

VANCOUVER INTERNATIONAL AIRPORT (YVR) CLASS D AIRSIDE VEHICLE OPERATOR'S PERMIT (D-AVOP) PRACTICE TEST (SAMPLE) STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

**VISIT US ONLINE FOR
THE FULL VERSION STUDY GUIDE**

<https://yvrдавop.examzify.com>



Copyright © 2026 by Examzify - A Kaluba Technologies Inc. product.

ALL RIGHTS RESERVED.

No part of this book may be reproduced or transferred in any form or by any means, graphic, electronic, or mechanical, including photocopying, recording, web distribution, taping, or by any information storage retrieval system, without the written permission of the author.

Notice: Examzify makes every reasonable effort to obtain accurate, complete, and timely information about this product from reliable sources.

SAMPLE

Table of Contents

Copyright	1
Table of Contents	2
Introduction	3
How to Use This Guide	4
Questions	5
Answers	8
Explanations	10
Next Steps	15

SAMPLE

Introduction

Preparing for a certification exam can feel overwhelming, but with the right tools, it becomes an opportunity to build confidence, sharpen your skills, and move one step closer to your goals. At Examzify, we believe that effective exam preparation isn't just about memorization, it's about understanding the material, identifying knowledge gaps, and building the test-taking strategies that lead to success.

This guide was designed to help you do exactly that.

Whether you're preparing for a licensing exam, professional certification, or entry-level qualification, this book offers structured practice to reinforce key concepts. You'll find a wide range of multiple-choice questions, each followed by clear explanations to help you understand not just the right answer, but why it's correct.

The content in this guide is based on real-world exam objectives and aligned with the types of questions and topics commonly found on official tests. It's ideal for learners who want to:

- Practice answering questions under realistic conditions,
- Improve accuracy and speed,
- Review explanations to strengthen weak areas, and
- Approach the exam with greater confidence.

We recommend using this book not as a stand-alone study tool, but alongside other resources like flashcards, textbooks, or hands-on training. For best results, we recommend working through each question, reflecting on the explanation provided, and revisiting the topics that challenge you most.

Remember: successful test preparation isn't about getting every question right the first time, it's about learning from your mistakes and improving over time. Stay focused, trust the process, and know that every page you turn brings you closer to success.

Let's begin.

How to Use This Guide

This guide is designed to help you study more effectively and approach your exam with confidence. Whether you're reviewing for the first time or doing a final refresh, here's how to get the most out of your Examzify study guide:

1. Start with a Diagnostic Review

Skim through the questions to get a sense of what you know and what you need to focus on. Your goal is to identify knowledge gaps early.

2. Study in Short, Focused Sessions

Break your study time into manageable blocks (e.g. 30 – 45 minutes). Review a handful of questions, reflect on the explanations.

3. Learn from the Explanations

After answering a question, always read the explanation, even if you got it right. It reinforces key points, corrects misunderstandings, and teaches subtle distinctions between similar answers.

4. Track Your Progress

Use bookmarks or notes (if reading digitally) to mark difficult questions. Revisit these regularly and track improvements over time.

5. Simulate the Real Exam

Once you're comfortable, try taking a full set of questions without pausing. Set a timer and simulate test-day conditions to build confidence and time management skills.

6. Repeat and Review

Don't just study once, repetition builds retention. Re-attempt questions after a few days and revisit explanations to reinforce learning. Pair this guide with other Examzify tools like flashcards, and digital practice tests to strengthen your preparation across formats.

There's no single right way to study, but consistent, thoughtful effort always wins. Use this guide flexibly, adapt the tips above to fit your pace and learning style. You've got this!

Questions

SAMPLE

1. When should vehicles avoid utilizing the airside service road?

- A. Only during nighttime operations
- B. When an aircraft is taxiing or landing
- C. During bad weather conditions
- D. At any time after an accident

2. At what height are vehicles considered over-height?

- A. 1.5 m (4.9 ft)
- B. 2.0 m (6.5 ft)
- C. 2.5 m (8.2 ft)
- D. 3.0 m (9.8 ft)

3. What should happen if RVRs fall below 600?

- A. Operations should continue with caution
- B. All operations for that runway cease
- C. Only departures cease operations
- D. Only landings stop, departures continue

4. What does D-AVOP stand for?

- A. Designated Airside Vehicle Operations Permit
- B. Direct Access Vehicle Operator Permit
- C. Drive Allowed Vehicle Operator's Pass
- D. Dynamic Airside Vehicles Operations Permit

5. What do Taxiway directional signs look like?

- A. Yellow box with black font and an arrow
- B. White box with black font and an arrow
- C. Blue box with white font and an arrow
- D. Green box with black font and an arrow

6. When should you call off a runway?

- A. When you are at the threshold
- B. After passing the hold-short line and while on a taxiway
- C. Before entering a controlled area
- D. When instructed by ATC

- 7. How far in advance can staging equipment be set for an arriving aircraft?**
- A. 30 minutes
 - B. 1 hour
 - C. 2 hours
 - D. 15 minutes
- 8. What is the speed limit on all aprons at Vancouver International Airport?**
- A. 20 km/h
 - B. 25 km/h
 - C. 30 km/h
 - D. 35 km/h
- 9. What is the south ground frequency at Vancouver International Airport?**
- A. 118.70
 - B. 121.70
 - C. 124.60
 - D. 127.15
- 10. What is the primary purpose of a two-way radio in airside operations?**
- A. To communicate with passengers
 - B. To report weather conditions
 - C. To ensure clear communication with the AOCC
 - D. To track vehicle locations

Answers

SAMPLE

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

SAMPLE

Explanations

SAMPLE

1. When should vehicles avoid utilizing the airside service road?

- A. Only during nighttime operations
- B. When an aircraft is taxiing or landing**
- C. During bad weather conditions
- D. At any time after an accident

Vehicles should avoid utilizing the airside service road when an aircraft is taxiing or landing due to the critical need to ensure the safety of both the aircraft and ground vehicles. The airside service road is designed to support operations around active flight paths, and any vehicle presence during these times poses a significant risk of collision or interference with aircraft operations. Adhering to this guideline not only protects the safety of personnel operating vehicles on the airside but also complies with regulations designed to prevent accidents. Effective communication and coordination between vehicle operators and air traffic control are crucial to maintaining safety standards in these high-traffic areas. Additionally, while other circumstances such as nighttime operations, adverse weather conditions, or post-accident situations require caution and possible restrictions, they do not universally necessitate avoidance of the airside service road the way active aircraft movements do. This highlights the critical importance of avoiding the service road specifically during aircraft taxiing or landing times to preserve safe operational practices.

2. At what height are vehicles considered over-height?

- A. 1.5 m (4.9 ft)
- B. 2.0 m (6.5 ft)**
- C. 2.5 m (8.2 ft)
- D. 3.0 m (9.8 ft)

Vehicles are considered over-height at 2.0 meters (6.5 feet) due to safety regulations and operational needs at airports like Vancouver International Airport. This height is significant because it helps ensure that vehicles do not interfere with aircraft operations, including clearances required for taxiing aircraft, safety zones around runways, and the vertical space needed for aircraft wings and engines. Having a clearly defined over-height standard helps maintain a safe operating environment by providing guidelines for vehicle access and movement on the airside. Vehicles taller than this limit are typically subject to additional restrictions and checks to prevent potential hazards. Understanding the importance of such regulations helps ensure the safety of both airport operations and the vehicles that navigate those environments.

3. What should happen if RVRs fall below 600?

- A. Operations should continue with caution
- B. All operations for that runway cease**
- C. Only departures cease operations
- D. Only landings stop, departures continue

When runway visual range (RVR) falls below 600 meters, the appropriate action is to cease all operations on that runway. This is due to the fact that an RVR reading below 600 meters indicates significantly reduced visibility, which poses safety risks for aircraft landings and takeoffs. At this level of visibility, pilots may not be able to safely navigate or control the aircraft during critical phases of flight, such as landing and departure. Ceasing all operations ensures that the air traffic control can manage air traffic safely and provides the opportunity for necessary precautions to be taken until visibility improves. It helps prevent dangerous situations, such as runway incursions or collisions, by ensuring that no aircraft are attempting to land or take off in conditions where they cannot see the runway clearly. This protocol aligns with safety regulations and best practices that prioritize the safety of both the aircraft and the airport environment. Maintaining a high level of safety is paramount, and operating in conditions of low visibility contradicts that objective.

4. What does D-AVOP stand for?

- A. Designated Airside Vehicle Operations Permit
- B. Direct Access Vehicle Operator Permit
- C. Drive Allowed Vehicle Operator's Pass
- D. Dynamic Airside Vehicles Operations Permit

D-AVOP stands for Designated Airside Vehicle Operations Permit. This designation is critical for ensuring that individuals operating vehicles on the airside of an airport have undergone the necessary training and are knowledgeable about airport safety and operations. It is specifically designed to enhance safety in areas where aircraft operate, ensuring that operators are aware of their surroundings, understand airside regulations, and can respond appropriately to various situations. The terminology used in D-AVOP underscores its role in managing airside vehicle operations effectively. It emphasizes that the permit is not just a general driving certification but one tailored for the unique environment of an airport. In contrast, the other terms presented do not accurately reflect the requirements and scope of the permit. For instance, the mention of "Direct Access" or "Dynamic" is misleading, as the D-AVOP focuses on designated operations within the airside areas, not providing general vehicular access or dynamic aspects. Similarly, "Drive Allowed" and "Vehicle Operator's Pass" do not convey the specific training and operational standards that the D-AVOP entails.

5. What do Taxiway directional signs look like?

- A. Yellow box with black font and an arrow
- B. White box with black font and an arrow
- C. Blue box with white font and an arrow
- D. Green box with black font and an arrow

Taxiway directional signs at airports are designed with a specific color and format to convey information to pilots and ground personnel effectively. The correct choice, which describes these signs as a yellow box with black font and an arrow, is accurate because this color combination is standard for taxiway directional signage. The yellow background indicates caution and is clearly visible during day and night, ensuring that the signs can be easily discerned under various visibility conditions. The black font provides a high contrast against the yellow, making it easier to read the sign quickly. The presence of an arrow guides pilots and drivers on the correct direction to take while navigating the taxiways, thereby enhancing safety and efficiency on the airside of the airport. Other color combinations mentioned in the choices do not align with the established aviation standards for taxiway directional signs, which is why they are not accurate representations of what these signs typically look like.

6. When should you call off a runway?

- A. When you are at the threshold
- B. After passing the hold-short line and while on a taxiway
- C. Before entering a controlled area
- D. When instructed by ATC

The correct choice occurs when you are instructed by Air Traffic Control (ATC) to call off a runway. This is critical because ATC is responsible for maintaining safe operations in the air traffic environment, and their instructions ensure that all parties are aware of your intentions regarding runway use. Notifying ATC when told ensures proper communication, reduces the risk of runway incursions, and enables efficient management of air traffic flow. This process is vital in maintaining safety and clarity in an environment that involves multiple aircraft and vehicles operating in close proximity. While there may be scenarios where a vehicle is near or on the runway, such as at the threshold or after passing the hold-short line, these do not align with the established protocols prioritizing direct communication with ATC before making decisions regarding runway activity. Hence, following ATC directives is the most responsible and safe approach when operating within controlled areas of the airport.

7. How far in advance can staging equipment be set for an arriving aircraft?

- A. 30 minutes
- B. 1 hour**
- C. 2 hours
- D. 15 minutes

Staging equipment for an arriving aircraft can be set up a maximum of one hour in advance. This practice helps ensure that the equipment is ready to assist with the timely and efficient processing of the aircraft upon arrival without causing unnecessary congestion in restricted areas. Setting up too early might lead to logistical issues, such as potential interference with other operations or the risk of equipment being in the way if there are delays. The one-hour advance staging also allows for coordination with airport operations, ensuring that the necessary space is clear and that any relevant protocols are followed, which is critical for maintaining safety and compliance with airport regulations. Thus, one hour serves as a balance between readiness and operational efficiency.

8. What is the speed limit on all aprons at Vancouver International Airport?

- A. 20 km/h
- B. 25 km/h**
- C. 30 km/h
- D. 35 km/h

The speed limit on all aprons at Vancouver International Airport is indeed set at 25 km/h. This regulation is in place primarily to ensure safety in areas where aircraft are constantly maneuvering and where personnel and vehicles are operating in close proximity to these larger vehicles. Maintaining a lower speed helps reduce the risk of accidents and allows operators more time to react to unforeseen circumstances, such as pedestrians or other vehicles entering their path. Additionally, operating at a controlled speed minimizes the likelihood of causing damage to the aircraft or other infrastructure on the apron. This speed limit is part of a comprehensive set of regulations aimed at enhancing safety and facilitating smooth operations on the airport's airside, ensuring that all operators are able to navigate the environment effectively while adhering to safety protocols.

9. What is the south ground frequency at Vancouver International Airport?

- A. 118.70
- B. 121.70**
- C. 124.60
- D. 127.15

The south ground frequency at Vancouver International Airport is 121.70 MHz. This frequency is used by Ground Control to manage the movement of aircraft and vehicles on the south side of the airport, ensuring safe and efficient operations. Proper communication on this frequency is crucial for coordinating movements, preventing collisions, and providing clear instructions to pilots and ground vehicles. Understanding and using the correct frequency is essential for any airside vehicle operator to uphold safety protocols while navigating the busy airport environment.

10. What is the primary purpose of a two-way radio in airside operations?

- A. To communicate with passengers
- B. To report weather conditions
- C. To ensure clear communication with the AOCC**
- D. To track vehicle locations

The primary purpose of a two-way radio in airside operations is to ensure clear communication with the Air Operations Control Centre (AOCC). Effective communication is crucial in an airport environment, particularly on the airside where safety and coordination are paramount. The AOCC plays a vital role in managing aircraft movements, vehicle traffic, and ensuring that all operations comply with safety protocols. A two-way radio enables personnel to relay important information regarding vehicle movements, potential hazards, and operational updates swiftly and clearly. This real-time communication helps prevent incidents and accidents, allowing for a coordinated response to any emerging situations within the airport's airside operations. While communicating with passengers and reporting weather conditions may be important for overall airport operations, they are not the primary focus of a two-way radio used specifically in airside operations. Similarly, tracking vehicle locations is typically managed through other systems, such as GPS technology, rather than being the primary function of the two-way radio.

Next Steps

Congratulations on reaching the final section of this guide. You've taken a meaningful step toward passing your certification exam and advancing your career.

As you continue preparing, remember that consistent practice, review, and self-reflection are key to success. Make time to revisit difficult topics, simulate exam conditions, and track your progress along the way.

If you need help, have suggestions, or want to share feedback, we'd love to hear from you. Reach out to our team at hello@examzify.com.

Or visit your dedicated course page for more study tools and resources:

<https://yvrдавop.examzify.com>

We wish you the very best on your exam journey. You've got this!

SAMPLE