valid Restricted Area Identification Card (RAIC)
- If the operator has no AVOP they must be escorted or accompanied by a person who is in possession of a (YEG) airside vehicle operator's permit.
- That person is authorized by the Vice President, Passenger Experience & Terminal Operations to operate a vehicle in that area.

There are 2 types of AVOP that require specific written and practical testing for each permit as described below:

- **D/A Permit:** A D/A or D-Aprons authorizes the holder to operate a vehicle on uncontrolled movement areas only which include aprons, certain taxiways, and the airside service roads. Non-Controlled Movement Areas – Aprons; Taxiways K, R, S, T, U, W, Y and Airside Service Road(s)

- **D Permit:** authorizes the holder to operate a vehicle on all ATC-controlled maneuvering areas (taxiways and runways) in addition to the movement areas of the D/A permit. Restricted Operators Certificate with Aeronautical Qualification (ROC-A) is required for this permit. The ROC-A is also referred to as a radio license.

Please visit **flyyeg.com/avop** for more details on requirements to obtain an AVOP. This will include how to be set up for online training in which a pass mark of 100% is required to receive a certificate of completion and scheduling a practical driving test.

4.0 AVOP EXPIRY

D/A, and D licenses will expire on the same date as the holder's Restricted Area Identification Card (RAIC). Renewal of the AVOP will require the online training to be completed including a written test and additionally, for D licenses only, a recertification drive.

Licenses are considered null and void after (6) months dormancy and the AVOP must to be returned to the Pass Control Office.

- After the 6-month period, a proficiency check is required prior to reinstatement of the operator's AVOP. This involves the completion of a written exam and a practical driving test.

Additionally, an AVOP may be automatically suspended or revoked when:

- Holder's Provincial or Territorial driver's license is lost, suspended, or expires.
- Holder is no longer employed in a position that requires them to operate a vehicle Airside.
- Holder has an aggregate accumulation of (18) AVOP demerit points or more

Dependent on the circumstance, AVOP requirements will be reviewed with the holder prior to renewal.

5.0 BASIC AVOP RULES

Safety is the first responsibility of any airside driver at YEG. At no time do operational considerations, such as time pressures, allow drivers to disobey the Airside Traffic Directives.

Any action that compromises safety (e.g., causing a vehicle collision) will result in a violation ticket and be treated as an offense under the demerit system.

Notwithstanding any other rules as described below, there is no substitute for keeping a clear head, using common sense on the apron(s) and maintaining situational awareness. With few exceptions, the seven rules below summarize the traffic directives:

- Obey all signs and markings
- Never drive on a controlled maneuvering area without a Valid D AVOP and ATC permission.
- Right of way in descending order:
    1. Aircraft under power or under tow
    2. Emergency vehicles
    3. Snow removal equipment
    4. Fuel trucks
- Obey all speed limits
- Always maintain situational awareness
- Do not park, drive, or operate equipment in the red hashed area under bridges
- Operator of the vehicle is fully responsible for their actions
- If you see FOD pick it up

Safety is the first responsibility of any airside driver at YEG. At no time do operational considerations, such as time pressures, allow drivers to disobey the Airside Traffic Directives.

6.0 RESPONSIBILITIES AND DUTIES

Each employer must ensure that their employees are qualified to operate the vehicles and equipment for their designated roles airside.

Vehicle operator must determine that his vehicle is operating satisfactorily and has the required safety equipment and markings (See **Section 9** Vehicle Safety Equipment). All operators shall notify their immediate supervisor of any equipment malfunction including, but not limited to, lights, radios, decals, and seat belts.

Immediately report any hazardous condition to the Integrated Operations Centre (IOC) at 780 890 8327 so that corrective action may be taken. (See **section 7.8** for incident reporting)

All designated perimeter security line (PSL) gates must be kept closed and locked to prevent unauthorized personnel or vehicles access to the airside restricted area.

All vehicle operators shall ensure that no unauthorized access is granted while using an access point to the airside restricted area. If you notice a vehicle trying to get airside as you are going through an access point, block the vehicle with yours if safe to do so to prevent them from continuing. Immediately contact the IOC at 780 890 8327.

A vehicle operator is fully responsible for their own actions. Taking direction from anyone other than ATC, which circumvents the AVOP rules is no exception, and the operator will be subject to the infraction applied.

A vehicle operator is responsible for the action of those they are escorting.
(reference **section 7.4**)

All operators on the airfield must always maintain a high level of situational awareness. This includes continuously scanning the surrounding environment, as conditions can change rapidly due to aircraft movement, vehicle traffic, weather, and other dynamic factors.

Operators should remain alert to all potential hazards, including moving aircraft, ground support equipment, and personnel, and be prepared to respond accordingly to ensure safe and efficient operations.

7.0 VEHICLE OPERATION PROCEDURES

7.1 RIGHT OF WAY

In descending order of priority, the driver will yield to:

1. All aircraft, under power, during pushback, or under tow
2. Emergency vehicles, Security vehicles, or Airside Enforcement Officer (AEO) with red lights on responding to incidents
3. Snow removal, ice control and apron sweeping vehicles
4. Fuel vehicles engaged is fueling operations or manoeuvring in or out of an operational stand
5. Other maintenance vehicles
6. Other vehicles already established in the vehicle corridor

Every person operating a vehicle on an apron shall yield the right-of-way to pedestrians being escorted between an aircraft and the terminal building.

"Always Maintain Situational Awareness"

This involves being aware of what is happening in the vicinity, in order to understand how information, events, and one's own actions have an effect, both immediately and in the near future.

7.2 AIRCRAFT PUSH-BACK

Airport cutoffs are a serious concern at YEG. When driving in the vehicle corridor it is important to watch for the following signs of an aircraft commencing pushback:

1. Red aircraft anti collision beacons are flashing
2. Wing walkers present
3. Bridge no longer connected to aircraft
4. Wheel chocks and cones removed

On satellite aprons there may be very few signs an aircraft is ready to taxi, please look for red aircraft anti collision beacons.



**Red anti-collision lights located on top and belly of aircraft*

Do not pass behind an aircraft with anti collision lights flashing unless directed to do so by the wing walker.

Once the aircraft and all ground crew involved in the pushback are past the vehicle corridor, vehicles in the corridor may proceed if it is safe to do so.

Once the equipment (tow bar, push-out, and headset) is disconnected from the aircraft, vehicles must wait until the aircraft turns out to depart before proceeding. Do not proceed if the plane's wingtip looks like it will cross over the corridor road due to it not being pushed back far enough. If you believe the aircraft is close to the corridor wait for the aircraft to proceed to the main lead line before continuing on the vehicle corridor.

7.3 TOWING RESTRICTIONS

The maximum number of units that can be towed by a vehicle on Aircraft Movement Areas is as follows:

- 4 tub carts
- 4 containers (ref. LD - 3)
- 4 pallet carrier (ref. LD - 9)

The operator should ensure the load they are towing does not exceed 2.5 m in height if they drive under the bridge piers.

Operators are responsible for the loads they are carrying or towing. Loads must be fastened or covered to prevent the load from coming loose and posing a danger to aircraft, vehicles, and pedestrians.

Aircraft being towed on non-controlled movement areas must always monitor ATC ground control on 121.7 MHz.

Operators towing an Aircraft on Maneuvering areas must have a valid D AVOP permit.

No operator shall tow an aircraft on an active movement area at night unless the aircraft displays operating wingtip, tail and anti-collision lights or is illuminated by lights mounted on the towing vehicle and directed at the aircraft – as outlined in Section 301.08 (b) of the CAR's

Use extra caution when turning around with carts. A sharp turn can whip the carts causing them to tip over or slide on icy surfaces.

7.4 RULES OF AIRSIDE VEHICLE ESCORT

Airside escort is required for any vehicle operated by a person who does not hold a valid Airside Vehicle Operator's Permit (AVOP).

Responsibility for providing an escort to a vehicle operated on the airside rests with the person who invited the vehicle to airside.

Escorting of a vehicle on the airside of the airport may be provided:

- By a valid AVOP holder seated next to the normal operator of the vehicle
- By a valid AVOP holder guiding the other person on a "follow me" basis either:
  a. in a separate vehicle; or
  b. as a pedestrian

Person who provides escort service is responsible for the movement and parking of the escorted vehicle while the vehicle remains within the airside areas.

Vehicle being escorted must have either a rotating beacon or the hazard lights engaged.

Occasional use of vehicles or equipment not equipped with standard safety markings may be permitted on the apron while under the escort of a vehicle so equipped.

Person being escorted must have a valid temporary yellow pass.

An escort may not lead or direct the escorted vehicle into any area of the airside to which the escort is not authorized to operate a vehicle under his/her AVOP.

Maximum 2 vehicles plus 1 escort vehicle on aprons and 6 vehicles elsewhere.

- permission may be granted for mobilizing large amounts of specialized construction equipment upon review of the plan and completion of a safety case.

The foregoing rules are in addition to but do not replace or otherwise supersede any other rules or regulations respecting the control of vehicles on the airside and any security regulations applicable to the airport.

7.5 WINTER OPERATIONS

Winter conditions require increased vigilance and cooperation from all airfield partners to ensure safe and efficient operations. All operators are responsible for keeping designated areas clear to allow for effective snow removal and ice control activities. Vehicles, equipment, and materials should not obstruct snow clearing routes or critical operational areas.

Operators must also take proactive measures to mitigate slippery conditions by applying approved sand or potassium formate where appropriate, particularly in high-traffic or pedestrian areas. If these bins are running low, please contact IOC for restocking.

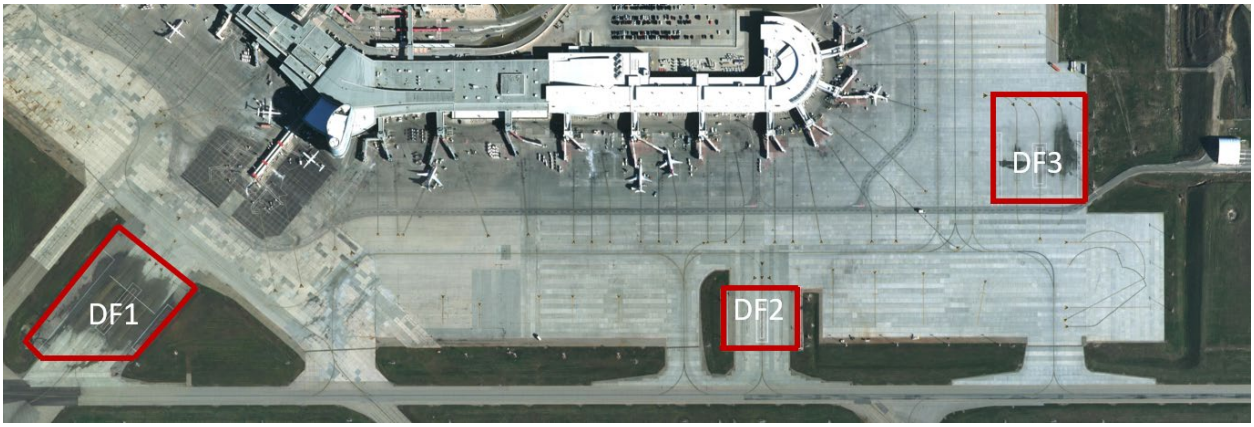
Reduce speeds during winter operations to account for decreased traction, limited visibility, and changing surface conditions. Maintaining awareness of weather impacts and adjusting operations accordingly will help minimize hazards and support the safe movement of aircraft and vehicles on the airfield.

7.6 DE-ICING AREAS

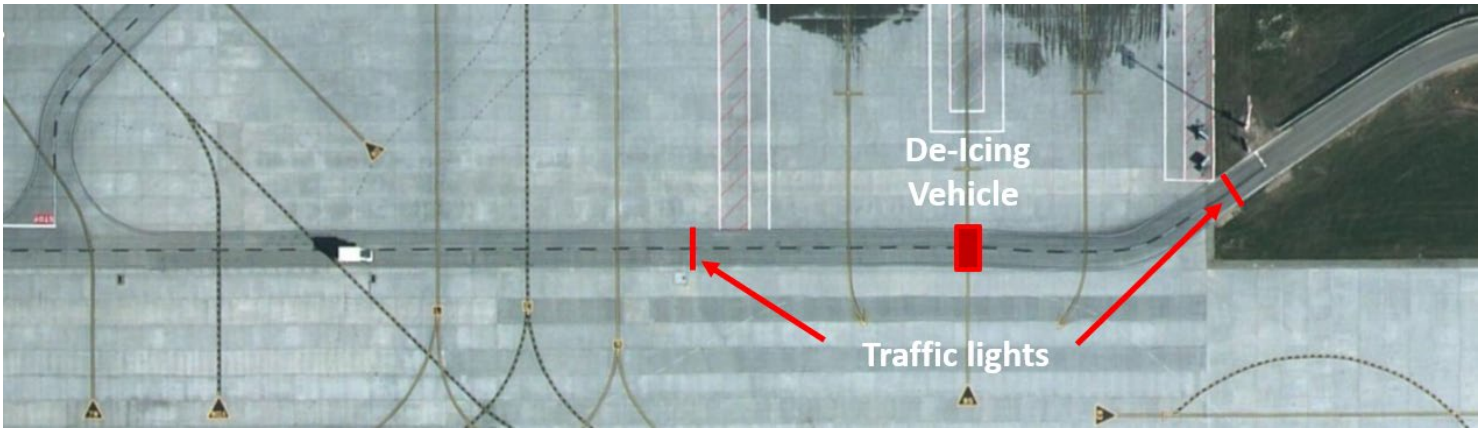
On Apron 1 there are 3 different locations where aircraft are de-iced prior to departure if required.

- DF1 - located on Taxiway P
- DF2 - located on Taxiway AD
- DF3 - located on the southeast end of Apron 1

When these areas are active, there is no traffic allowed within the de-icing area as they are radio-controlled by the de-icing provider. Use extra caution around DF3 and always remain within the vehicle corridor.



**Deice Facility (DF) Locations*



**Traffic Lights utilized when DF3 is active*

If De-icing is in progress the de-icing trucks will be positioned directly beside the aircraft or visibly spraying. Vehicles may proceed in the corridor with caution if the light on the signboard is green. If there are trucks present on the pad, even if there are no aircraft present, it is considered an active deicing operation, and you are not permitted to drive across the pad outside of the corridor.



If De-icing is complete the deicing trucks will be positioned in the white zones (away from the aircraft). This indicates de-icing is complete and the aircraft may begin taxiing. Do not proceed if the signboard is red, you must wait for the aircraft to exit the pad. You are not permitted to drive across the pad outside of the corridor when de-icing trucks are present.



While the signboards are designed to help the flow of traffic, they can potentially show an incorrect signal. It is the responsibility of the vehicle operator to be mindful of the operations on the deicing pads and to proceed with caution. If the deicing trucks are away from the aircraft and the anti-collision beacon is flashing, you must give way to the aircraft no matter what signal is showing on the signboard.

7.7 SNOW EVENTS

If there is excessive snowfall forecast for the area a notice will be relayed to partners in the morning ops brief and by email. In such an event please ensure only equipment needed to service flights are kept near operational stands. Keeping the aprons clear will help the snow clearing equipment clean the areas safely and efficiently.

Please ensure your company contact information is up to date so you receive these important weather updates. You can contact IOC for any company contact updates.

Ensure any items on the ground such as cones, chocks, and electrical cables are stored in a safe location as to not get picked up by the snow clearing equipment.

If you require your area to be cleared to service an incoming flight please contact the IOC, preferably with 30 minutes notice, who will relay this information to the field foreman to address the issue.

If airport equipment is actively clearing snow and you need to give right of way, the safest area to move to is towards the area that has already been cleared. If you do not know the best location to move to remain stationary and the sweeping team will move around you. Ensure you wait until all equipment is past you as there are at times multiple operators cleaning in one area.

7.8 INCIDENT REPORTING

Safety and Security is our top priority at Edmonton International Airport. Safety on the airfield is a shared responsibility that requires the active participation and cooperation of all partners. By working together to identifying hazards and addressing risks proactively, we can ensure the safety of our teams, aircraft, and equipment while supporting efficient operations.

Any EMERGENCY situations shall be reported to the Fire Hall immediately by calling 911.

All incidents, accidents, and property damage must be reported to the Integrated Operations Centre (IOC) immediately at **780 890 8327**.

Preserve the integrity and freeze the scene as best as possible. Be prepared to describe the following to the IOC:

- Date and time
- Location
- Names of those involved
- Incident description
- Thoughts on the root cause

If the IOC is unavailable, please contact the Security Operations Control Centre (SOCC) 780 890 4333

The ATC Unit must be notified immediately on ground frequency 121.7 MHz of any incident in a controlled maneuvering area.

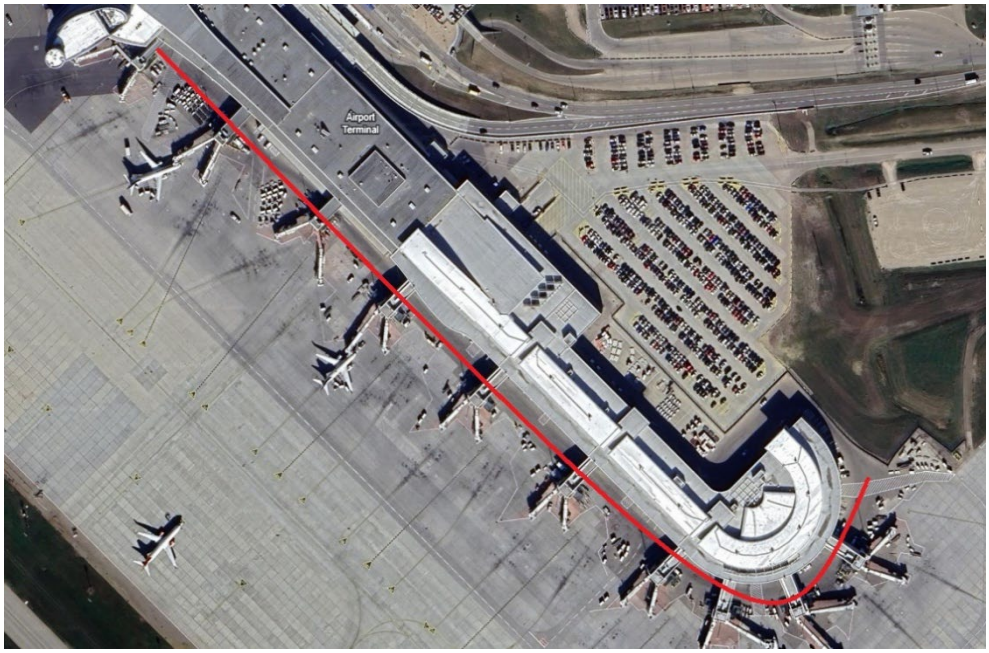
Transport Canada regulates YEG to maintain a Safety Management System (SMS) for incidents that occur airside. The main goal of the Aviation SMS program is to work with partners to analyze all incidents and find root cause to prevent future occurrences.

YEG encourages self reporting of any AVOP incidents or violations and has a non-punitive reporting policy that guarantees that no disciplinary action will be taken for the **act** of reporting and incident, accident, or hazard. For AVOP holders who self report, elimination of infraction points may be considered by investigations team. The incident will still be fully investigated, and should corrective action be necessary that will be determined in the investigation report.

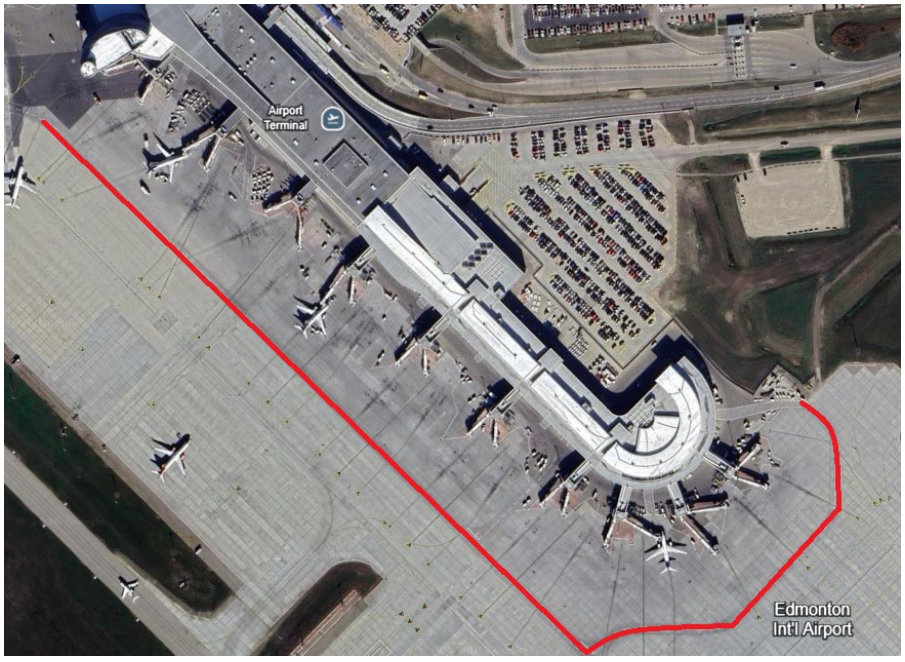
7.9 VEHICLE CORRIDORS

Areas within aircraft operations stands are provided for the free movement of ground service vehicles and for the purpose of loading and unloading passengers. All vehicles operating on Apron 1 should primarily utilize the vehicle corridor system delineated by two solid white lines painted 7.5m apart, divided by a single white broken line along the centre. The corridor road is the safest method to traverse the apron.

Head of Stand Corridor - Designated airside vehicle roadway passing between the terminal building and the parking stands. There is currently no Head of Stand Corridor on the North side of Gate 49. The speed limit on head of stand is 15km/hr.



Tail of Stand Corridor – Designated airside vehicle roadway passing behind the parking stands on Apron 1. The speed limit on tail of stand is 30km/hr.



**South tail of stand Corridor*



North Tail of Stand Corridor

Vehicles already in a designated vehicle corridor have right-of-way over all other vehicles attempting to enter. Where thoroughfares intersect you must stop and give right of way to vehicles in the corridor.

Use caution when driving in the vehicle corridor and watch out for taxiing aircraft that may cross the corridor or park on it for a short time. For safety reasons aircraft follow a taxi lane to maintain wingtip clearance and lead-in lines to the gates and bridges. Apron 1 is uncontrolled and there are no guarantees the aircraft will not veer away from these taxi lanes or lead-in lines.

If a vehicle corridor is obscured for any reason, such as faded paint or snow cover, operators should conform as nearly as possible to its location, and exercise caution.

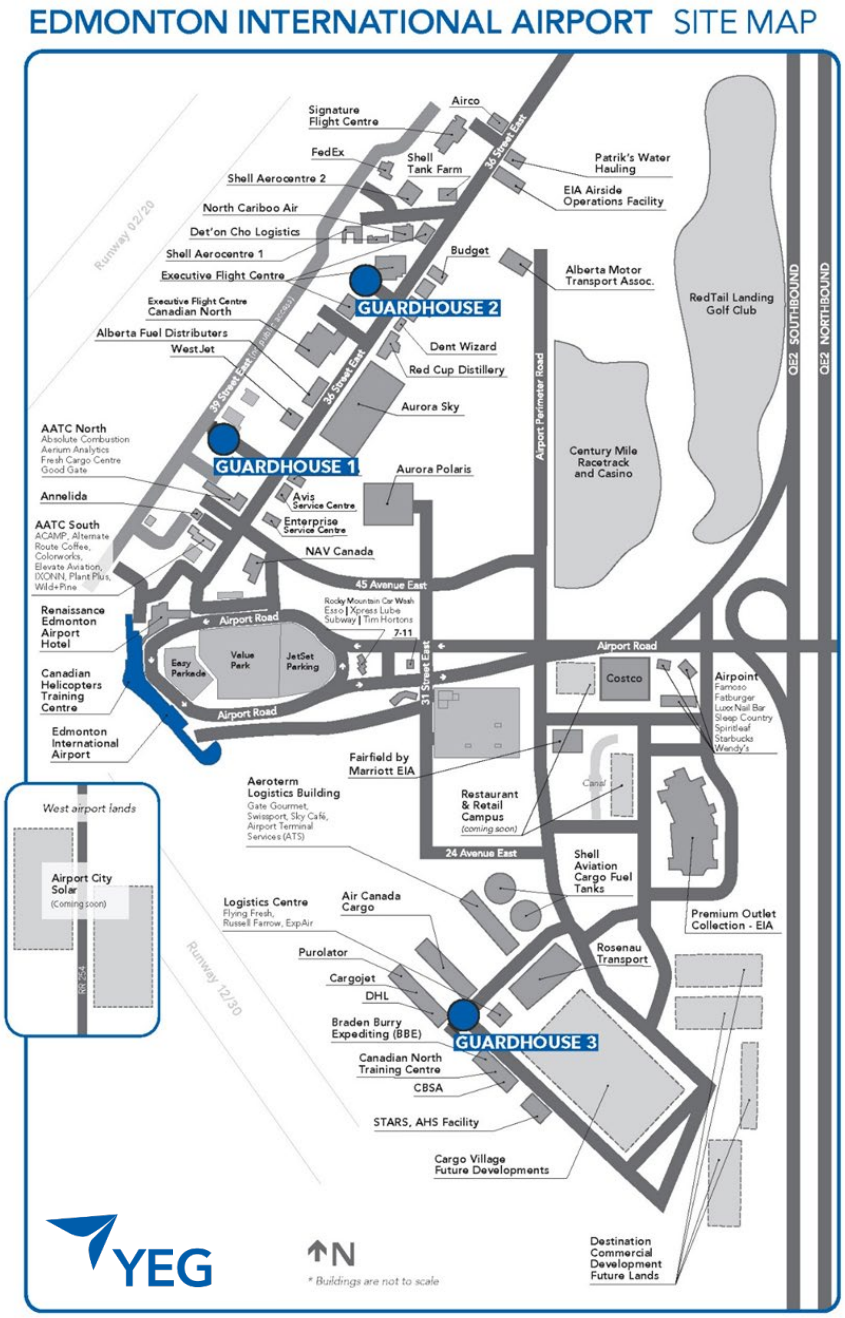
On aprons 2,3,4, & 6, where vehicle corridors have not been designated, you should use extra caution. Avoid, as much as possible, operating in aircraft taxi lanes and cross aircraft taxi lanes only at right angles.

Passing is not encouraged in the vehicle corridor.

7.10 AIRSIDE ACCESS

Airside Access by vehicles onto airside movement areas, service roads, and other areas within the security fencing is provided through three guardhouse checkpoints:
(see image for description on the next page)

Be vigilant to ensure there is no unauthorized access to Restricted Areas/Airside by vehicles or persons – stop and wait until you can see gates closed and doors secured.
Security may establish temporary guardhouse checkpoints and other access points during the construction season and for other operational requirements. It is important that when a temporary access point has been set up, staff entering the airside restricted area through these points must follow all instructions and protocols set in place by security. All designated gates in the security fencing must be kept closed and always locked.



Service roads are 50km/hr, slowed to 30km/hr when crossing aprons or taxiways
Follow all road signage
Must stop if lights and sirens are active at firehall

7.11 CLEAR ZONE SECURITY REQUIREMENTS

No vehicle or stationary object(s) shall be parked or stored closer than 1 meter airside and 3 meters landside of the primary security fence. This is a security measure in place to prevent unwanted access to restricted areas over the perimeter fence.

7.12 NON-PASSENGERS SCREENING - VEHICLES (NPS–V)

CATSA has enhanced the NPS program according to international standards set by the ICAO which ensures that non-passengers always enter restricted/sterile areas at identified airports via CATSA checkpoints - both inside the air terminal building and airside.

Apron I has two checkpoints, North and South. All airside vehicles and their occupants are therefore subject to CATSA screening prior to entering the Main Apron. Fast and efficient screening depends upon maintaining calm and respectful demeanors - on both sides of the process. Ensure to leave enough time to go through the screening process while carrying out operational duties.



North NPS-V



South NPS-V

8.0 PEDESTRIANS

The use of a high visibility traffic vest or clothing with reflective bands is required by staff personnel on the aprons outside a vehicle and more than 3 meters away from a building.

Pedestrians are discouraged from walking across large aprons, particularly Apron 1, unless using a designated pedestrian walkway. Apron 2 has no designated pedestrian walkways. In such cases, one should take necessary precautions such as arrange for transportation to cross.

Passenger pedestrians must be escorted while enplaning and deplaning at commuter operational stands.

Every operator of a vehicle shall yield the right-of-way to a pedestrian.

No pedestrian on an apron shall impede, interfere with or obstruct in any way the free movement of apron traffic except in the course of their employment relating to the control of that traffic.

9.0 SAFETY EQUIPMENT FOR MOVEMENT AREAS

All vehicles with a cab that will be operated or driven on airside must be equipped with a rotating/strobe warning light that must be turned on unless the vehicle is under escort by a vehicle so equipped. If equipped with headlights, these must also be always turned on while on the movement area.

The rotating/strobe warning lights shall be mounted on the vehicle in a location that will permit the beam to be seen by aircraft or surface traffic from any position within 360 degrees. The enclosing globe of the warning light shall be amber for all vehicles.

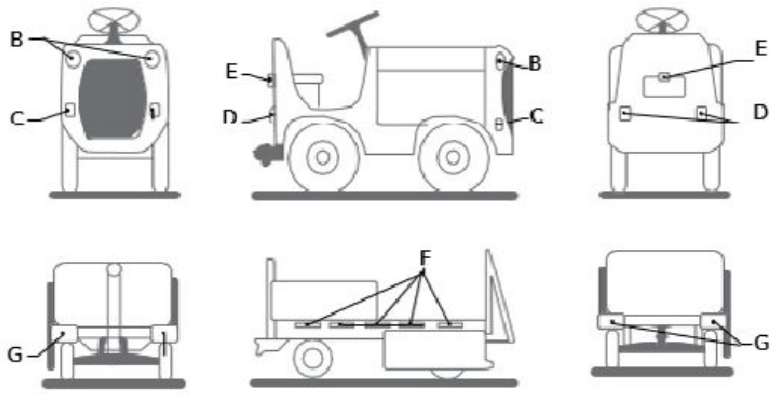
If a vehicle is equipped with seatbelts, they must be worn at all times by the operator and any passengers.

Exceptions:

- Occasional use of vehicles or equipment not equipped with standard safety marking may be permitted on the apron while under the escort of a vehicle so equipped.

- Aircraft fueling vehicles that have an overall height in excess of 3.5m are permitted to mount 360 degrees rotating/strobe warning lights on the vehicle cab provided that tail signal lights are operated in conjunction with the 360-degree beacon lamp to provide an adequate indication to the rear of the vehicle.

- A low clearance warning or advisory sign must be displayed on vehicles, so it is visible from the driver's seat. This needs to be placed on vehicles that would exceed the height limits under bridge piers, or vehicles that would tow stairs or other equipment under these height-restricted areas.



A. Rotating/Strobe Light
B. Head Light
C. Parking/Signal Lights
D. Tail/Signal Light
E. License Plate Light
F. Reflective Strip
G. Reflective Panel

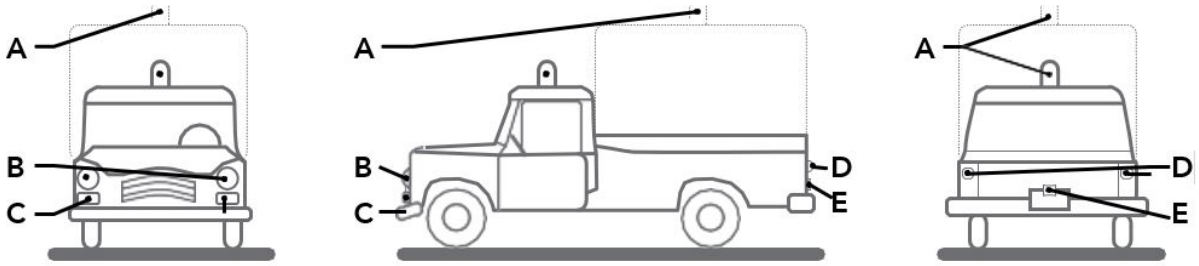
9.1 SELF-PROPELLED VEHICLES

All self-propelled vehicles shall be equipped with markings and lights. When in the active apron area, all non-flashing lights shall be operated during the hours of darkness or reduced visibility conditions. Rotating/strobe warning lights and/or flashing tail or signal lights shall be turned on at all times the vehicle is operating on the apron.

The operator shall complete a **walk around** prior to the use of the vehicle to ensure it is suitable and safe for use. See a list of items below to keep in mind while checking the vehicle.

- Check for any damage to the vehicle.
- Check tire pressure to ensure proper air for operating.
- Check for fluid leaks under or around the vehicle.
- All lights identified in these standards are maintained in a fit and operating condition consistent with their intended use
- All reflective material is maintained in a fit and functioning condition.

9.2 SELF-PROPELLED VEHICLES WITH CAB



9.3 SELF-PROPELLED VEHICLES WITHOUT CAB

Tail/signal and parking/signal lights on self-propelled vehicles without cabs or beacon lights shall be equipped with an automatic flasher so that the lights flash alternately on and off in unison.

When the vehicle is licensed for operation on municipal, territorial, or provincial roads, a separate circuit will be maintained to these lights so they may be operated separately. These lights may be incorporated with tail-brake-direction-signal light systems.

9.4 EQUIPMENT MARKINGS

The vehicle owner, or lessee in the case of leased vehicles, shall ensure that all non-self-propelled vehicles and equipment are equipped with reflective material as follows. A yellow or red and white, reflective strip approximately 38 mm in width shall be mounted along the full length of the equipment or apparatus.

9.5 BAGGAGE CARTS

A yellow or red and white reflective strip approximately 38 mm in width shall be mounted along the length of the metal bar affixed to each side of the cart, on which the hinges of the side panel are attached, or in a similar position to ensure that the reflective material is visible regardless of the attitude of the side panels. Include yellow/black stripes on lower corners front and rear.

10.0 SPEED LIMITS (MAXIMUM OR LESS)

APRON I

Head of Stand Corridor 15km/hr
Tail of Stand Corridor 30km/hr

APRONS II, III, IV, VI, VII and STARS / AHS

30 km/h

AIRSIDE SERVICE ROADS

50 km/h

Reduce speed to 30 km/h when crossing or driving on uncontrolled movement areas such as: K, R, S, T, U, W, Y.

During construction season some maneuvering areas will be **NOTAM** closed for the duration of the construction.

When a Maneuvering area is NOTAM closed, the speed limit is **50 km/h.**
Ensure when passing others in the NOTAM areas that you slow to a maximum of **30 km/h.**

This is a unique construction area and there is a need for heightened situation awareness while watching for those working in the area.

10.1 LASER RADAR ENFORCEMENT

Airside Enforcement Officers (AEO) use a laser radar gun to measure the speed of a moving vehicle. Multiple readings are taken to get an average speed, and if found to be higher than these limits, an infraction may be issued.

10.2 HEAD OF STAND CORRIDOR RADAR SIGNS

Radar signs are installed on bridge piers 54/56, 66/68, and 82/84 and positioned directly overhead of the corridor. Their purpose is to provide real-time speed feedback to drivers and enhance visibility of speed compliance in key operational areas. They are an additional resource for operators to be aware of their speed on the head of stand corridor and adjust their speed accordingly.

10.3 INDOOR DRIVING

Bag rooms, tunnels, and other interior parking locations: **slow to walking speed**.
Although speed is hard to review on security cameras, if concerns are brought up by those in the area of work, infractions may be applied based on their witness statements. Remember to be respectful of those sharing the same work environment as you.

High visibility clothing is required for all operators and pedestrians in the baggage rooms.

11.0 PARKING RESTRICTIONS

No person shall park an aircraft fuel servicing vehicle within 15 m. (50 ft.) of any airport terminal building, aircraft cargo building, an aircraft hangar or any other airport structure designed to house the public that has windows or doors in any exposed walls.

No person shall park a vehicle in a way that would block fuel servicing vehicles from an emergency departure. ref. 5.12.1 NFPA (National Fire Protection Agency): Aircraft fuel servicing vehicles and carts shall be positioned so that a clear path of egress from the aircraft is maintained.

No person shall park a vehicle behind a catering truck involved in servicing an aircraft.

Wherever possible and practical, all vehicles and equipment should be backed into parking areas. This is particularly important around air terminal buildings, loading bridge areas, and other heavy traffic areas.

Equipment and vehicles shall not be parked or left unattended on vehicular corridors, white hashed fire lanes, red hashed bridge zones, or aircraft movement areas.

Vehicles must be parked only in approved areas when not in immediate use.

Ensure baggage cart brakes are set or chocked likewise any vehicle, air-stairs, etc. which may have the potential of rolling.

Do not to park or store anything in front of an emergency fuel shut off E-STOP buttons

No parking inside the terminal building unless in a designated area approved by leasing.

Safe zones are red and white lines on the apron which outline the aircraft parked at the bridges or gates. No equipment is to be parked inside of these zones unless for the immediate servicing of aircraft within the zone.

The fire lanes are to be kept clear of vehicles and equipment. They are identified by white hash marks.

12.0 FOREIGN OBJECT DAMAGE AND DEBRIS (FOD) AND LITTER

Do not deposit or knowingly leave on a road, apron or movement area any material that could damage equipment, aircraft or vehicles.

Do not deposit or knowingly leave any form of trash or garbage except in FOD containers.

Foreign material such as mud and gravel can seriously damage aircraft engines. Vehicle operators, therefore, should ensure that the surfaces of movement areas are kept clean by checking that wheels, tires and mud flaps etc. are clean before they enter these areas. If foreign material is deposited on these surfaces and the operator is incapable of immediately eradicating it, then the operators shall notify the Integrated Operations Centre (IOC) and arrange for immediate removal.

All potentially hazardous FOD immediately threatening the safety and security of aircraft on movement areas, should be picked up by the finder and reported immediately to the IOC directly or through his/her supervisor. The finder should check the immediate area for further debris prior to departing the area.

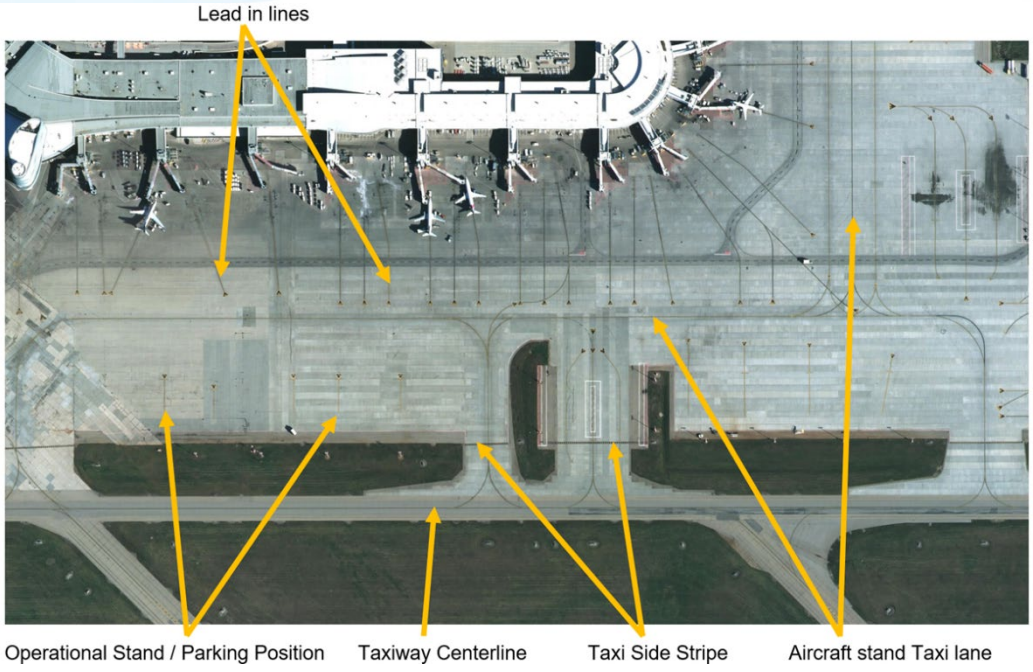
Picking up FOD or garbage is everyone's responsibility.

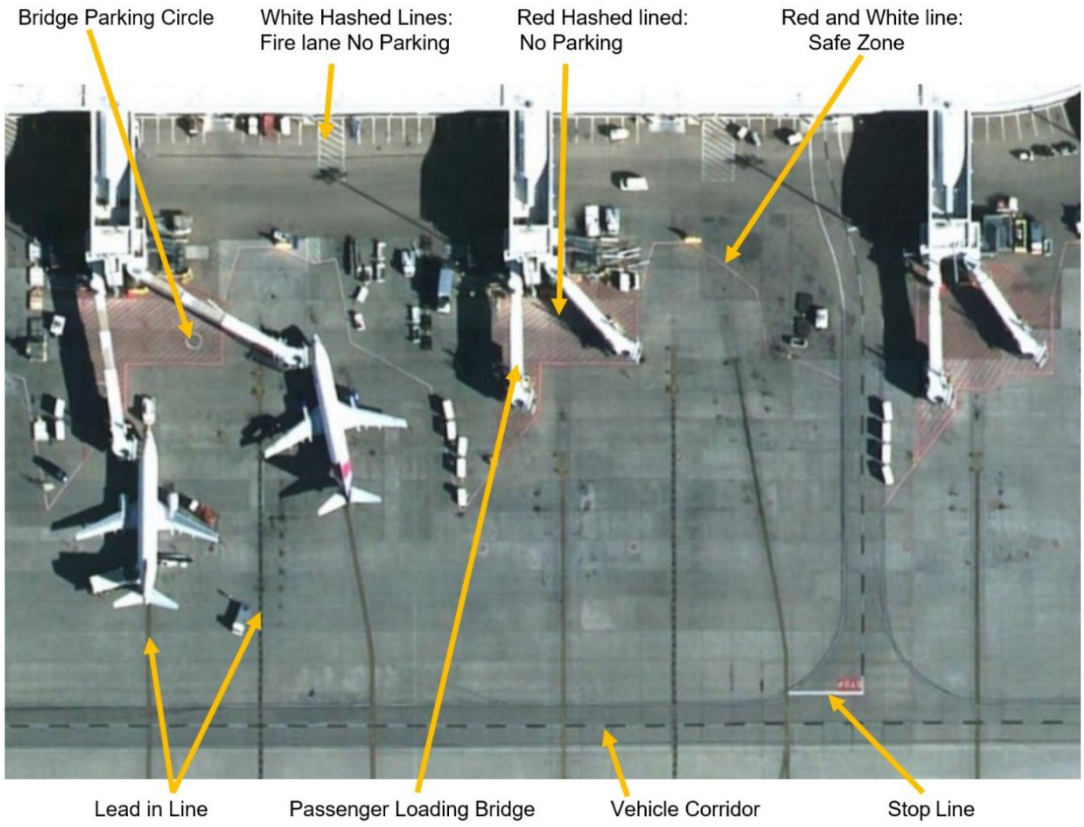






13.0 VISUAL AIDS







13.1 UNCONTROLLED MOVEMENT AREAS MARKINGS

Aircraft Stand Taxi Lane: A single yellow line extending along the apron. The nose wheel of the aircraft is centered on this line to ensure that the main wheels are on pavement and that the wings will not contact known obstructions (e.g. buildings, light standards).

Crosswalk / Passenger Walkways
Any portion of a road, an apron or any other area designated by a sign or surface marking as a walkway.

Designated Vehicle Corridor:
A road delineated by surface markings on an apron. Parallel 150 mm. (6 in.) wide, solid white lines spaced 7.5 m. apart to provide guidance to vehicle and equipment operators.
pedestrian crossing.

Lead-in Lines: Initiated by a yellow triangle with a numerical identifier, a line that guides the aircraft to a passenger loading bridge, aircraft stand parking position or de-icing position.

Movement Area
That part of an Aerodrome to be used for the surface movement of aircraft and includes the maneuvering areas and aprons.

Non-Controlled Movement Area
That part of an Aerodrome which is not controlled by ATC - ground control for all aprons and sections of taxiways as they cross aprons.

Operational Stand/Parking Position:
An area on an airport apron designated for the parking of aircraft for the purpose of loading and unloading passengers, and the provision of ground service.

Stop Line: A white line that crosses a vehicle corridor or service road next to a stop sign. This line indicates the location a vehicle is to stop.

Taxi Side Stripe: 1 solid and 1 broken yellow line, identifying the side of an active taxiway in which the apron and Taxiway are adjacent to each other. Contact with the ground on 121.7 MHz is required prior to crossing these lines.

13.2 MANEUVERING AREAS MARKINGS

Maneuvering Area (taxiways and runways)
The part of an aerodrome, other than an apron, that is intended to be used for the takeoff and landing of aircraft and for the movement of aircraft associated with takeoff and landing.

Holding Bay
A defined area where aircraft can be held, or bypassed, to facilitate efficient surface movement of aircraft.

Taxiway
That part of an Aerodrome used for maneuvering aircraft and airport equipment between the apron area and runway.

Taxi Side Stripe: Paint markings on the surface that Identify when going form a non-controlled movement area to a controlled maneuvering area. For example, there is a single solid and a single dashed yellow line between aprons and taxiways.

Taxiway Centerline: A yellow centerline marking on a taxiway that an aircraft nosewheel will follow to ensure proper wingtip clearances while operating on all movement areas.

Runway Holding Positions: Also known as Hold lines: 4 yellow Parallel lines in which 2 are solid and 2 are broken. Clearance must be given by the ATC unit prior to proceeding across from the solid line side. These lines are set back at 90m or 295' from the runway centerline for the runway strip.

Enhanced Taxiway Centerline: Broken yellow lines 15m from the runway holding position on either side of the taxiway centerline. This is to enhance the identification of the upcoming holding position.

Runway Centerline: A series or group of white parallel lines to identify runway center.

Runway Designation (Runway Numbers): A number identifying the magnetic heading of a runway in tens of degrees. They are placed immediately past the threshold markings. Vehicle operators should know the various runway headings (numbers) and their location on the airport. (Refer to Airfield Plan chart)

Runway Threshold: A series or group of white parallel lines that identify the beginning of that portion of the runway usable for landing.

Temporarily Displaced Threshold: In the event the threshold is required to be displaced for construction or other reason, 3 black and white striped board will set on either side of the runway for a total of 6, to identify the location of the displaced threshold.

Permanent Displaced Threshold: In the event the threshold is required to be relocated for an extended period of time, new threshold markings will be applied. These will include arrows pointing to the beginning of that portion of the runway usable for landing.

14.0 DIRECTIONAL SIGNAGE

Airside Guidance Signs

Sign and Location	Illuminated Display	Driver Action/Sign Purpose
A4 30 – 12 yellow on black / white on red	A4 30 – 12 yellow/red	Must hold at the hold position marking or abeam the sign until radio autorization to cross is given by the Control Tower
30 – 12 white on red	30 – 12 red	Must hold at the hold position marking or abeam the sign until radio authorization to cross is given by the Control Tower
A4 yellow on black	A4 yellow	Identifies the way on which the vehicle is currently positioned
A4 ↗ black on yellow	A ↗ white	Indicates the name and direction of the upcoming way
← B → black on yellow	← B → white	Indicates the name and direction of the upcoming way
APRON I → black on yellow	APRON I → white	Used to provide general directions to a specific area

14.1 EDGE LIGHTING FOR MOVEMENT AREAS

Different colored lights are used to indicate the edge of various aircraft movement surfaces.

Double Blue Lights: Identify an intersection between an apron and taxiway or two taxiways.

Double Blue next to White Lights: Identify where a taxiway intersects with a runway.

White Lights: Identify the edge of runways

Double amber lights: Identify when going from a non-controlled movement area to a controlled maneuvering area. For example, there are double amber lights between aprons and taxiways.

Blue Lights: Identify the edge of Aprons and Taxiways

Runway Guard Lights: A double amber light that alternates flashing on and off are provided at each taxiway/runway-holding position. They are associated with a runway operating in visibility conditions below RVR2600 (½ SM).

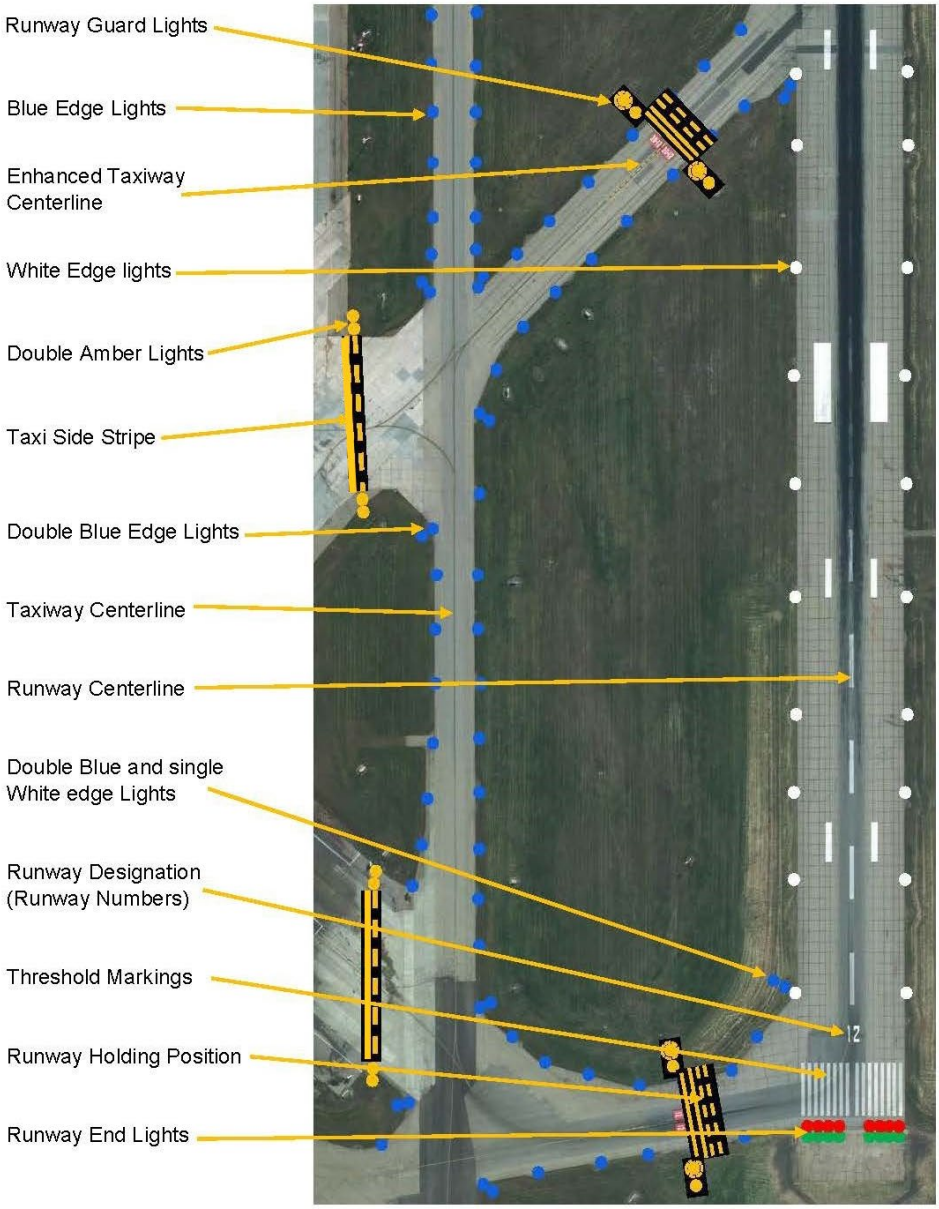
Runway End Lights: Red and Green light to identify the end of the runway.

Every vehicle operator must know the meaning of these lights and surface markings to avoid entering areas where they are not permitted.





14.2 AIRSIDE LIGHTS AND MARKINGS



15.0 RADIO TELEPHONE PROCEDURES

- Hold background-noise-canceling microphones as close to the lips as possible. Hold most other microphones approximately 6.5 cm. (2-3 in.) in front of the mouth.
- Listen out first to ensure that you will not interrupt another transmission
- Speak plainly and distinctly to prevent running consecutive words together.
- Do not shout, accentuate syllables artificially, or speak too rapidly
- Use standard procedure words and phrases and standard airport terminology.
- Monitor the radio at all times when in the Controlled Maneuvering Area.
- Advise Ground Control (121.7 MHz) when your vehicle has exited the Controlled Maneuvering Area.
- Report completion of activity only after it has been completed
- Ensure that you fully understand all instructions given by a Ground Controller or Flight Service Specialist before entering within 61 m. (200 ft.) of an aircraft Controlled Maneuvering Area or crossing an active runway.

15.1 RESTRICTED OPERATOR CERTIFICATE - AERONAUTICAL (ROC-A)

The Restricted Operator Certificate - Aeronautical (ROC-A) is a type of radio operator certificate intended for aircraft pilots, drone operators, airport radio operators, and ground staff who work on or near controlled maneuvering areas.

This certificate allows you to operate radios on board aircraft, land vehicles or in base stations, using frequencies in the aeronautical band. To obtain your D AVOP license you must first obtain your ROC-A certificate to show to the airport authority prior to taking your written test.

To find study material and to obtain your ROC-A license please visit:
https://ised-isde.canada.ca/site/spectrum-management-telecommunications/en/licences-and-certificates/radio-authorizations/radio-operator-certification/restricted-operator-certificate-aeronautical-roc

15.2 VEHICLE BREAKDOWN

If equipment breaks down, the operator shall immediately notify ground control of the location and difficulty and ask for assistance. If the radio fails while the vehicle is in the controlled maneuvering areas, turn the vehicle to face the control tower and flash the headlights off and on. The ground controller will respond using the following light signals:

- Flashing green light – proceed
- Steady red light – stop, hold your position
- Flashing red light – vacate the runway
- Flashing white light – return to the starting point on the airport

Note: In the course of moving from the controlled maneuvering area, the vehicle operator must hold short of each intervening runway and receive permission to proceed (flashing green light signal) before crossing the runway.

In adverse weather conditions normally associated with the combined vehicle and radio failure, the vehicle may provide your best protection until help arrives.

The blinking on and off runway lights is a warning signal for all vehicles to leave the runway immediately.

16.0 OCCURRENCE REPORTS

Vehicle operators who do not comply with the Airside Traffic Directives will be addressed in the following ways.

An Airside Enforcement Officer (AEO) or airport authority oversight representative, while monitoring all movement areas may pull over a vehicle to respectfully discuss and review how the operator was driving outside of the guidelines of the AVOP manual. The details of the occurrence will be relayed to the airport authority for further review. After review If deemed xxx demerits or suspension could result.

17.0 INFRACTION PROCESS

An Airside Enforcement Officer (AEO) or airport authority oversight representative, while monitoring all movement areas may pull over a vehicle to respectfully discuss and review how the operator was driving outside of the guidelines of the AVOP manual. The details of the occurrence will be relayed to the Airport Authority AVOP representative for further review. After review if the occurrence is found in violation of the AVOP program demerits or suspension could result.

17.1 INFRACTION REPORTS

Infractions issued on airside will be sent to the Edmonton Airports, the employer of the alleged offender, the employee and the originator. The issuer may determine which category the infraction report falls into with assistance from Edmonton Airports during review.

After determining the category the violation fits into, the following tasks will be completed:

1. Data entries of each ticket and point accumulation on the AVOP database
2. Letter prepared and addressed to the employer for each ticket detailing the infraction, the points awarded and total accumulated to date (c.c. to AVOP holder)
3. Each report and letter filed

18.0 VIOLATIONS AND SUSPENSIONS

Safety will be the first responsibility of all airside drivers at Edmonton International Airport. At no time shall operational considerations such as time pressures, allow drivers to disobey the Airside Traffic Directives. Any action that compromises safety will result in an infraction report and will be treated as an offense under the Demerit Point System.

Upon implementation, all airside drivers will start with 0 points. Points will accumulate based on the infraction committed by the driver. Previous records will remain on file.

Minor Violations

Infractions in this category will carry a 2-point penalty and will remain on the employee's driving record for 1 year.

Major Violations

Infractions in this category will carry a 6-point penalty and will remain on the employee's driving record for 2 years.

Gross Misconduct (GM) Violations

Infractions in this category will carry a 12-point penalty and will remain on the employee's driving record for 4 years.

Other Violations

Violation of directives not specifically covered in this document will be considered and penalties will be based on the results of an investigation.

Emergency Suspension

The Vice President, Passenger Experience & Terminal Operations may take emergency action when it is clearly required in the public interest, for the proper use and the protection of the airport and is done immediately upon recognition of the need for such action and only for non-punitive reasons.

18.1 CONSOLIDATED DEMERIT POINT SYSTEM TABLE

Violation	Example Offense	Penalty
Minor	Failing to report accident	2 points
	Driving 1-14 km/h above speed limit	2 points
	Failing to use vehicle corridor	2 points
	Contravention of vehicle corridor passing rules	2 points
	Failing to yield to traffic within vehicle corridor	2 points
	Failing to obey a stop sign	2 points
	Parking in unauthorized parking location	2 points
	Towing more than 6 tub carts	2 points
	Towing more than 6 containers	2 points
	Towing more than 4 pallet carriers	2 points
	Using a personal radio/communication device while operating equipment	2 points
	Failing to wear seatbelt	2 points
	Failing to comply with the duties of a driver	2 points
Major	Driving without both a valid AVOP and/or PDL	6 points
	Failing to comply with the responsibilities of an escort	6 points
	Runway/Taxiway incursion - Controlled surface	6 points
	Driving 15-25 km/h above speed limit	6 points
	Driving between aircraft and marshal	6 points
	Failing to give right-of-way to snow removal equipment	6 points
	Failing to give right-of-way to aircraft	6 points
	Careless driving	6 points
	Parking in unauthorized parking location impacting aircraft movements	6 points
	Failing to comply with AVOP enforcement personnel	6 points
	Speeding in Bag Room	6 points
Gross Misconduct	Driving under the influence of alcohol/drugs	12 points
	Refusing to submit a breathalyzer	12 points
	Failing to give right-of-way to a pedestrian	12 points
	Dangerous driving/stunting	12 points
	Driving greater than 25 km/h above the speed limit.	12 points
Other	Violation of directives not covered in above classes	Determined pending investigation

Suspensions:

- 6-point accumulation = 5 calendar day AVOP suspension
- 10-point accumulation = 10 calendar day AVOP suspension
- 14-point accumulation = 20 calendar day AVOP suspension
- 18-point accumulation = AVOP revocation

18.2 INFRACTION APPEALS

Level 1:

Violations may be appealed within 3 days of receiving the letter of notification detailing the infraction. A 3-member committee composed of the Director/Manager of Airside Operations, Director/Manager of Airline Operations, and Vice Chair of the Airline Operating Committee will review the 1st Level appeal. A written letter of appeal, including a description of the circumstances and justification of appeal, should be sent to the Director/Manager of Airside Operations. Edmonton Airports will investigate the incident and conduct interviews as required by the committee. Arguments citing operational necessity will not be considered on an appeal.

Level 2:

If the AVOP holder disagrees with the result of the appeal to the Appeal Committee, an appeal may be made by letter to the Vice President, Infrastructure, Facilities & Airside Operations within 7 days of the decision. The Vice President, Infrastructure, Facilities & Airside Operations may arrange a meeting with the AVOP holder to assist in considering the appeal and the AVOP holder may bring an agent (e.g., union or employee's representative) to assist in presenting the appeal.

The decision of the Vice President, Passenger Experience & Terminal Operations is final and conclusive.

18.3 POINT ACCUMULATION INTERVIEWS

Edmonton Airports will conduct interviews with airside drivers who have accumulated 6 or more points for the following purposes:

- To act upon a potentially dangerous situation
- To reinforce the element of safe airside driving at YEG
- To impress upon the individual the seriousness of bad driving habits
- To educate the employee on acceptable driving habits

19.0 AVOP EXAM SAMPLE QUESTIONS

D/A and D AVOP questions applicable to operation of vehicles on Aprons and other uncontrolled Movement areas:

	TRUE	FALSE
16.1.1 Aprons are part of the Non-Controlled Maneuvering Area	☐	☐
16.1.2 D/A Holders can enter the Controlled Maneuvering Area with radio clearance	☐	☐
16.1.3 Aircraft always have the right-of-way over vehicles	☐	☐
16.1.4 Vehicle corridors don't apply if you are in a hurry	☐	☐
16.1.5 You must have both a "D" AVOP permit and Radiotelephone Operator's Permit to operate on the Controlled Maneuvering Areas at Edmonton International Airport.	☐	☐

16.1.6 Vehicle operators may:

a) Use cell phones or visual entertainment systems while on the apron
b) Travel at established speed limits in conditions of poor weather or visibility
c) Smoke only on the inside of vehicle while operating on the airside
d) None of the above

16.1.7 Escorting of a vehicle on airside may be provided for by:

a) A licensed AVOP vehicle operator guiding the other person on a "follow me" basis in a separate vehicle or as a pedestrian
b) Anyone who is told to do so by their employee
c) A licensed AVOP vehicle operator seated next to the normal operator of the vehicle
d) A. and C. above provided the 'active apron' vehicle lighting standards are met

16.1.8 Procedure(s) of Reporting 'Hazardous Debris' on aircraft movement surfaces:

a) Make report to your supervisor by end of day
b) Inform RCMP by telephone
c) Pick up debris and check for any further amount in the immediate area, then report immediately to the AOCC or your supervisor
d) Pick up debris then carry on with your assigned work

16.1.9 A "D" permit is:

a) A type of AVOP authorizing a person to drive on aprons and roads only
b) A type of AVOP authorizing a person to drive on runways and taxiways only
c) A type of AVOP authorizing a person to drive on all airside areas, subject to restrictions
d) Authorizes access to airside restricted areas

16.1.10 Ground Control directs all traffic on what airport areas?

a) Aprons
b) Taxiways K, R, S, T, U, W and
c) Airside Service Road
d) Airport Controlled Maneuvering Areas

16.1.11 Passenger pedestrians may:

a) Walk unsupervised across apron areas
b) Walk supervised between operational stand and the terminal building in designated walkways
c) Walk along the Vehicle Corridor
d) None of the above

16.1.12 Who controls the traffic on the aprons?

a) Ground Control
b) Transport Canada Airport Operations
c) Air Carriers
d) Airside Traffic Directives are used to regulate movement

16.1.13 Ground Control directs all traffic on what airport areas?

a) Aprons
b) Taxiways K, R, S, T, U, W and Y
c) Airside Service Road
d) Airport Controlled Maneuvering Areas

16.1.14 When your Red Pass (RAIC) expires after 5 years:

a) You must complete the online training course to renew your AVOP
b) Proof of completion from the online course needs to be shown at the pass office
c) Your AVOP is void until reissued by the pass office
d) All of the above

QUESTIONS APPLICABLE TO 'D' AVOP ONLY:

		TRUE	FALSE
16.1.15	You must remain 30 meters away from the pavement edge of a runway or behind the hold line when told to hold short	☐	☐

16.1.16 If you were to experience a radio failure while on a controlled maneuvering area, what do the following lights from the tower mean?

Flashing Green _____

Light Flashing _____

Red Light _____

Flashing White Light _____

Steady Red Light _____

16.1.17 What are the four runways at YEG?

1)

2)

3)

4)

16.1.18 Fill in the proper ICAO Phonetic words for the following letters:

A

B

G

J

P

Q

T

V

X

Z

16.1.19 When operating a vehicle within the airport maneuvering area what additional document must the operator be in possession of?

a) Airside Traffic Directives
b) Birth Certificate
c) A Red (permanent) Restricted Area Pass
d) Restricted Radiotelephone Operator's Certificate (Aeronautical)

16.1.20 Radio communication with Ground Control shall be normally conducted on:

a) VHF radio frequency 118.3 MHz
b) VHF radio frequency 120.5 MHz
c) VHF radio frequency 121.7 MHz
d) VHF radio frequency 128.0 MHz