

# AVOP

**Airport Traffic Directives 2026**

**Requirements and Administration**

**Version: January, 2026**

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# Front Matter

## Document Control

Document changes will be shown by providing a vertical line in the margin where changes in paragraphs or wording are made. Completely rewritten documents will not display vertical black lines.

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# 1. Airside Vehicle Operator's Permit Program

## 1.1 Goals and Objectives

The goal of the Airside Vehicle Operator Permit (AVOP) Program is to ensure the safe, secure, and efficient operation of vehicles within the specialized airside environment of the airport, minimizing the risk of accidents, property damage, and injury to personnel.

### 1.1.1 Goals

To establish and administer a comprehensive program that governs airside vehicle operations to maintain the highest standards of safety and regulatory compliance, thereby supporting the uninterrupted flow of aircraft and general airport operations.

### 1.1.2 Objectives

The following are the key objectives of the AVOP Program:

- **Ensure Operator Competence:** Certify that all personnel operating vehicles airside possess the necessary knowledge, training, and skills to do so safely and in compliance with all airport regulations.
- **Minimize Safety Risks:** Reduce the incidents of accidents, incidents and runway/taxiway incursions involving vehicles and personnel in the airside environment.
- **Regulate Access:** Control and restrict airside access to only those individuals who have a justified "need and right" to operate a vehicle as part of their assigned duties.
- **Enforce Standards:** Provide clear, enforceable Airport Traffic Directives (ATDs) and procedures to achieve a safe working environment.
- **Maintain Operational Efficiency:** Support efficient airport operations by ensuring authorized vehicles are properly equipped (e.g. with beacons and/or radios) and that all operators understand the protocols for communicating with Air Traffic Control (ATC) where required.
- **Standardize Training:** Implement standardized testing (written and practical) and ongoing training requirements to ensure a consistent level of knowledge across all airside drivers.

### 1.1.3 Oversight

The AVOP Program Manager is responsible to ensure that the objectives of the program are met using the following ongoing methods:

- Review and updating of training materials.
- Review of testing matrix to identify gaps.
- Review of statistical information to identify areas of concern.

## 1.2 Introduction

The Airside Vehicle Operator's Permit (AVOP) Program establishes the standards by which vehicles operating airside at Toronto Pearson International Airport must be operated, equipped, and marked.

**The Airport Traffic Directives are divided into three manuals:**

- AVOP Requirements and Administration
- AVOP D
- AVOP DA

**Airport Traffic Directives Requirements and Administration describe the AVOP Program, including:**

- Permit application and renewal procedures.
- Vehicle licensing, marking, and lighting requirements.
- AVOP Program enforcement, infractions, and appeals process.

**Airport Traffic Directives DA AVOP describes:**

- airside surfaces at the airport and the pavement markings, signage, and lighting used on airport aprons, uncontrolled taxiways, and service roads only.
- general airside safety practices and requirements.

**Airport Traffic Directives D AVOP describes:**

- radiotelephone protocols used at Toronto Pearson.
- airport pavement markings, signage, and lighting used on airport taxiways and runways.

Content in these books complies with the standards and practices published in Transport Canada's Aerodrome Standards and Recommended Practices, Canadian Aviation Regulations, and the Airport Traffic Regulations.

## 1.3 Administration

The Greater Toronto Airports Authority (GTAA), as the airport operator, reserves the right to develop, amend, and enforce the AVOP Program at Toronto Pearson. Enforcement authority is delegated to specific personnel and officials and may be further delegated at the discretion of the GTAA.

The GTAA may amend these directives annually and will amend them as required.

### 1.3.1 AVOP Office

AVOP Office personnel, under the direction of the Manager, AVOP Program, administer the AVOP Program. The AVOP Office is responsible for vetting and approving all AVOP applications and renewals. Aviation Safety Officers (ASOs) are the principal AVOP enforcement officials.

For more information on the AVOP Program, including application forms and study material, written and practical test scheduling, please visit <https://www.torontopearson.com/AVOP>.

AVOP Office dedicated telephone is (416) 776-AVOP (2867), email [avop@gtaa.com](mailto:avop@gtaa.com)

### 1.3.2 Pass Permit Control Office

**The GTAA Pass Permit Control Office:**

- issues vehicle plates, markers, and permits.
- with approval, issues all AVOP permits and renewals on behalf of the AVOP department.

<http://www.torontopearson.com/ppco>

[Pass Office contact email is pass.permits@gtaa.com](mailto:pass.permits@gtaa.com)

### 1.3.3 Driver Responsibilities

#### 1.3.3.1 *Need and Right*

Toronto Pearson is a busy, often congested environment. In order to support safe, secure, and efficient operations, drivers must have a clear Need and Right to attain and retain the necessary permit to operate a vehicle airside.

To qualify, a driver's job function should include an **imminent, ongoing, and regular need to drive airside in direct support of aircraft or aviation operations**. Those with an infrequent need to drive airside (less than several times a month) should not seek to hold or retain an AVOP permit - infrequent exposure to this environment increases safety risk.

#### 1.3.3.2 *AVOP Terms and Conditions to ATD's*

AVOP holders must comply with the Airside Vehicle Operator's Terms and Conditions of Issue.

**AVOP holders shall also comply with the following:**

- Vehicle operators shall ensure that they are qualified and trained to operate the equipment they are using airside.
- AVOP holders shall not operate equipment not owned by the company they are currently working for.
- Vehicle operators are responsible for any equipment or vehicle they operate airside. Vehicles must be in sound mechanical condition and meet all safety and regulatory requirements as described in this book. Vehicle operators shall immediately report any vehicular malfunction or discrepancy to their supervisor.
- If and when an Enforcement Officer observes a vehicle or equipment malfunction, the vehicle operator shall take immediate measures to remove the vehicle from service and/or repair the malfunction.
- When requested to do so by Enforcement Officers, AVOP holders must present the following documents:

- a valid Restricted Area Identification Card (RAIC)
- a valid AVOP card
- a valid provincial driver's license (PDL).

Any suspensions, limitations or special requirements applied by the issuer of a provincial driver's license shall be deemed to also apply to a driver's AVOP permit. It is the driver's responsibility to make such conditions known to their employer and the GTAA.

While driving airside, the pass holder's Provincial Driver's License card or a photocopy of the driver's valid license is acceptable proof of a PDL; however, original documentation must be kept in a secure, convenient location and available for presentation if requested.

For more detail, see [Appendix A: Airside Vehicle Operator's Permit Terms and Conditions of Issue](#)

### 1.3.4 Employer Responsibilities

For the purposes of the AVOP Program, employers are defined as any airport tenants, GTAA contractors, support service companies, and government agencies employing personnel for the delivery of services at Toronto Pearson, including the Greater Toronto Airports Authority.

**Where the delivery of these services requires personnel to drive airside for the performance of job-related duties, it is the employer's responsibility to:**

- provide information about the AVOP Program to employees, including where to find the Airport Traffic Directives, as well as the AVOP Map and study materials which support obtaining and maintaining an AVOP permit.
- ensure that employees:
  - are in compliance with all PDL requirements and restrictions.
  - receive required airside driver training, including any company-specific training required in order to operate vehicles and equipment competently and safely.

For PDL requirements, see section [1.4 Driver's License Requirements](#) (pg. 11).

If employers are unable to provide airside driver training to their employees, they may contact the AVOP Office who will provide them with the names of authorized companies certified to deliver and sign off on AVOP training.

### 1.3.5 AVOP Training Records – Third-Party Training

In addition to maintaining records of employees trained by the employer, it is also the employer's responsibility to obtain and maintain copies of any records of AVOP training provided by third-party training companies.

Third-party AVOP training companies are obligated to provide copies of these records upon request.

AVOP training records must be kept for the duration of the AVOP holder's employment and may be subject to review or audit by the GTAA Coordinator or Specialist AVOP Program.

### 1.3.6 New Hires with Existing AVOP Permits

When applicants are hired already in possession of a valid AVOP, the new employer must perform a competency assessment to ensure AVOP knowledge and driving standards have been maintained prior to the new hire's assumption of operational duties. A review of past AVOP infractions for such new hires is also recommended. These records are available through the AVOP office by request.

The assessment and associated documentation referenced below should become part of the new employee's training records. If the company does not have a GTAA certified trainer to conduct the assessment, the service can be provided by a GTAA Specialist AVOP Program by contacting the AVOP office.

#### 1.3.6.1 *Scope of Assessment – DA AVOP:*

**The trainer should undertake the following:**

- Using the Performance Evaluation Checklist as a guide, complete an on-field knowledge check of DA Modules 3, 4, 5.
- The trainer should sign off on this check using the Student Certification Checklist.
- Have new hire label the AVOP training map for practice as per DA AVOP training manual standard.
- Administer the DA AVOP training course final written exam (passing mark must be 90%) and document mark on the Student Certification Checklist

#### 1.3.6.2 *Scope of Assessment – D AVOP:*

**The trainer should undertake the following:**

- Using the Performance Evaluation Checklist as a guide, complete an on-field knowledge check of D Modules 5, 6, 7.
- The trainer should sign off on this check using the Student Certification Checklist.
- Have new hire label the AVOP training map for practice as per D AVOP training manual standard.
- Administer the D AVOP training course final exam (passing mark must be 90%) and document mark on the Student Certification Checklist.

Should a new hire fail to meet the above requirements they must be fully retrained and pass all applicable AVOP testing.

Should the hiring company elect not to accept the candidate for employment, the GTAA should be notified of the individual's performance for our own follow-up.

A completed copy of the AVOP assessment (AVOP Student Certification Checklist) will need to be forwarded by the trainer to the AVOP office email [AVOP@gtaa.com](mailto:AVOP@gtaa.com) please **include applicant's email address**. Once the document is verified, approved, and uploaded to the applicant's profile, AVOP Specialist will reply to the email advising applicant to schedule an appointment with the Pass and Permit Office for an AVOP issuance.

AVOP assessment is valid for 60 days from the date of trainer signoff.

### 1.3.7 Signing Authority

Before signing any AVOP application forms, the AVOP Signing Authority must read, acknowledge, and sign the "Roles/ Responsibilities — Authorized AVOP Signing Authority" form, available at the Pass Permit Office. Once signed, an AVOP application form is valid for 60 days from the date of signing by the signing authority.

The employer's designated AVOP Signing Authority must sign an AVOP application for each employee. The Signing Authority must clearly state a justification for the employee's application for an AVOP; specifically citing a demonstrated operational requirement. No photocopies are accepted.

The signing authority's request may be denied if the employee's need and right are not demonstrated.

## 1.4 Driver's License Requirements

All AVOP holders must hold a valid provincial or territorial driver's license.

### 1.4.1 Ontario Residents

AVOP applicants and permit holders who are Ontario residents must possess a valid Ontario PDL. All restrictions and requirements imposed by Ontario's Graduated Licensing System must be observed by PDL holders operating vehicles on any airside surfaces.

Ontario's Graduated Licensing System identifies three categories of license: G1, G2, and G. The GTAA prohibits holders of G1 and G2 licenses from driving airside.

A full G license is the minimum license category in Ontario to obtain an AVOP. Any new AVOP holders must possess a full G license in order to obtain an AVOP. Any AVOP holders who currently possess a G2 license must hold a valid G license to renew their current AVOP.

### 1.4.2 Out-of-Province Residents

Permanent residents of other provinces or territories must possess a valid driver's license issued by their home province or territory. Out-of-province resident applicants must provide proof of their residency by completing and submitting a "Declaration of Residency" form.

### 1.4.3 Driver's License Suspensions

Temporary suspension, permanent revocation, or expiration of a provincial or territorial driver's license (PDL) invalidates an AVOP and must be immediately reported by writing to the Manager, Airside Vehicle Operator Program.

Failure to report a PDL suspension or expiration may result in an AVOP suspension of up to 30 days effective from the day the PDL suspension is lifted.

## 1.5 Vehicle Requirements

For the purposes of the AVOP Program, vehicle owners are either individuals or companies.

### Maintenance and Inspection Program

- All vehicles, GSE and rolling stock shall be maintained in good working condition by means of a manufacturer-approved Maintenance Program.
- Unserviceable, unsafe, or defective equipment must be tagged as such and promptly removed from service.
- All equipment operated airside, both powered and non-powered must operate within the load limits of the equipment's manufacturer. Employees must be trained to ensure load limits are not exceeded.
- The GTAA conducts on-field audits from time-to-time in support of equipment fitness and safety. Equipment may be removed at the discretion of the GTAA if found to be unfit for service.

### 1.5.1 Vehicle Insurance

There are specific insurance requirements for all vehicles on the airside at Toronto Pearson, including those vehicles escorted onto the airfield by tenants or other organizations. This includes \$10 million coverage in both Automobile and General Commercial Liability insurance with no airport or aviation exclusions. In most cases these are additional endorsements on a standard policy.

Contact the Pass Permit Office at [Pass.Permits@GTAA.com](mailto:Pass.Permits@GTAA.com) for specific requirements and limitations.

### 1.5.2 Corporate Identification

All vehicles shall display signage which includes the company name. Signage must be visible from both sides of the vehicles and be of a sufficient size to be legible from a distance of at least 15 meters. Signage may be either permanent paint, applied decal, or securely adhered magnetic placards (for temporary use). This policy excludes certain enforcement and inspection vehicles pre-approved by the GTAA.

### 1.5.3 Personal Vehicles

Personal vehicles are not permitted airside unless they are actively engaged in commercial activity at the airport and are appropriately signed, equipped, and insured. There is no parking of personal vehicles airside. Unmarked, unauthorized vehicles may be towed off the airfield and impounded at the owner's expense.

### 1.5.4 Vehicle Markers

To indicate proof of insurance, vehicle owners shall obtain a vehicle marker for each vehicle that employees drive airside while in the performance of job-related duties. There is no requirement for vehicle markers for those vehicles that are solely used in tenant leased space. Note that these vehicles must remain in this space. Additional information regarding requirements for vehicle markers may be found on the [Pass Office's website](#).

**Each vehicle marker must be accompanied by the following validating documentation:**

- "Vehicle Registration Certificate" form
- Validation sticker

To obtain a vehicle marker, vehicle owners must complete and submit a "Restricted Area Vehicle Marker Application" form to the Pass/Permit Control Office to [vehiclemarkers@gtaa.com](mailto:vehiclemarkers@gtaa.com). Vehicle markers are not transferable.

#### 1.5.4.1 Vehicle Marker and Validation Sticker Locations

Vehicle markers shall be placed on the vehicle exterior on the front left side panel see Figure 4. The validation sticker shall be placed in the top right corner of the vehicle marker. See Figure 1-1. Vehicle markers are valid for one (1) year and must be renewed prior to their expiry date.



Figure 1-1: Vehicle marker

### 1.5.5 Vehicle Plates

The GTAA issues vehicle plates to vehicle owners in cases where vehicles will be driven airside temporarily. Please visit [Pass Office's website](#).to obtain further information and process.

**Temporary vehicle plates, requiring no escort, shall be issued by the GTAA with the following insurance requirements:**

- The vehicle plate shall include a copy of the company's valid insurance certificate indicating that the vehicle is registered to be covered under the company's corporate insurance policy.
- The vehicle identification number (VIN), vehicle make, model, and license plate shall be listed or the certificate shall contain appropriate language covering airside use.

**Vehicle owners may assign the use of vehicle plates to:**

- company-owned vehicles
- rented vehicles
- vehicles authorized to drive airside temporarily.

The "Vehicle Registration Certificate" form issued with each vehicle plate must be kept in the vehicle at all times and is subject to yearly renewal.



Figure 1-2: Vehicle Plates example

For other escort requirements, see “Escorting Vehicles” in ATD AVOP DA, Chapter 3 section 3.10- pages 44 and 45.

### 1.5.6 Vehicles with Obstructed Rear Views

Backing up in the vicinity of aircraft, vehicles or pedestrian traffic should be avoided when at all possible.

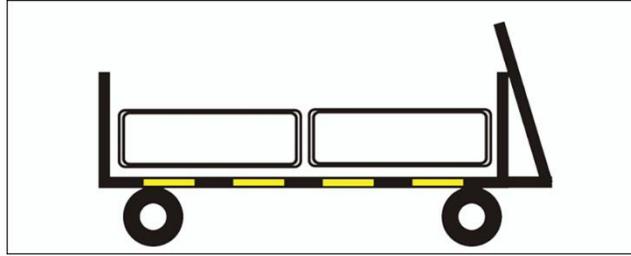
**Vehicles with an obstructed rear view shall be:**

- Equipped with a camera-supported system which provides a full view of any obstacles, or
- Assisted by a guide person.
- If either of the two options above are not available, the driver **shall** conduct a physical check of their surroundings to ensure that the area behind the vehicle is clear and back up slowly.

### 1.5.7 Markings on Towed Vehicles and Equipment

**All towed vehicles and equipment (for example, ground power units (GPUs) and baggage carts) shall be marked with a strip of yellow reflective material:**

- Along the full length of the equipment
- On the front and rear panels.



**Figure 1-3: Ensure reflective strips run the length of towed equipment**

The presence of inadequately marked equipment on airport aprons can be a significant hazard to taxiing aircraft. The reflective material on all equipment must be kept clean and in good condition at all times.

Vehicles towing an aircraft tow bar airside shall have the tow bar marked with bright red or orange warning flags of not less than 40 cm square. This flag shall be mounted to the extremity of the load (tow bar). The flag(s) must be kept in good and clean condition so as to not diminish their effectiveness.

## 1.5.8 Lighting

**All vehicle lights shall be in good working order including:**

- headlights
- tail lights
- rotating or flashing yellow beacons.

Affixing decorative vehicle lighting to a vehicle interior or exterior is strictly prohibited on airside surfaces.

### 1.5.8.1 Beacons

All vehicles operated or driven in the Movement Area must be equipped with a rotating or flashing yellow warning light. Beacons must be turned on at all times while vehicles are in motion on airside surfaces.

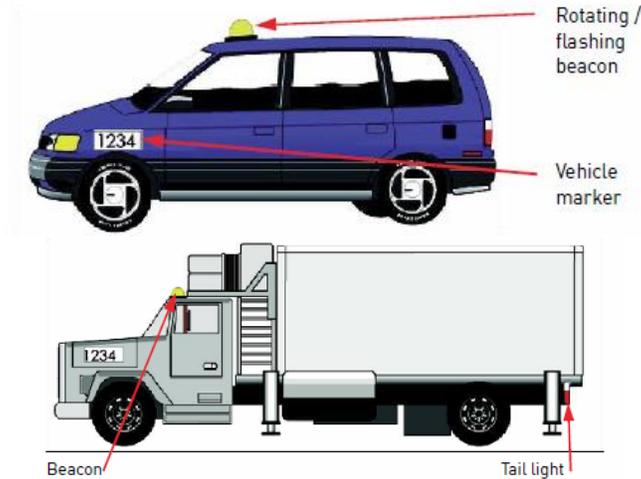
An operating beacon indicates that the operator is in the vehicle and prepared to move.

The following simple test should be applied to ensure the adequacy of a beacon: If the light emitted from the beacon is clearly visible in full sunlight at a distance of 15 metres, then it meets the intent of the ATD.

**Note:** The only vehicles allowed to operate airside without a beacon are those under escort. For more information, see Four-Way Flashers.

### 1.5.8.2 Beacon Installation

Rotating or flashing beacons shall be mounted on the roof of a vehicle, or in any other location that enables the beam or pulse to be seen by aircraft or surface traffic from any position within 360° of the vehicle. Beacons must rotate or flash at a constant speed of 60 to 90 rotations per minute (RPMs), as per the Aerodrome Standards and Recommended Practices. Beacons should provide peak intensity of between 40 and 400 candelas from 0 to 10 degrees above the horizontal. Vehicles to be used on the manoeuvring area (taxiways and runways) should have beacons at the higher end of this intensity range but shall not exceed 400 candelas.



**Figure 1-4: Beacons and vehicle markers shall be placed as shown**

**Note:** When beacon installation precludes 360° visibility, tail lights shall be activated while driving airside.

The GTAA allows vehicles with an overall height in excess of 3.5m to mount a beacon on the vehicle cab, provided that flashing tail lights are used with the beacon at all times while the vehicle operates airside to provide adequate indication to the rear of the vehicle.

Strobe type lights with multiple flash burst within each cycle are permitted if they are separated by an interval of 250 milliseconds. Flashes at a rate of 75 (plus or minus 15) cycles per minute.

### 1.5.8.3 *Headlights and Tail Lights*

Vehicle headlights shall be turned on at all times while a vehicle is in motion in the Movement Area.

Drivers shall operate headlights and non-flashing tail and parking lights after dusk and during periods of reduced visibility. As required, lights may be left on while servicing parked aircraft.

### 1.5.8.4 *Four-Way Flashers*

Drivers must activate four-way flashers if, while driving airside, the vehicle's beacon stops working. Drivers may continue their immediate task using four-way flashers but upon completion, the vehicle shall be removed from service until the beacon is repaired.

If four-way flashers are not installed on the vehicle, it shall be removed from service immediately until the beacon is repaired and operating according to the standards indicated in this book.

Vehicles without GTAA marker plates that are not equipped with beacons may only operate airside under escort with four-way flashers activated.

For more information, see "Escorting Vehicles" in ATD AVOP DA, Chapter 3 section 3.11 page 25.

## 1.5.9 *Tinted Windows*

Effective July 1, 2026 tinted windows on vehicles operating airside will no longer be permitted on driver and passenger front windows. Vehicles renewing vehicle markers after July 1, 2026 will be required to confirm that the vehicle conforms to these requirements. Exemptions to vehicle tinting are noted below:

- Enforcement vehicles (marked and unmarked).
- Front windows that contain a tint strip at the top of the front window for sun glare.

### 1.5.10 Seat Belts

Seat belts that have been installed in vehicles or equipment by the original manufacturer shall not be removed, tampered with, or modified in any way that may render them totally or partially ineffective or that may deviate from the manufacturer's standard installation or intended operation.

### 1.5.11 Disabling Safety Equipment

No person shall disable, disconnect, modify, or otherwise bypass any safety device or feature on any vehicle or equipment operated at the airport, including but not limited to deadman switches, speed governors, etc.

### 1.5.12 Radio Frequencies

Vehicles operating in the Manoeuvring Area must be equipped with authorized multi-frequency radio transceivers capable of operating on all published radio frequencies used at Toronto Pearson.

Air Traffic Control (ATC) may deny Manoeuvring Area access to a vehicle operator who is unable to communicate on a required frequency.

For radio frequency listing, see ATD AVOP D, Appendix A: Airport Frequencies.

### 1.5.13 Call Signs

Each vehicle operating in the Movement Area that is required to communicate with Air traffic Control (ATC) or Apron Management Unit (AMU) must have a call sign which uniquely identifies each vehicle.

Application forms for the issuance of a call sign must be obtained from the AVOP Office. Please visit the AVOP website for application form and submission requests process.-

Movement Area access is restricted to drivers with a demonstrated operational requirement. The AVOP Office will verify the requirement to operate in the Movement Area prior to authorizing and issuing the call sign.

Call signs shall be clearly displayed inside and outside the vehicle or equipment (vehicle identifier and number). Vehicles driving airside under escort do not require call signs.

## 1.6 Multilateration and Vehicle Transponders

Toronto Pearson supports Nav Canada's Multilateration (MLAT) technology, an enhanced surface surveillance system that is combined with existing ground radar to provide improved situational awareness of aircraft and vehicles on the manoeuvring area. MLAT transponders are programmed to transmit a vehicle's specific identifier so that it can be displayed on Nav Canada's ATC guidance control screens.

In order to avoid confusion, it is important to ensure that MLAT transponders are switched on in vehicles so equipped. MLAT Transponders, Vehicle dashboard, and VHF radios must all be placarded with the assigned GTAA callsigns. Drivers must use the callsign designated for the vehicle when communicating with ATC. For information on the latest requirements for MLAT please reference [Advisory 2025-A-027](#) on the Toronto Pearson Website.

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## 2. AVOP Application and Renewal

### 2.1 Introduction

This chapter describes Airside Vehicle Operator’s Permit (AVOP) application and renewal requirements.

AVOP driver privileges are contingent upon employer privileges as determined by the Greater Toronto Airports Authority’s (GTAA) assessment of an employer’s need and right to access the airside for its delivery of services to the airport community.

### 2.2 Applying for an AVOP

AVOP applicants must demonstrate both a need and a right to drive airside. The GTAA determines an applicant’s need to drive airside by assessing the applicant’s job-related duties and the frequency of required airside access.

#### 2.2.1 AVOP Types

**The GTAA issues three types of AVOPs. Each permit authorizes driving in the following specific areas of the airport:**

- **DA:** Aprons and other uncontrolled airside surfaces, including the General Aviation North Area. DA permit holders are prohibited from entering the Manoeuvring Area and specified areas of the Central Deicing Facility (CDF), unless under escort by a D permit holder.
- **GA/DA:** General Aviation North Area (Taxiway Kilo) only. Entry to areas on or beyond the North Service Road GA/DA perimeter is strictly prohibited unless the GA/DA permit holder has a demonstrated operational requirement to do so and is under escort by a D or DA permit holder with a valid Restricted Area Identification Card (RAIC).
- **D:** The Movement Area including all controlled and uncontrolled airside surfaces—aprons, runways, and taxiways.

##### 2.2.1.1 Application Requirements

**To obtain either a DA or GA/DA permit applicants must:**

- possess a valid Security Controlled Picture Pass or a RAIC
- possess a valid provincial driver’s license (PDL)
- complete a “GTAA Application for an Airside Vehicle Operator’s Permit” signed by the designated AVOP Signing Authority at the applicant’s company.
- completed AVOP Training Records signed by Trainer & candidate.
- demonstrate their understanding of these directives by successfully completing both a written and practical test.

In addition to the requirements listed above, D permit applicants must hold a Radiotelephone Operator’s Restricted Certificate (Aeronautical).

If an applicant is employed by two or more employers at the airport, a separate AVOP application must be submitted for each employer. The expiration date on each AVOP will coincide with one another.

The AVOP is **not transferable**, and infractions and penalties assessed against an individual AVOP permit holder will affect driving privileges for all the driver’s employers.

## 2.2.2 Training

All new AVOP applicants must be trained by a GTAA-certified trainer in accordance with published standards. Training may be conducted by an applicant's employer, provided the applicant's employer has a GTAA-certified trainer on staff, otherwise, training delivery may be coordinated through the AVOP Office using companies contracted and authorized by the GTAA to do so.

### Training consists of:

- 12 hours of practical and theoretical training for a DA AVOP.
- 24 hours of practical and theoretical training for D AVOP.

### Training is conducted to prepare new AVOP applicants for:

- GTAA AVOP written test
- GTAA AVOP practical driving test.

Non AVOP holders may drive airside with a qualified AVOP holder provided that they have completed their 12-hour practical and theoretical training with a GTAA certified trainer prior to their practical test.

Escorting procedures are not to be used for vehicle, equipment or AVOP training. The AVOP holder who sits in the front passenger seat is responsible for the non AVOP holder actions.

### 2.2.2.1 Employer Trainers

To obtain Authorized AVOP Trainer status for an employee, employers must submit a written request to the AVOP office describing the reasons for the requirement using the attached [Trainer Request Form](#). A candidate's approval is based on a clean AVOP driving record during a minimum of three years of driving experience.

### 2.2.2.2 Radio Frequencies

D AVOP applicants shall have access to all radio frequencies used at Toronto Pearson.

For radio frequency listing, see ATD AVOP D, Appendix A: Airport Frequencies.

## 2.3 Testing

### 2.3.1 Written Test

GA/DA and DA permit written tests consist of 30 questions relevant to the permit type. The D permit test consists of 40 questions. Question content is selected from the Airport Traffic Directives.

GTAA AVOP Program Coordinator's administer the written test as per the published schedule. Appointments are required; and can be booked by using the link provided on the AVOP webpage <https://www.torontopearson.com/en/AVOP>

To pass the written test, applicants must achieve a passing grade of 90 percent and correctly answer the mandatory site identification map question.

Test administrators will review the test, upon request, with the applicant and correct a maximum of three incorrect answers if time permits. Applicants suspected of, or caught, cheating on the AVOP written test shall be immediately escorted from the test room and their test terminated. The applicant will be requested to schedule an interview with the Manager, AVOP Program, who shall determine whether or not the applicant remains eligible to apply for an AVOP and may rewrite the AVOP test.

### 2.3.1.1 *Rewriting the Test*

Applicants who fail to pass the written test may rewrite the test after a one week waiting period to allow for further review and study. If the failure was on the map portion only, the candidate can schedule the next available test session. Applicants who fail their second attempt must wait 30 days to be eligible to re-write.

The GTAA permits a third attempt at passing the written test after the 30-day waiting period. The applicant's supervisor or manager must provide written verification that the applicant has received additional training and forward this information the AVOP Office before the applicant may rewrite the test.

In the event of a third attempt failure, the candidate will be required to undergo full re-training after a 3-month waiting period. The GTAA reserves the right to deny AVOP privileges to an applicant who fails the written test three times.

Applicants with a reading-related disability as a result of educational and testing or learning challenges may be eligible for a verbal test. The request must be supported by a psychoeducational assessment report from a qualified professional conducted within the last 5 years. Verbal tests must be requested by a manager seven (7) days in advance and are subject to examiner availability.

## 2.3.2 **Practical Test**

The practical test must be completed within three months of successful completion of the written test. If the practical test is not administered within the three-month period, the applicant must rewrite the test.

While the practical test for a D permit is being administered, and provided the vehicle is stationary, applicants are permitted to have and use an AVOP site map and note pad.

Only Authorized GTAA AVOP Specialists employed directly by the GTAA shall administer practical tests for D permits.

### 2.3.2.1 *Scheduling*

To schedule practical tests, applicants must use the online appointment booking page available on the AVOP webpage. Applicants shall be on time. If an applicant attends the Terminal 1 AVOP Examiner meeting location past the scheduled time, the test may have to be rescheduled. See AVOP webpage <https://www.torontopearson.com/en/AVOP> for current location and map directions.

**NOTE:** The GTAA may cancel practical tests if apron/runway operations or adverse weather conditions at the time of the test require it. If a test is cancelled, the applicant is responsible for rescheduling another appointment time.

### 2.3.2.2 *Late Cancellation/No Show Fee*

If an applicant cancels a scheduled test less than 24 hours prior to the test date or fails to appear for a scheduled test, the GTAA shall charge the applicants' company a late cancellation or no-show administrative fee.

### 2.3.2.3 *Testing Vehicle Requirements*

Practical test vehicles are provided by the GTAA AVOP office.

### 2.3.2.4 *Retaking the Practical Test*

Individuals who do not successfully complete the practical test may retake it, once they have completed the retraining modules as assigned by the GTAA AVOP Specialist. To attempt the practical test a second time the applicant will be required to present to the examiner a copy of training records showing that they completed the assigned retraining modules with an approved AVOP trainer. If a third attempt is required, the applicant's supervisor or manager must provide written verification detailing the applicant's training and forward this information to the AVOP Office for approval before the applicant may retake the practical test.

In the event of a third attempt failure, the candidate will be required to complete full re-training after a 3-month waiting period. The GTAA reserves the right to deny an applicant the option of taking the practical test a third time.

## 2.4 **Renewing a Permit**

An AVOP is valid for three years with an expiry date identified on the AVOP card. AVOPs can be renewed at any time; however, it is suggested that you begin the renewal process no later than 3 months prior to your expiry date. Prior to renewing an AVOP, an AVOP holder will be required to complete the AVOP recurrent online training modules that are available on the AVOP webpage and provide a copy of the completion certificate(s) when they attend the written test. AVOP Recurrent Online Training modules certificates are valid for 60 days.

### **AVOP holders are responsible for:**

- renewing their AVOP card prior to the expiry date identified on the card (Applicants are encouraged to come in at least 3 months prior to their AVOP expiring)
- ensuring that their AVOP is valid
- returning expired AVOP cards to the AVOP Office or the Pass Permit Control Office.

### 2.4.1 **DA and GA/DA Permits**

**Applicants renewing a DA or GA/DA permit must successfully rewrite the written test prior to the expiration date of the AVOP; otherwise, applicants shall be required to:**

- complete AVOP Training with an approved trainer.
- rewrite the written test.
- retake the practical test.

#### 2.4.1.1 *Additional Practical Test Requirements*

Applicants renewing a DA or GA/DA permit will be required to undergo a practical test at the time of renewing their permit if they have received 10 or more demerit points in the renewal period. Individuals who are unsuccessful in passing the practical test need to immediately surrender their DA-AVOP to the examiner until they have successfully passed the test.

### 2.4.2 **D Permit**

To renew a D permit, AVOP holders must successfully complete the AVOP recurrent online training modules, D permit written and practical tests prior to the expiration date of the D AVOP.

### 2.4.2.1 *Unsuccessful D Renewal Practical Test*

Individuals who are unsuccessful on the practical test need to immediately surrender their D AVOP to the examiner.

If the failure occurs on the manoeuvring portion of the test, the applicant will have the ability to drop down to a DA upon successful completion of a written DA test provided their AVOP has not expired.

If the failure occurs on the apron portion of the test, the applicant will have the ability to drop down to a DA upon successful completion of a written and practical DA test provided their AVOP has not expired.

To attempt the practical test a second time, the applicant will be required to present to the examiner a copy of training records showing that they completed the assigned retraining modules with an approved AVOP trainer.

Once they have completed a successful practical test, the GTAA AVOP Specialist will re-instate a D AVOP.

### 2.4.3 **Lapsed AVOP Use**

AVOP holders shall surrender their permits if they have not driven airside for a period of 6 consecutive months. To renew their permits, they must be retrained in accordance with the AVOP Training manual and then successfully complete both the written and practical tests.

### 2.4.4 **Change of Employment**

If an AVOP holder changes employers at Toronto Pearson, they must provide a new application signed by a signing authority for the new company, once they have completed the required assessment, for the permit to be valid. The required assessment must be sent via email to the AVOP office in advance of their Pass/Permit office appointment.

**NOTE:** See section [1.3.4 Employer Responsibilities](#) regarding new hires with existing AVOP permits.

## 3. Enforcement, Infractions and Appeals

### 3.1 Introduction

Enforcement Officers monitor observance of the Airside Vehicle Operator's Permit (AVOP) Program 24 hours a day. Enforcement includes periodic spot checks and special initiatives. The Greater Toronto Airports Authority (GTAA) reserves the right to:

- test drivers at any time, without notice to the driver.
- suspend AVOP privileges for the violation of any directives described in this book.
- require an AVOP holder to complete additional training and testing.

**NOTE:** Enforcement Officers and Emergency Services may deviate from airport traffic directives in order to carry out their duties and responsibilities.

### 3.2 Enforcement Officers

The GTAA personnel primarily responsible for enforcing the AVOP Program are Aviation Safety Officers (ASOs).

**The following personnel are also authorized to enforce the AVOP Program:**

- Peel Regional Police (PRP), Airport Division Officers.
- Designated GTAA management.
- GTAA AVOP Program Specialists. As part of the enforcement and safety audit of the AVOP program, GTAA AVOP Specialists are authorized to undertake airside spot checks and tests of competency both randomly and for cause.

### 3.3 Infractions and Violations

Enforcement Officers may issue an AVOP Notice of Infraction for the violation of airport traffic directives. Once an infraction has been issued, the AVOP Office shall send a letter outlining the violation to the AVOP holder's employer.

#### 3.3.1 Demerit Points

Drivers incur demerit points for each violation; points are assigned against the driver's AVOP. Multiple violations arising from the same incident will result in multiple points on record.

Demerit points remain on a driver's AVOP record for either 12, 24, or 36 months, depending on the type of violation. AVOP infractions are not applied to a provincial or territorial driver's license.

**Violations fall into three categories:**

- Minor
- Major
- Gross Misconduct

For details, see Chapter [4 Demerit Point System](#).

#### 3.3.2 Surrendering a Permit

AVOP holders operating vehicles airside shall surrender their Restricted Area Identity Card (RAIC) and AVOP card to an authorized Enforcement Officer as requested. Failure to comply with this

requirement is a major AVOP infraction for “failure to comply with Enforcement Officers” and may result in revocation of AVOP privileges.

Enforcement Officers shall return surrendered documents to their owner in a timely manner. Depending on the circumstances of surrender, the AVOP holder may be subject to penalties and sanctions.

### 3.4 Driving without an AVOP

Driving without an AVOP or AVOP escort is an infraction chargeable under the Airport Traffic Regulations and the Airport Traffic Directives.

Any driver found operating a vehicle airside without an AVOP or AVOP escort may be charged by an enforcement officer. Additional AVOP infractions may also be issued, as appropriate. Individuals who receive an infraction for driving without an AVOP may receive a 12-month suspension of their AVOP privileges.

Any RAIC holder operating a vehicle airside without an AVOP is also violating RAIC terms and conditions of issue.

Depending on the circumstances, an Enforcement Officer may confiscate the offending driver’s AVOP card and/or RAIC. The AVOP Office may interview the offending driver and impose further sanctions.

### 3.5 Driving with an Expired, Suspended, or Revoked AVOP

**Any driver found operating a vehicle airside with an expired, suspended, or revoked AVOP may face the following consequences:**

- immediate RAIC and AVOP card confiscation
- escorted removal from the Restricted Area
- employer notification.

Furthermore, the driver shall be required to contact the AVOP Office in order to schedule an appointment to review the incident.

**The GTAA may also impose the following sanctions:**

- retraining and/or retesting (both written and practical tests)
- suspension of permit privileges for up to 12 months.
- revocation of permit privileges.
- 

### 3.6 Appeals

**AVOP Permit holders may appeal:**

- a Notice of Infraction
- an AVOP suspension
- an AVOP revocation

**An appeal shall be forwarded to the AVOP Office:**

- By e-mail: [appeals@gtaa.com](mailto:appeals@gtaa.com)

**There are no appeals accepted in the event of an infraction issued for Failure to Yield to aircraft or marshalling crew.**

### 3.6.1 AVOP Notice of Infraction, Suspension, or Revocation

To appeal an AVOP Notice of Infraction, a permit holder (appellant) must submit an appeal in writing by e-mail to the AVOP Office within fourteen (14) days of receiving the Notice.

**The submission must include all pertinent details of the appellant's case including:**

- Appellant's Surname, Given Name and RAIC number.
- Explanation of the situation/event.
- Justification (i.e., special circumstances, etc.) as to why the appeal should be considered; and
- Request if the infraction should be mitigated or withdrawn.

Appeals submitted without both detail and justification for hearing the appeal will not be considered. Some appeals require the appellant to be present when the appeal is reviewed.

The Airport Authority shall review the written appeal and all relevant information and may choose to interview the appellant. The appellant's supervisor or manager may also be asked to attend.

After investigation, the airport authority shall issue a decision in writing to the appellant.

The decision of the Airport Authority shall be considered final.

### 3.6.2 Driver's License Suspensions and Limitations

If an AVOP holder's Provincial Driver's License (PDL) is suspended or becomes subject to other limitations or conditions of use, the prohibition from operating a motor vehicle applies at this airport and is not subject to appeal.

Failure to report a PDL suspension or expiration may result in an AVOP suspension of up to 30 days effective from the day the PDL suspension is lifted.

### 3.6.3 Safety Performance and Program Quality Assurance

The Toronto Pearson AVOP Program subscribes to the concept of continual improvement and so monitors the safety performance of individual permit holders as well as that of their employers. Negative trends in safety performance are reviewed with the expectation that permit holders and organizational representatives identify root causes and apply effective corrective actions. All organizations approved to undertake AVOP training activities are encouraged to build Quality Control processes into their programs.

#### ***Audit***

The Airport Authority shall complete periodic audits of the AVOP Program. Authorized AVOP Trainers employed by GTAA tenant or contractor companies are subject to random spot checks by GTAA-employed Authorized AVOP Examiner/Auditors.

**An audit may include:**

- a review of training methods, testing manuals, and records
- ride-along with a GTAA AVOP Program Specialist/Auditors
- interviews with permit holders

Any deviation from standard AVOP training or testing requirements may result in the revocation of Authorized AVOP Trainer status. Audits may require submission of Corrective Action Plans to the Airport Authority.

## 3.7 Enforced Provincial and Federal Legislation

**Peel Regional Police Officers (PRP) enforce the following acts and regulations to the extent that they apply airside:**

- Aeronautics Act
- Canadian Aviation Regulations
- Criminal Code of Canada
- Highway Traffic Act
- Airport Traffic Regulations

Charges made under these acts and regulations may apply to the AVOP holder's PDL as per the applicable legislation.

### 3.7.1 Smoking

**Except for GTAA designated and approved locations, smoking on airside is strictly prohibited and includes the following locations and areas:**

- vehicles and equipment interiors
- all terminal service roads
- all baggage rooms
- apron areas

Charges for non-compliance shall be applied under the Canadian Aviation Regulations and/or Airport Traffic Regulations as well as the Airport Traffic Directives and may be subject to RAIC suspension.

### 3.7.2 Illegal Drugs, Alcohol, and Cannabis

No person working airside shall be under the influence of illicit drugs, alcohol, or cannabis. Operating a vehicle, whether in motion or not, while consuming or under the influence of illegal drugs, alcohol or cannabis is an offence under the Criminal Code of Canada and the Highway Traffic Act.

## 4. Demerit Point System

The Airside Vehicle Operator's Permit (AVOP) Program Demerit Point System has four stages based on total points accumulated on the driver's AVOP record.

**Stage 1:** Point accumulation.

**Stage 2:** 6 points — 5-day AVOP suspension.

**Stage 3:** 9 points — 10-day AVOP suspension.

**Stage 4:** 10 points or more — up to a 20-day suspension.

**Drivers who are repeatedly found operating contrary to the ATDs shall be subject to the additional suspension framework as outlined below:**

1. Drivers facing the application of a 3<sup>rd</sup> 20-Day AVOP suspension will instead receive one of the following:
  - a. 6-month suspension (when their active record reflects primarily Minor infractions (2-3 points); or
  - b. 12-month suspension (when their active record reflects primarily Major/Gross Misconduct Infractions)
2. Prior to reinstatement of an AVOP, the driver:
  - a. shall be retrained at the employer's expense/effort.
  - b. shall be re-tested by a GTAA examiner and
  - c. may be required to attend an interview with GTAA management.
3. The driver may be placed on a 24-month probationary period and any further infractions incurred during that time may result in permanent cancellation of their AVOP.
4. The GTAA continues to reserve the right to immediately confiscate and cancel a driver's AVOP if it is deemed that the driver represents a serious, imminent, and ongoing threat to safety at Toronto Pearson.

### 4.1.1 Minor Infractions

Minor Infractions — On record 12 months from the date of issue. No driving suspension for 0-5 demerit points.		Points
Failure to comply with GTAA Airport Traffic Directives		2
Failure to comply with vehicle safety equipment and markers		2
Driving under a moveable bridge		2
Driving with an unsecured load		2
Towing an excessive number of carts/dollies		2
Improper use of terminal service roads		2
Driving behind aircraft with engines running		3
Driving 1-9 km/h above the speed limit		3
Failure to obey signs and barriers		3
Failure to use vehicle corridor		3
Failure to obey a stop sign/signal		3
Failure to enter/exit vehicle corridor at 90° angle		3
Failure to yield to vehicular traffic		3
Unsafe reversing of vehicle		3
Failure to ensure/operate vehicle/ equipment in safe working manner <sup>1</sup>		3
Unsafe Operation of Vehicle (Level 1) <sup>2</sup>		3
Improper parking of vehicle/equipment		3
Driving outside the vehicle corridor while aircraft is on pushback		3
Improper passing		3
Failure to remove tire chains		3
Failure to wear safety vest		3
Depositing, creating, or failure to retrieve FOD. This includes having loose FOD/garbage in vehicles.		3
Unsafe Operation of Vehicle (Level 2) <sup>3</sup>		4
<b>1</b>	Failing to turn on vehicle lights or ensure vehicle safety equipment is operating (i.e., Operating seatbelts, failing to turn on lights, etc.)	

<b>2</b>	Unsafe actions by a vehicle operator that had the potential for negative consequences, but nothing occurred or no resulting issues from those driver actions.
<b>3</b>	Very minor MVC/PRODAM <ul style="list-style-type: none"> <li>• does not result in any operational impact, no injuries, all vehicles are still drivable (mechanically). Does not limit tenant SOP for inspection.</li> </ul>

### 4.1.2 Major Infractions

Major Infractions—On record 24 months from the date of issue. Five-day driving suspension for 6–8 demerit points. Ten-day driving suspension for 9 demerit points		Points
	Interfering with an emergency in progress (e.g., fuel spills)	6
	Failure to maintain proper escort (vehicle or aircraft)	6
	Failure to secure vehicle	6
	Failure to wear seatbelt	6
	Failure to remain at, or altering, an accident/incident scene	6
	Improper driving for conditions	6
	Unsafe operation of vehicle (Level 3) <sup>4</sup>	6
	Enter/Operate Vehicle in Designated Closed Area without Authorization or Operational Requirement	6
	Driving 10-20 km/h above the speed limit	6
	Improper parking of vehicle/equipment causing damage	6
	Failure to yield right-of-way to aircraft/marshalling crew (Level 1) <sup>5</sup>	6
	Failure to yield right-of-way to aircraft/marshalling crew (Level 2) <sup>6</sup>	9
	Failure to yield right-of-way to apron maintenance vehicles	9
	Failure to comply with Enforcement Officers	9
	Failure to yield right-of-way to responding emergency vehicles	9
	Driving between aircraft and marshaller	9
	Distracted/careless driving <sup>7</sup>	9
<b>4</b>	Driving without due care and attention <ul style="list-style-type: none"> <li>• MVC/PRODAM resulting in operational impact, injuries or vehicle(s) being disabled</li> </ul>	

5	Vehicle operator drives behind an aircraft on pushback or in front of an aircraft on arrival, but the aircraft/tow does not deviate in speed or direction. Poor judgement or situational awareness shown by the driver.
6	Aircraft or vehicle was forced to stop, slow down or deviate from its intended path.
7	Driving without due care, attention, and regard for the safety of aircraft, passengers, and others. Includes texting/dialing/taking photos or video with a hand-held device while the vehicle is in motion.

### 4.1.3 Gross Misconduct

<b>Gross Misconduct—On record 36 months from the date of issue. Twenty-day driving suspension/possible additional penalties for 10 or more demerit points.</b>		<b>Points</b>
Driving over 20 km/h above the speed limit		10
Smoking on airside		10
Driving with an expired or suspended provincial driver's license		10
Dangerous driving <sup>8</sup>		10
Driving airside under the influence of drugs/alcohol		10
Driving on the Movement Area without proper permit (no AVOP)		10
Failure to comply with Air Traffic Control authorization (enter Runway) (incursion)		10
Entering Manoeuvring area without Air Traffic Control Authorization		10
8	Driving in a manner dangerous to others.	

# Appendix A: Airside Vehicle Operator's Permit Terms and Conditions of Issue

**As a holder of an Airside Vehicle Operator's Permit, I will abide by the following Terms and Conditions of Issue:**

- 1) The permit issued to me is the property of the Greater Toronto Airports Authority.
- 2) I am always required to carry the permit with me while operating vehicles on airside and ensure the permit is current.
- 3) I am aware if I have not driven airside at Toronto Pearson International Airport for any 6-month period from the date of issue of the permit, I am required to surrender my AVOP to the GTAA AVOP office, be re-trained by a certified AVOP trainer, rewrite the AVOP examination and re-do the practical examination.
- 4) I understand as a "D", "DA" or "GA-DA" holder if I am employed by two different employers my AVOP permit is not transferable.
- 5) I understand as a "D", "DA" or "GA-DA" holder operating a vehicle on the airside, I must be in possession of a valid Provincial Driver's Licence (PDL), minimum G restriction, at all times and will immediately report a temporary or permanent PDL revocation to the GTAA AVOP Office in writing; I further understand that a temporary or permanent revocation of my PDL will result in a similar revocation of my AVOP.
- 6) I understand as a "D" holder operating a vehicle on the manoeuvring area, I will be in possession of a valid Radiotelephone Operator's Restricted Operator's Certificate (Aeronautical).
- 7) As a General Aviation (GA) – North GADA permit holder, I understand that I am authorized to operate a vehicle only within the confines of the General Aviation – North area as depicted in the GTAA AVOP Map and will comply with this restriction. Further, I am not authorized to operate within the Manoeuvring Area; Central Deicing Facility, Apron areas of FedEx, North Firehall Station #2, Cargo West (Cargo 1, 2, 3), Cargo East (Vista), GTAA 3 Bay Hanger, Infield Concourse (IFC), Air Canada MTCE hangar aprons, Terminal 1 and 3; North Service Rd. and Firehall Roads, nor any other apron or service road within the Restricted Area.
- 8) As an AVOP holder I will control Foreign Object Debris (FOD) on airside in the performance of my duties.
- 9) I will obey all Airport Traffic Regulations, Airport Traffic Directives, Traffic signs, devices and directions given by the GTAA personnel, Air Traffic Control, Apron Advisory, Police and/or designated Constable.
- 10) I will immediately report all accidents occurring airside to the Airport Communications Centre (CC) using the Airport Emergency Line at (416) 776-3033.
- 11) I understand that consumption of or being under the influence of alcohol or drugs while operating vehicles or equipment at the airport is a violation of the GTAA Rules and Regulations and is a chargeable offence under the Criminal Code of Canada and will result in the revocation of driving privileges at Toronto Pearson International Airport.
- 12) I am aware as an AVOP holder, being directly involved in an incursion will result in my airside driving privileges being immediately suspended pending the result of an investigation conducted by the GTAA.
- 13) I have read and understood the relevant sections of the GTAA Rules and Regulations which are incorporated by reference into these Terms and Conditions of Issue, as well as these Terms and Conditions of Issues and understand that failure to comply with provisions of the Rules and Regulations on these Terms and Conditions of Issues could result in temporary or permanent

revocation of my airside driving privileges by the GTAA.

- 14) As an AVOP holder, I will not work more than 16 hours per shift, including overtime, in succession for any employer or employers that involves using my AVOP. I understand there must be an 8-hour rest period between each shift.
- 15) I shall pay an administrative fee for the loss, theft, damage, tampering, or alteration of the AVOP as determined by the GTAA.

- 16) I will immediately report the loss/misplacement or theft of the AVOP and if it is recovered to the GTAA Pass/Permit Office at [pass.permits@gtaa.com](mailto:pass.permits@gtaa.com) and/or outside of regular hours of operation, to the GTAA Security Operations Control Centre (SOCC) at (416)-776-7381.

# Appendix B: AVOP Application Form

For the most current forms please visit the AVOP website.



**Toronto Pearson**  
International Airport | Aéroport International

**Application for Airside Vehicle Operator's Permit**

**Part 1—Employee Information (to be completed by employee)**

Surname		Given Names	
Home Address			
City	Province	Postal Code	Telephone Number
Drivers Licence Number	Class	Expiry Date (YYYY-MM-DD)	
Do you currently hold an AVOP? Yes <input type="checkbox"/> No <input type="checkbox"/>		If Yes, provide AVOP Number.	
		For D AVOP applicants only, provide ROC-A Certificate Number.	

I hereby certify that to the best of my knowledge all information provided is true. I consent to the GTAA: a) collecting the personal information described above; b) using such information and personal information contained in my previously submitted RAIC application; c) disclosing such information and my AVOP history from time to time to my employer.

Signature	E-MAIL ADDRESS
-----------	----------------

**Part 2—Employment Information (to be completed by employer)**

Employer	Job Title	AVOP Type Requested
<input style="width: 100%;" type="text"/>	<input style="width: 100%;" type="text"/>	<input type="checkbox"/> D <input type="checkbox"/> DA <input type="checkbox"/> GA/DA

The need and right to operate a vehicle on the airside must be imminent, ongoing, and frequent. Justification follows:

Nature of work to be conducted airside:

Airside locations to be accessed:

Duration and frequency of access:

As an authorized signing authority, I certify that the employee named above is eligible for the AVOP program and will be trained by a certified AVOP trainer in accordance with the AVOP Training program. The employee's requirement to be in possession of an AVOP meets the criteria established within the Airport Traffic Directives as amended from time to time by the GTAA.

Signing Authority (Please print)	Date (DD-MMM-YYYY)	Signature of Signing Authority
<input style="width: 100%;" type="text"/>	<input style="width: 100%;" type="text"/>	<input style="width: 100%;" type="text"/>
Signing Authority Telephone		

**TO BE FILLED OUT AT THE AVOP OFFICE**

AVOP Terms & Conditions Acknowledgment	For AVOP Office Use Only
I hereby acknowledge that I will abide by the AVOP Terms and Conditions that are set out in the Airport Traffic Directives (ATDs), Administration and Requirements book, Section 5. Furthermore, I acknowledge that failing to comply with the ATDs may be punished by the issuance of an infraction, suspension of AVOP Privileges or the revocation of my AVOP and driving privileges at Toronto Pearson International Airport.	Pass Type
	AVOP No.
	Expiry Date
	Issued by
	Date Issued
_____ Applicants Signature	

Revision: 2023-11-21

**Clear Form**

# Appendix C: List of Changes

## C.1. Changes in Section 1

### 1.1 Goals and Objectives

- **Added:** The goal of the Airside Vehicle Operator Permit (AVOP) Program is to ensure the safe, secure, and efficient operation of vehicles within the specialized airside environment of the airport, minimizing the risk of accidents, property damage, and injury to personnel.

#### 1.1.1 Goals

- **Added:** To establish and administer a comprehensive program that governs airside vehicle operations to maintain the highest standards of safety and regulatory compliance, thereby supporting the uninterrupted flow of aircraft and general airport operations.

#### 1.1.2 Objectives

- **Added:** The following are the key objectives of the AVOP Program:
  - **Ensure Operator Competence:** Certify that all personnel operating vehicles airside possess the necessary knowledge, training, and skills to do so safely and in compliance with all airport regulations.
  - **Minimize Safety Risks:** Reduce the incidents of accidents, incidents and runway/taxiway incursions involving vehicles and personnel in the airside environment.
  - **Regulate Access:** Control and restrict airside access to only those individuals who have a justified “need and right” to operate a vehicle as part of their assigned duties.
  - **Enforce Standards:** Provide clear, enforceable Airport Traffic Directives (ATDs) and procedures to achieve a safe working environment.
  - **Maintain Operational Efficiency:** Support efficient airport operations by ensuring authorized vehicles are properly equipped (e.g. with beacons and/or radios) and that all operators understand the protocols for communicating with Air Traffic Control (ATC) where required.
  - **Standardize Training:** Implement standardized testing (written and practical) and ongoing training requirements to ensure a consistent level of knowledge across all airside drivers.

#### 1.4.1 Ontario Residents

- Revised - Ontario’s Graduated Licensing System identifies three categories of license: G1, G2, and G. The GTAA prohibits holders of G1 and G2 licenses from driving airside.
- Added - A full G license is the minimum license category in Ontario to obtain an AVOP. Any new AVOP holders must possess a full G license in order to obtain an AVOP. Any AVOP holders who currently possess a G2 license must hold a valid G license to renew their current AVOP.

#### 1.5 Vehicle Requirements

- **Added:** All equipment operated airside, both powered and non-powered, must operate within the load limits of the equipment’s manufacturer. Employees must be trained to ensure load limits are not exceeded.

#### **1.5.4.1 Vehicle Marker and Sticker Locations**

- Added - Vehicle markers are valid for one (1) year and must be renewed prior to their expiry date.

#### **1.5.9 Tinted Windows**

Added – Effective July 1, 2026 tinted windows on vehicles operating airside will no longer be permitted on driver and passenger front windows. Vehicles renewing vehicle markers after July 1, 2026 will be required to confirm that the vehicle conforms to these requirements. Exemptions to vehicle tinting are noted below:

- Enforcement vehicles (marked and unmarked).
- Front windows that contain a tint strip at the top of the front window for sun glare.

#### **1.6 Multilateration and Vehicle Transponders**

Revised - For information on the latest requirements for MLAT please reference [Advisory 2025-A-027](#) on the Toronto Pearson Website.

## **C.2. Changes in Section 2**

### **2.2.2.1 Employer Trainers**

Added: To obtain Authorized AVOP Trainer status for an employee, employers must submit a written request to the AVOP office describing the reasons for the requirement using the attached [Trainer Request Form](#).

### **2.3.1 Written Test**

Added: Test administrators will review the test, upon request, with the applicant and correct a maximum of three incorrect answers if time permits

#### **2.3.1.1 Rewriting the Test**

Revised: Applicants who fail to pass the written test may rewrite the test after a one week waiting period to allow for further review and study. If the failure was on the map portion only, the candidate can schedule the next available test session. Applicants who fail their second attempt must wait 30 days to be eligible to re-write.

Revised: In the event of a third attempt failure, the candidate will be required to undergo full re-training after a 3-month waiting period. The GTAA reserves the right to deny AVOP privileges to an applicant who fails the written test three times.

Applicants with a reading-related disability as a result of educational and testing or learning challenges may be eligible for a verbal test. The request must be supported by a psychoeducational assessment report from a qualified professional conducted within the last 5 years. Verbal tests must be requested by a manager seven (7) days in advance and are subject to examiner availability.

#### **2.3.2.3 Testing Vehicle Requirements**

Revised: Practical test vehicles are provided by the GTAA AVOP Office.

### 2.4.1.1 Additional Practical Test Requirements

Added: Applicants renewing a DA or GA/DA permit will be required to undergo a practical test at the time of renewing their permit if they have received 10 or more demerit points in the renewal period. Individuals who are unsuccessful in passing the practical test need to immediately surrender their DA-AVOP to the examiner until they have successfully passed the test.

## C.3. Changes in Section 3

### 3.6 Appeals

Added: There are no appeals accepted in the event of an infraction issued for failure to yield to aircraft or marshalling crew (Level 2).

### 3.7.2 Illicit Drugs, Alcohol, and Cannabis

Revised: No person working airside shall be under the influence of illicit drugs, alcohol, or cannabis.

## C.4. Changes in Section 4

### 4.0 Demerit Point System

Revised:

**Stage 2:** 6 points — 5-day AVOP suspension.

**Stage 3:** 9 points — 10-day AVOP suspension.

**Stage 4:** 10 points or more — up to a 20-day suspension.

5. Drivers facing the application of a 3<sup>rd</sup> 20-Day AVOP suspension will instead receive one of the following:
  - a. 6-month suspension (when their active record reflects primarily Minor infractions (2-3 points); or
  - b. 12-month suspension (when their active record reflects primarily Major/Gross Misconduct Infractions)

### 4.1.1 Minor Infractions

Removed:

Unsafe movement of vehicle	3
Failure to wear seatbelt	3

Revised:

Depositing, creating or failure to retrieve FOD. This includes having loose FOD/garbage in vehicles.	3
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Added:

Unsafe Operation of vehicle (Level 1) <sup>2</sup>	3
Unsafe Operation of vehicle (Level 2) <sup>3</sup>	3

<b>2</b>	Unsafe actions by a vehicle operator that had the potential for negative consequences, but nothing occurred or no resulting issues from those driver actions.
<b>3</b>	Very minor MVC/PRODAM <ul style="list-style-type: none"> <li>• does not result in any operational impact, no injuries, all vehicles are still drivable (mechanically). Does not limit tenant SOP for inspection.</li> </ul>

#### 4.1.2 Major Infractions

Added:

<b>4</b>	Failure to wear seatbelt <table border="1" style="float: right; margin-left: 10px;"> <tr> <td style="width: 50px;"></td> <td style="text-align: center;">6</td> </tr> </table>		6
	6		
<b>3</b>	Unsafe Operation of vehicle (Level 3) <sup>4</sup> <table border="1" style="float: right; margin-left: 10px;"> <tr> <td style="width: 50px;"></td> <td style="text-align: center;">3</td> </tr> </table>		3
	3		
<b>4</b>	Driving without due care and attention <ul style="list-style-type: none"> <li>• MVC/PRODAM resulting in operational impact, injuries or vehicle(s) being disabled</li> </ul>		

#### 4.1.3 Gross Misconduct

Removed:

<b>10</b>	Driving with a suspended provincial driver's license
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Revised:

<b>10</b>	Driving with an expired or suspended provincial driver's license
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## C.5. Changes in Appendix A

Revised:

5) I understand as a "D", "DA" or "GA-DA" holder operating a vehicle on the airside, I must be in possession of a valid Provincial Driver's Licence (PDL), minimum G restriction, at all times and will immediately report a temporary or permanent PDL revocation to the GTAA AVOP Office in writing; I further understand that a temporary or permanent revocation of my PDL will result in a similar revocation of my AVOP.

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Requirements and Administration