

# Vancouver International Airport (YVR) Class D Airside Vehicle Operator's Permit (D-AVOP) Practice Test (Sample)

## Study Guide



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**SAMPLE**

## **Questions**

- 1. Who do you need to notify if your vehicle becomes unserviceable airside?**
  - A. Airport Security**
  - B. Airport Operations**
  - C. Air Traffic Control**
  - D. Maintenance Crew**
- 2. What should be done immediately if an operator sees any hazardous materials?**
  - A. Ignore them unless instructed otherwise**
  - B. Report it to the AOCC and follow safety protocols**
  - C. Try to contain the materials**
  - D. Call for a specialist**
- 3. Which high-speed taxiways are designated for runway 08L?**
  - A. M1, M2, M3**
  - B. M1, M3, M5**
  - C. M2, M4, M6**
  - D. M3, M5, M7**
- 4. Is it safe for a free range operator to occupy a high-speed taxiway while the runway is active?**
  - A. Yes, always**
  - B. No, unless instructed by ATC**
  - C. Yes, if no traffic is present**
  - D. No, under no circumstances**
- 5. What happens when a vehicle operator encounters a stop bar that is lit?**
  - A. The operator must proceed with caution.**
  - B. The operator must stop and wait for permission.**
  - C. The operator can cross only with ATC approval.**
  - D. The operator should ignore it.**

- 6. What action should you take if radio communications fail while operating a vehicle on the airside?**
- A. Turn the vehicle away from the control tower and hide the headlights**
  - B. Turn the vehicle to face the control tower and flash the headlights off and on**
  - C. Stop the vehicle immediately and wait for instructions**
  - D. Drive to the nearest exit without further communication**
- 7. Vehicle corridors are marked on the apron surface by what?**
- A. Two dashed white lines**
  - B. Two solid white parallel lines spread approximately 7.5 m apart**
  - C. A single solid yellow line**
  - D. Solid red lines with dashed white lines**
- 8. What is the requirement for using the battery to power radios or beacons while stopped?**
- A. Use when stopped for less than 10 minutes**
  - B. Use when stopped for less than 15 minutes**
  - C. Always, regardless of duration**
  - D. Only during shift changes**
- 9. Which runway threshold is closest to M10?**
- A. 08R**
  - B. 26L**
  - C. 08L**
  - D. 26R**
- 10. What is the acceptable distance to maintain from moving aircraft?**
- A. Generally, 5 meters**
  - B. Generally, 10 meters or as designated by the airport operator**
  - C. Generally, 15 meters**
  - D. Generally, 20 meters**

## **Answers**

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- 1. B**
- 2. B**
- 3. B**
- 4. B**
- 5. B**
- 6. B**
- 7. B**
- 8. B**
- 9. C**
- 10. B**

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## **Explanations**

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**1. Who do you need to notify if your vehicle becomes unserviceable airside?**

- A. Airport Security**
- B. Airport Operations**
- C. Air Traffic Control**
- D. Maintenance Crew**

Notifying Airport Operations is essential if your vehicle becomes unserviceable airside because they are responsible for overseeing all vehicle movements within the airport environment. They manage the airside operations, ensuring safety and coordination among various entities. When a vehicle is unserviceable, it poses a risk to airport operations, including potential obstruction on runways or taxiways. By informing Airport Operations, they can take appropriate actions, such as deploying Equipment Maintenance Teams to address the issue or rerouting traffic to prevent incidents. While it is important to communicate with other parties such as Airport Security or Air Traffic Control in certain situations, their main functions do not pertain directly to the operational status of vehicles. Airport Security focuses on ensuring safety and security, while Air Traffic Control manages the air traffic within the vicinity of the airport. The Maintenance Crew might be involved eventually, but the immediate first step is to report the situation to Airport Operations for coordinated management.

**2. What should be done immediately if an operator sees any hazardous materials?**

- A. Ignore them unless instructed otherwise**
- B. Report it to the AOCC and follow safety protocols**
- C. Try to contain the materials**
- D. Call for a specialist**

Reporting hazardous materials to the Airport Operations Command Centre (AOCC) and following established safety protocols is essential for ensuring the safety of everyone in the vicinity. Hazardous materials can pose significant risks, including chemical exposure, fire hazards, or environmental contamination. By reporting these materials promptly, the appropriate authorities can assess the situation, deploy trained personnel, and implement necessary measures to mitigate the risks associated with the materials. Following safety protocols ensures that the actions taken are systematic, protective, and comply with airport regulations. This response helps prevent potentially dangerous situations from escalating and ensures that all personnel are informed and safe. It is crucial for operators to prioritize safety in such circumstances, which makes this response the correct action to take.

**3. Which high-speed taxiways are designated for runway 08L?**

- A. M1, M2, M3
- B. M1, M3, M5**
- C. M2, M4, M6
- D. M3, M5, M7

The high-speed taxiways designated for runway 08L at Vancouver International Airport are M1, M3, and M5. These taxiways allow aircraft to exit the runway at high speeds safely, which helps to minimize runway occupancy times and enhances overall airfield efficiency. M1 and M3 are particularly crucial as they provide direct access to various parts of the airport's taxiway system, enabling quick transitions from the runway to ramp and terminal areas. M5 also plays a significant role in optimizing the movement flow around the airfield, allowing for effective management of aircraft traffic during peak operations. Understanding the layout and function of these specific taxiways is vital for airside vehicle operators to ensure safe and efficient operations around the runway.

**4. Is it safe for a free range operator to occupy a high-speed taxiway while the runway is active?**

- A. Yes, always
- B. No, unless instructed by ATC**
- C. Yes, if no traffic is present
- D. No, under no circumstances

The correct response indicates that it's essential for a free range operator to avoid occupying a high-speed taxiway while the runway is active, unless directed by Air Traffic Control (ATC). This is primarily due to safety protocols that govern the movement of vehicles on the airside of the airport. When the runway is active, aircraft may be taking off or landing, which creates a significant risk for any vehicle on or near the taxiway. ATC provides instructions for vehicle movements to ensure the safety and separation of air traffic and ground operations. If a vehicle were to occupy a high-speed taxiway without ATC clearance, it could potentially lead to dangerous situations such as runway incursions, which are serious safety risks in aviation operations. The other options suggest varying degrees of permissiveness regarding presence on the taxiway, but they do not align with the critical safety protocols that require explicit ATC permission in order to maintain operational safety at the airport. This adherence to ATC directives is a fundamental aspect of safe airside operations.

**5. What happens when a vehicle operator encounters a stop bar that is lit?**

- A. The operator must proceed with caution.**
- B. The operator must stop and wait for permission.**
- C. The operator can cross only with ATC approval.**
- D. The operator should ignore it.**

When a vehicle operator encounters a stop bar that is lit, it is a clear indication that the operator must stop their vehicle and wait for permission to proceed. The illuminated stop bar serves as a crucial safety measure at airports, signaling to vehicle operators that they are at a point where entry onto an active runway or taxiway is prohibited or controlled. This prevents potential conflicts between vehicles and aircraft, thereby enhancing safety on the airside. Waiting for permission before moving past a lit stop bar ensures that the operator is following established protocols to communicate with Air Traffic Control (ATC) or adhere to other ground traffic signals. This practice is essential for maintaining safe operations around active flight paths, where the movement of aircraft is critical to avoid accidents.

**6. What action should you take if radio communications fail while operating a vehicle on the airside?**

- A. Turn the vehicle away from the control tower and hide the headlights**
- B. Turn the vehicle to face the control tower and flash the headlights off and on**
- C. Stop the vehicle immediately and wait for instructions**
- D. Drive to the nearest exit without further communication**

If radio communications fail while operating a vehicle on the airside, the correct action is to turn the vehicle to face the control tower and flash the headlights off and on. This procedure is important for maintaining visibility and ensuring that the control tower personnel can visually observe your vehicle's location and intention. By signaling with the headlights, you are effectively communicating your presence and status to air traffic control, which is essential for safe operations in the typically busy and potentially hazardous environment of the airside. This method provides a clear visual indication that you are in distress or unable to communicate via radio, which prompts air traffic control to take appropriate actions to assist or guide you. Maintaining communication, even non-verbally through visual signals, is crucial for the safety of all operations in the vicinity. In contrast, other options do not promote safety or effective communication. Turning away from the control tower and hiding the headlights could lead to confusion about your location and intentions. Stopping the vehicle immediately and waiting for instructions, while it might seem prudent at first, does not provide a way to communicate your status to the control tower, potentially leading to further complications. Driving to the nearest exit without further communication risks not only your safety but also the safety of aircraft and other personnel, as it

**7. Vehicle corridors are marked on the apron surface by what?**

**A. Two dashed white lines**

**B. Two solid white parallel lines spread approximately 7.5 m apart**

**C. A single solid yellow line**

**D. Solid red lines with dashed white lines**

The correct response highlights the specific way vehicle corridors are indicated on the apron surface at Vancouver International Airport. The use of two solid white parallel lines spread approximately 7.5 meters apart serves a critical function in airside operations. These lines create a defined pathway for vehicle movement, ensuring that vehicles are clearly guided along safe routes without interfering with aircraft operations or pedestrian zones. This specific measurement and design enhance safety by providing adequate space for vehicles to operate while maintaining a safe distance from aircraft and other hazards. The solid nature of the lines signifies that vehicles must remain within that corridor and not deviate, thereby minimizing the risk of potential accidents or incidents on the apron. Understanding this marking system is essential for anyone operating vehicles in airside areas, as it supports adherence to safety standards required at the airport.

**8. What is the requirement for using the battery to power radios or beacons while stopped?**

**A. Use when stopped for less than 10 minutes**

**B. Use when stopped for less than 15 minutes**

**C. Always, regardless of duration**

**D. Only during shift changes**

The correct choice regarding the requirement for using the battery to power radios or beacons while stopped indicates that it is permissible to do so for a duration of less than 15 minutes. This guideline is important for safety and operational efficiency on the airside, particularly at busy airports like Vancouver International Airport (YVR). Using battery-powered equipment while stopped for a short duration helps maintain communication and visibility without needing to leave the vehicle running, which can contribute to unnecessary noise and emissions. The 15-minute guideline ensures that personnel can remain connected and responsive without significantly impacting the environment or operational safety. It's crucial to adhere to this time limit as exceeding it could lead to increased risks associated with vehicle operation and could potentially violate airport regulations aimed at minimizing exhaust and promoting better air quality on the airside. Additionally, shorter stopped durations help ensure that vehicles can rejoin traffic flow promptly, which is vital in maintaining airport efficiency.

**9. Which runway threshold is closest to M10?**

- A. 08R
- B. 26L
- C. 08L**
- D. 26R

The threshold that is closest to M10 is indeed 08L. In the context of Vancouver International Airport (YVR), identifying runway thresholds is crucial for precise navigation and communication while moving along airside areas. The designations of the runways indicate their orientation; for instance, runways labeled with "08" are oriented roughly to the east, while those labeled with "26" are oriented to the west. M10 is a designated location on the airport's movement area map, situated conveniently for accessing the 08L threshold. The proximity of M10 to 08L means that vehicles needing to approach or operate near M10 will find 08L to be the most accessible runway threshold. Understanding these layouts plays a vital role in ensuring safe and efficient vehicle operations on the airside, especially in avoiding unauthorized areas and maintaining communication with air traffic control. In contrast, other runway thresholds like 08R, 26L, and 26R are positioned differently on the airport's layout, making them less accessible from M10. Therefore, knowing the closest thresholds aids in operational efficiency and adherence to airport protocols.

**10. What is the acceptable distance to maintain from moving aircraft?**

- A. Generally, 5 meters
- B. Generally, 10 meters or as designated by the airport operator**
- C. Generally, 15 meters
- D. Generally, 20 meters

Maintaining a distance of generally 10 meters or as designated by the airport operator from moving aircraft is vital for ensuring safety on the airside. This distance is established to minimize the risks associated with wake turbulence and the possibility of debris being generated by aircraft as they move, especially during takeoff and landing phases. Airport operators may have specific guidelines that could establish different distances depending on the type of operations and the aircraft involved, so adhering to these designated distances is crucial for operational safety. This ensures that personnel operating vehicles airside can react appropriately in case of an emergency and that they remain clear of any potential hazards associated with aircraft movements. Safe and effective airside operations rely heavily on adhering to these distance guidelines, as they are in place to protect both airport staff and aircraft operations.