

Vehicle Operator's Permit (AVOP) Self-Test



AVOP Self-Test & Answer Key

The test is multiple-choice.

The correct answers are listed at the end.

Definitions

- 1) **Which of the following most accurately describes that part of an aerodrome intended to be used for the taking off and landing of aircraft and the movement of aircraft associated with taking off and landing, excluding aprons:**
 1. Restricted Area
 2. Movement Area
 3. Airport Area
 4. Manoeuvring Area
- 2) **Which of the following most accurately describes the beginning of that portion of the runway usable for landing?**
 1. Taxiway
 2. Apron
 3. Threshold
 4. Button
- 3) **That area of an airport intended to be used for activities related to aircraft operations and access is normally controlled is:**
 1. Groundside area
 2. Airside area
 3. Tenant area
 4. Runway protection area
- 4) **A road delineated by surface markings on an apron is called a:**
 1. Designated Vehicle Corridor
 2. Aircraft Taxi Line
 3. Airport Service Road
 4. Aircraft Lead-in Line

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Traffic Directives

5) Local Airport Traffic Directives

1. Apply at all Transport Canada airports.
2. Apply only to commercial vehicles.
3. Apply only at the airport where issued.
4. Apply only to government.

6) Who has authority for the issuing, suspension, or cancellation of permission to operate a vehicle at a Transport Canada operated airport?

1. The Minister of Transport
2. The Airport Manager
3. The Officer in Charge of Security
4. A Police Constable

Responsibilities and duties

7) The manual which contains all regulations and procedures related to operation of a vehicle on the airside of a Transport Canada operated airport is:

1. The General Radio Operators Handbook
2. The Manual of Airport Traffic Directives (TP2633)
3. The Provincial Drivers Handbook
4. The Guide to Sport Car Driving on Runways and Taxiways

8) The person responsible for determining that his or her vehicle is operating satisfactory and has the required safety equipment and markings is:

1. The owner of the vehicle
2. The operator of the vehicle
3. The police
4. The Airport Manager

9) If you encounter a condition on an aircraft movement surface that is likely to cause damage to an aircraft, you should report it to:

1. The airport mechanic or foreman
2. Your immediate supervisor
3. All airport operators
4. The local security office

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- 10) **Who is responsible for reporting any vehicle malfunction or dangerous condition to the supervisor:**
1. Any other driver
 2. The base supervisor
 3. The mechanic
 4. The vehicle operator
- 11) **Who is required to wear a Transport Canada Restricted Area Pass while on the airside of the airport?**
1. All persons on the airside of an airport
 2. Every person who is not aircrew or a ticketed passenger
 3. Aircrew and passengers
 4. Security staff only
- 12) **How is a restricted area pass carried?**
1. On the outside of the clothing
 2. In your wallet
 3. In the vehicle glove compartment
 4. Not required to be carried
- 13) **Who is responsible for reporting a person found on the airside of an airport who is not wearing a restricted area pass?**
1. The Security Officer
 2. The company chief representative
 3. Everyone who has a restricted area pass.
 4. Any passengers
- 14) **Who is responsible for ensuring that all designated gates to the airside of the airport are closed and locked?**
1. Every person who has authority to use a gate giving airside access.
 2. Airport Security staff
 3. Airport Management staff
 4. Airline employees only
- 15) **There are many types of vehicles and equipment used on the airside of an airport. Who is responsible for ensuring that a vehicle operator knows how to operate the equipment he or she uses?**
1. The licensing authority
 2. The vehicle operator
 3. The vehicle operator's employer
 4. The security office

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General Vehicle Operating Procedures

16) All vehicles operated on the airport manoeuvring areas, except those under escort, must be equipped with:

1. Headlamps and tail lamps and reflective tape on both sides.
2. A flashing beacon and radio on company frequency
3. An approved rotating beacon lamp and radiotelephone on the appropriate radio frequency
4. A reflective yellow material on the sides and striped black and yellow patches on the lower left and right corners of the vehicle.

17) All vehicles with a cab while operating without escort on the airport aprons must be equipped with which of the following lights or markings?

1. An amber flashing or rotating beacon, headlamps, parking, and tail lamps
2. Headlamps, tail lamps and reflective tape on both sides
3. A two-way radio on the citizens band or company frequency
4. None of the above

18) All non-self-propelled equipment used on the airport aprons must be equipped with safety marking. Which of the following most accurately describes that marking?

1. Yellow reflective stripe along the sides, and black and yellow patches at the front and rear lower corners.
2. Headlamps, tail lamps and a horn
3. Both 1 and 2 above
4. Any reflective material that can be seen from 300m at night

19) Which of the following traffic has priority, (right of way) over all other traffic?

1. Maintenance vehicles in the performance of their duties
2. Emergency Vehicles
3. Aircraft
4. The vehicle approaching from the right.

20) Which of the following examples most accurately describes the precaution which must be taken before operating a vehicle near radio navigational facilities?

1. Get permission from the Airport Manager first
2. Drive a small vehicle so that the signal will be affected as little as possible.
3. Get approval from ground control or Flight Services (FSS)
4. Always stay away from this equipment.

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21) Smoking on apron area is:

1. Permitted
2. Permitted in vehicles only.
3. Prohibited both inside and outside vehicles.
4. Permitted if no aircraft are within 100m of the smoker.

22) It is permissible to operate a vehicle in front of or directly behind an aircraft with engines running when:

1. Never.
2. The red, anti-collision beacon of the aircraft is turned off.
3. The marshaller wave's permission and the aircraft wheels are blocked (chocked).
4. You have waited three minutes, and the pilot has not indicated any intention to move the aircraft.

23) When vehicles are parked in an approved parking space in the vicinity of Terminal Buildings or adjacent to heavy traffic areas, they should be:

1. Left with beacon or flashing signal lamps in operation.
2. Backed into the parking area.
3. Driven in front first.
4. Left with engine running.

24) Whenever an aircraft carrying distinguished visitors is at an airport, unauthorized personnel and vehicles are required to:

1. Remain clear of the aircraft unless otherwise authorized by the Airport Manager
2. Drive slowly past the area but do not take pictures.
3. Conduct normal vehicle movements but do not stare.
4. There is no restriction on vehicle movement.

25) Vehicle operators must ensure that mud and gravel are not deposited on aircraft movement surfaces because:

1. This material can cause damage to taxiing aircraft and engines.
2. Erosion could occur if too much dirt is removed from the runway edge.
3. The material can cause damage to aircraft in the air.
4. Dirty vehicles are not permitted on airport property.

26) If a vehicle operator notices foreign materials (mud – gravel – solid objects) on an aircraft movement surface, the vehicle operator is required to:

1. Report the nature and location of the material to the police.
2. Stop and remove the material.
3. Report the nature and location of the material to your supervisor.
4. No special requirements exist for vehicle operators.

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27) If an aircraft were to crash on the airport, unauthorized vehicle operators are to:

1. Wait until Crash Firefighting and Rescue is over before entering the area.
2. Proceed immediately to the scene and render assistance.
3. Stay away from the area unless otherwise authorized by the Airport Manager
4. Remain clear of the area unless otherwise authorized by the Airport Manager

Vehicle Operation on the Apron

28) The colour of pavement markings which outline vehicle corridors and security lines is:

1. Green except in grassed areas
2. Yellow
3. White
4. Red at intersections, white in other areas

29) What colour are apron lead-in lines for aircraft?

1. Green except in grassed areas
2. Yellow
3. White
4. Different for each class and type of aircraft

30) Select the description below which most accurately describes how vehicle corridors are indicated on paved aprons:

1. Two solid white lines 7.5 m apart, centered by a single broken line.
2. Two broken yellow lines divided by a solid white line.
3. Two solid yellow lines 7.5 m apart, centered by a single broken line.
4. Two solid white lines 7.5 m apart, centered by a broken green line.

31) The purpose of an aircraft movement guideline is:

1. To indicate where aircraft movement is permitted.
2. To show where aircraft movement is not permitted.
3. To delineate lanes on a taxiway for taxiway for movement.
4. To serve as a center-of-aircraft guideline to aid aircraft travelling on taxiways and aprons.

32) Aircraft lead-in lines are provided to:

1. Lead the aircraft onto the runway when landing.
2. Assist in the docking of an aircraft at a gate.
3. Indicate where aircraft are restricted on an apron.
4. Indicate the limits of vehicle corridors.

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33) What vehicles must stay within vehicle corridors when moving about the apron to or from operational stands, between operational stands, across aircraft taxi lines, etc.

1. Emergency vehicles and vehicles towing aircraft.
2. All vehicles except emergency and airport maintenance vehicles in the performance of their duties
3. Delivery vehicles except those under escort
4. Airline service vehicles only

34) What vehicles are permitted to operate outside the vehicle corridors on aprons:

1. Emergency vehicles and airport maintenance vehicles while performing duties.
2. Anyone who wishes to pass at speed.
3. No one except the Airport Manager
4. Both 2 and 3 above

35) A vehicle operating in the right-hand lane of a vehicle corridor has right of way over:

1. Snow removal equipment engaged in snow removal.
2. Other vehicles entering the corridor.
3. Small aircraft only
4. All other vehicle traffic.

36) When operating a vehicle in a vehicle corridor on an apron, the operator may:

1. Use the left lane to pass slower vehicles.
2. Leave the vehicle corridor to pass slower vehicles.
3. Drive in the left lane rather than tailgate another vehicle.
4. None of the above

37) Where vehicle corridors intersect, the vehicle which has the right of way is:

1. The vehicle on the left
2. The vehicle entering the corridor from the right.
3. The vehicle travelling at the greater speed.
4. The vehicle on the right

38) You are operating a vehicle in a vehicle corridor which passes behind an aircraft with engines running, you are required to:

1. Stop well clear of the aircraft and wait until the aircraft has been backed out or the marshaller clears you to pass.
2. Pass behind the aircraft as quickly as possible.
3. Leave the vehicle corridor and go around the aircraft at a minimum distance of 15 m.
4. Turn your vehicle around and return to your starting point on the apron.

Vehicle Operator's Permit (AVOP) Self-Test**39) Vehicle Corridors are:**

1. Required to be always used regardless of circumstances.
2. Not guaranteed safe routes and caution must always be exercised to avoid parked and moving aircraft.
3. Guaranteed safe routes for vehicles under all circumstances.
4. Provided to ensure the safe and orderly movement of aircraft.

40) Areas within Operational Stands:

1. Are provided for the servicing and maintenance of vehicles.
2. Provided for free movement of vehicles performing their duties related to aircraft.
3. Defined as areas where vehicle flashing lamps or beacon lamps must always be turned on.
4. Are provided for the refueling of aircraft only.

41) Vehicles operators must always exercise caution:

1. When vehicle corridor markings are obscured due to faded paint, snow cover or any other reason.
2. When entering and leaving the active apron area and entering and leaving vehicle corridors.
3. When operating in front of or behind aircraft with engines running
4. When any of the conditions indicated above are encountered.

42) Where vehicle roads or corridors intersect, the vehicle which has the right of way is:

1. The largest vehicle.
2. The vehicle on the left.
3. The vehicle on the right.
4. The vehicle with a cab and flashing or rotating beacon

43) When not in use, Apron Service Vehicles may be parked:

1. On the apron where space is available
2. In any apron area not used for the movement of aircraft
3. In parking areas designated by the Airport Manager only.
4. As in one and two above if overflow parking is only provided on the groundside of the airport and assigned space on the apron is full.

44) All non-self-propelled equipment used on an apron is required to be marked with reflective material. Which of the following most accurately describes how this equipment must be marked:

1. A yellow stripe on the front and back – the full width of the vehicle
2. Black and yellow patches on the sides and a yellow stripe across the end.
3. One and two (above), but not four (below)
4. A solid yellow stripe on the sides and black and yellow patches at the front and rear lower corners.

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Manoeuvring Areas – Controlled Airports

- 45) **Three documents must be always carried when operating a vehicle without escort on the manoeuvring area of a controlled airport. Which of the following most accurately describes these documents?**
1. Provincial driver's license, AVOP, security passes.
 2. Security Pass, AVOP, Restricted Radio Telephone Operators Certificate
 3. Security Pass, parking permit, radio operator's handbook.
 4. All the above.
- 46) **At controlled airports, the control tower is responsible for directing which of the following traffic:**
1. Vehicles and pedestrians on aprons
 2. Aircraft, vehicles, and pedestrians on manoeuvring areas
 3. All vehicles, aircraft, and pedestrians on the airport
 4. Aircraft on manoeuvring areas but not vehicles
- 47) **When required to operate a vehicle in the manoeuvring area of a controlled airport, the vehicle operator must first:**
1. Notify the Airport Manager
 2. Consult his/her supervisor.
 3. Contact the ground controller by radio for permission.
 4. Contact the apron management by radio for permission.
- 48) **The instructions of a ground controller:**
1. Apply to vehicles on runways but not taxiways.
 2. Must always be obeyed.
 3. Are a guide only for vehicle operator information.
 4. Apply to aircraft only.
- 49) **Standard procedures for a vehicle operator who has received instructions from a ground controller is to:**
1. Acknowledge all instructions as understood or request that the instructions be repeated.
 2. Proceed immediately according to instructions heard.
 3. Always ask for a repeat of the instructions to ensure they are fully understood.
 4. Do nothing if all instructions are not fully understood.

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50) When instructed by a ground controller to proceed into the manoeuvring area along a specified route, the vehicle operator has the following options if he/she chooses to proceed:

1. Proceed as originally planned regardless of instructions from ground control.
2. Proceed as directed or do not enter the manoeuvring area.
3. Request the reason why you may not use an alternate route.
4. Drive on the unpaved edge of the runway to reach your destination.

51) When a vehicle is towing an aircraft on a manoeuvring area, the vehicle operator must:

1. Ensure that the towing vehicle is diesel powered only.
2. Maintain radio contact with ground control.
3. Refrain from further radio contact with the tower after towing commences.
4. Maintain radio contact with the pilot only.

52) When is it permissible to operate a vehicle on taxiways or runways without first receiving permission by radio from ground control?

1. When radio contact with ground control cannot be made due to interference
2. Whenever you are unable to get permission by radio within a reasonably short period of time.
3. Whenever use of part of the runway or taxiway is the most direct to your destination.
4. When the taxiway or runway has been designated to be used in this manner in the Local Airport Traffic Directives.

53) Which of the following should be included in a request to operate a vehicle in the manoeuvring area?

1. Vehicle identification and location
2. Requested destination and route within the manoeuvring area.
3. Duration of time and purpose for being in the manoeuvring area.
4. All the above

54) When told to "Hold Short" or when awaiting permission to cross a runway, what must the vehicle operator do?

1. Stop at least 45 m from the nearest edge of the runway or behind the solid yellow lines painted on the taxiway and wait for permission from ground control to proceed.
2. Stop at least 45 m from the nearest edge of the runway or behind the solid yellow line on the taxiway. Look both to the right and left and proceed only if aircraft are not landing or taking off.
3. Remain out of the manoeuvring area and do not proceed until the ground controller gives permission.
4. Keep all future transmissions as brief as possible.

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55) What colour are taxiway hold lines?

1. Black
2. Blue
3. Yellow
4. White

56) Which of the following is used to indicate the "HOLD" position on a taxiway:

1. A red sign to the side of the taxiway bearing the word "HOLD".
2. A solid and broken yellow line across the width of the taxiway with the broken line closest to the runway.
3. Two solid and two broken yellow lines across the width of the taxiway with the broken lines closest to the runway.
4. All the above.

57) What colour are obstruction lights used to identify an obstruction or an area of construction?

1. White
2. Green
3. Red
4. Yellow

58) As soon as a vehicle has left the runway of a controlled airport, the vehicle airport operator must:

1. Turn off the rotating beacon light.
2. Reduce speed and use a lower gear.
3. Stop and hold short of the apron until given permission to proceed.
4. Advise the ground controller that you are off the runway and give your location.

59) When instructed by the ground controller to "Leave (or) Get Off the Runway", the vehicle operator must:

1. Acknowledge the instruction.
2. Proceed to a holding position or to a safe position off to the side of the runway at least 45 m from the nearest runway edge.
3. Inform the ground controller when off the runway and give your exact location.
4. All the above.

60) When it is permissible to operate closer 45 m from the edge of a runway?

1. When the work to be performed is closer than 45 m from the edge of the runway
2. During grass cutting only
3. Only on non-instrument runways
4. When the ground controller has given permission

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61) You are working in a manoeuvring area and your vehicle breaks down. You are unable to move the vehicle under its own power. What should you do?

1. Leave your vehicle with the lights on and walk to where you can get assistance.
2. Wait until your shift ends and go home.
3. Try to repair the vehicle on your own.
4. Notify the ground controller of your location and difficulty and ask for assistance and stay with the vehicle until help arrives.

62) Vehicle Operators must monitor the ground control frequency:

1. When in the manoeuvring area
2. At all times and in all locations of the airport
3. Only when on the apron
4. When operating on aprons and service roads

63) A vehicle which is not equipped with a radio on the ground control frequency may be operated in the manoeuvring area when:

1. The vehicle weight exceeds (14,000 lbs.) – 6,500 kg.
2. A radio-equipped vehicle is not available.
3. It is under escort of a radio-equipped vehicle operated by a qualified employee responsible for requesting and acknowledging all ground control instructions.
4. No aircraft are scheduled to land or take off from the airport for at least thirty minutes.

64) You are operating a radio-equipped vehicle in the manoeuvring area and your radio breaks down. What should you do?

1. Return to a non-manoeuvring area by the shortest route for repairs.
2. Try to repair the radio and if this fails, sound the horn until someone comes to your assistance.
3. Wait until the next aircraft lands and follow it back to the apron.
4. Turn your vehicle to face the control tower and flash your headlights on and off. Wait for the controller to respond using light signals.

65) A flashing green light signal from the control tower means:

1. Stop, hold your position.
2. Proceed
3. Leave/vacate the runway.
4. Return to starting point of the airport.

66) A steady red-light signal from the control tower means:

1. Proceed
2. Stop, hold your position.
3. Leave / vacate the runway.
4. Return to starting point on the airport.

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67) A flashing red light signal from the control tower means:

1. Stop, hold your position.
2. Return to starting point on the airport
3. Leave / vacate the runway.
4. Proceed

68) A flashing white light from the control tower means:

1. Proceed.
2. Return to starting point on the airport
3. Stop, hold your position
4. Leave / vacate the runway

69) A vehicle with a disabled radio has received ground control instruction by light signal to “return to starting point on the airport”. To get there, the vehicle must cross a runway to reach the apron. The vehicle operator is required to:

1. Proceed without stopping until off the manoeuvring area.
2. Sound the horn twice before crossing the runway.
3. Hold short of the runway and check for arriving or departing aircraft before proceeding across the runway.
4. Hold short of the runway and wait for a green flashing light from the control tower before proceeding.

70) What do Blinking (on and off) runway lights mean:

1. Identify yourself to the tower by turning your beacon light off.
2. Leave the runway immediately
3. The controller wants you to drive faster.
4. The runway lights are being tested.

Manoeuvring Areas – Uncontrolled Airports with FSS

71) An airport is considered uncontrolled when:

1. There is no control tower at the airport, or the existing control tower is not staffed (closed for the day).
2. There is no control tower at the airport.
3. The airport is served is a Flight Service Station which is located at another airport.
4. All the above.

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72) At uncontrolled airports, vehicle advisory for the airport manoeuvring areas may be provided by radio from:

1. The Flight Service Station
2. The maintenance shop
3. The Airport Manager's office
4. A control tower at a remotely located airport.

73) Vehicle operators are required to respond to Flight Service Station requests:

1. Only if aircraft are currently using the runways and taxiways
2. Always.
3. When you get around to it.
4. Not at all.

74) Vehicles on the manoeuvring area at uncontrolled airports with a Flight Service Station must be operated by a person with two valid documents called:

1. A provincial driver's license and a valid airside parking permit.
2. A regionally issued vehicle operators permit for all airports in the Region and a provincial or territorial driver's license
3. An Airside Vehicle Operators Permit issued or endorsed for the specific airport and a Restricted Radio Telephone Operators Certificate (or equivalent).
4. A Restricted Radio Telephone Operators (or equivalent) Certificate and a Vehicle Ownership License.

75) At uncontrolled airports with a Flight Service Station, vehicles may operate on or near manoeuvring areas only according to:

1. Instructions issued by radio from the Airport Manager
2. Instructions issued by the ground controller
3. Instructions issued by the Flight Service Station
4. Instructions issued by the Airfield Maintenance Foreman.

76) An advisory from a Flight Service Station may indicate that there is "no reported traffic". What does this term mean?

1. No aircraft traffic has been reported to the Flight Service Station but aircraft without a radio may be present.
2. There are no aircraft on the ground.
3. Aircraft are known to be operating to and from the airport but are not big enough to bother reporting them to the vehicle operator.
4. Secret military flights are operating into the airport which cannot be reported to the vehicle operator.

Vehicle Operator's Permit (AVOP) Self-Test



77) At all uncontrolled airports, every vehicle operator, before driving onto or crossing the runway, must:

1. Check his brakes to ensure the vehicle will stop short of the "HOLD" position on taxiways.
2. Ensure that all cigarettes and other smoking material are extinguished.
3. Flash the vehicle headlights on and off three times to notify the Flight Service Station of his intentions to cross the runway.
4. Visually check to ensure that aircraft are not approaching or departing using the runway.

78) At uncontrolled airports with a Flight Service Station, a vehicle operator may not proceed into the manoeuvring area before:

1. Receiving traffic advisory from the Flight Service Station and acknowledging all information received as understood.
2. Checking the vehicle for safety and fastening the seatbelt.
3. Turning on all vehicle lights.
4. Checking first with the Flight Service Station to ensure that the vehicle has been registered with the Flight Service Station

79) If all vehicle advisory information from a Flight Service Station is not fully understood, the vehicle operator must:

1. Assume that he has enough knowledge of the airport to proceed in safety based on that portion of the instructions that he heard.
2. Assume that the Flight Service Station operator is too busy to ask for a repeat of the message ("say again") and proceed with caution.
3. Ask the Flight Service Station to repeat ("say again") the message until it is understood and confirmed ("Roger") to the Flight Service Station.
4. Report the problem of communication to your supervisor and refuse to enter the manoeuvring area.

80) A radio request from a vehicle to a Flight Service Station to operate on or near the manoeuvring area must include which of following information?

1. The vehicle identification and present location.
2. The specific destination in the manoeuvring area where you wish to operate.
3. The time that you will be in the manoeuvring area and purpose for being there.
4. All the above.

81) Hold lines painted on a taxiway always have the broken line:

1. Closest to the runway
2. Furthest from the runway
3. Between solid yellow lines
4. In pairs.

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82) When instructed to leave the runway, the vehicle operator shall:

1. Acknowledge the instruction.
2. Proceed to the nearest taxiway hold position or to a safe position at least 45 m to the side of the runway.
3. Advise ground advisory when are off the runway and give your exact location.
4. All the above.

83) When is it permissible to operate a vehicle within 45 m of a runway edge at an airport with a Flight Service Station?

1. When your work requires you to be there, and permission has been given by the Flight Service Station to operate in that area.
2. When the ground is dry, and the vehicle will not sink into the soft shoulder.
3. Whenever required to perform necessary maintenance.
4. Any time, if the vehicle's rotating beacon is on.

84) What are you required to do if your vehicle breaks down while in the manoeuvring area at an airport with a Flight Service Station?

1. Abandon the vehicle and walk as quickly as possible to the Flight Service Station to advise the location of the vehicle.
2. Stay in the vehicle and hope that aircraft see the rotating beacon in time to avoid collision.
3. Complain very strongly to vehicle maintenance staff for not maintaining the equipment.
4. Immediately notify the Flight Service Station and ask for assistance.

85) When leaving the manoeuvring area, every vehicle operator is required to:

1. Proceed to the Flight Service Station and sound the horn to indicate you are no longer in the manoeuvring area.
2. Advise the Flight Service Station by radio when you are off the manoeuvring area.
3. Proceed directly to the vehicle fueling location and refill the tank.
4. Take a coffee break.

86) When vehicles are operating in a group or fleet in the manoeuvring area under guidance of one radio-equipped vehicle, the operator of the radio-equipped vehicle is responsible to:

1. Display a red flag on the right front fender to indicate that the vehicle is radio-equipped.
2. Display red flags on all vehicles in the group which are not radio equipped.
3. Request and acknowledge all Flight Service Station advisories for all vehicles in the group.
4. Ensure that all the operators of vehicles without a radio know the meaning of light signals used to direct vehicles during radio failure at controlled airports.

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87) If at an uncontrolled airport your radio fails while you are in the manoeuvring area, you must:

1. Stay where you are and sound the horn repeatedly until someone is sent to escort you out of the area.
2. Leave the vehicle and proceed directly to the Flight Service Station for assistance.
3. Wait until an aircraft lands and then follow it as it taxis out of the manoeuvring area.
4. Leave the manoeuvring area immediately and advise the Flight Service Station of your action as soon as possible by telephone or other appropriate means.

88) When an aircraft makes a low pass over the runway, all vehicle operators on the runway must:

1. Wave vigorously to show the pilot where you are.
2. Proceed with your duties until you receive direct instructions to leave the manoeuvring area.
3. Park your vehicle parallel to the runway edge with headlights on and facing the direction of aircraft approach.
4. Leave the runway immediately.

Manoeuvring Areas – Uncontrolled Airports with FSS

89) At airports where vehicle radios are not required, before entering the manoeuvring area, every vehicle operator must:

1. Drive quickly to ensure the vehicle is on the runway for the shortest period of time.
2. Check the runway visually to ensure there are no aircraft arriving or departing.
3. Wait until an aircraft makes a low pass and then proceed onto the runway.
4. Always travel in company of a second vehicle so that both ends of the runway can be watched for approaching aircraft at the same time.

90) At controlled airports without a Flight Service Station, the vehicle operator must not:

1. Interfere with wild animals on the runway unless they have a license to do so from the appropriate authority.
2. Perform snow removal or other maintenance during hours of darkness.
3. Drive faster than the posted speed limit.
4. Leave the vehicle unattended on the manoeuvring area.

91) At uncontrolled airports without a Flight Service Station, vehicle operators must, while in the manoeuvring area:

1. Keep a lookout for arriving or departing aircraft.
2. Leave the runway as soon as aircraft appear.
3. Leave the runway if an aircraft makes a low pass.
4. Always be alert and do all of the foregoing.

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Pavement Markings, Lights & Signs

92) The colour of a "Hold" sign is:

1. Green with white letters
2. White with black letters.
3. Red with white letters.
4. Yellow with black letters.

93) Manoeuvring surfaces at an airport that are designated by a letter are:

1. Aprons
2. Runways
3. Service Roads.
4. Taxiways.

94) Runway edge lights are what colour:

1. Red.
2. White.
3. Blue.
4. Amber (Yellow).

95) Apron and taxiway edge lights are what colour:

1. Red.
2. White.
3. Amber (Yellow).
4. Blue.

96) Lights used to indicate the intersection of a taxiway and an apron are what colour:

1. Amber (Yellow).
2. White.
3. Red.
4. Green.

97) Signs used to identify the location of various surfaces and giving direction to various movement area locations may be which of the following colours:

1. White with black or Green with yellow numbers/letters.
2. Green with white or Yellow with black numbers/letters.
3. Red with white or Green with white letters/numbers.
4. Blue with white or White with black letters/numbers.

Vehicle Operator's Permit (AVOP) Self-Test

98) **Two coloured (double feared) threshold marker lights are what colours:**

1. Blue and white.
2. Red and white.
3. Red and green.
4. Green and amber.

99) **The colour of threshold marker lights which face towards the runway is which of the following colours:**

1. White.
2. Green.
3. Amber.
4. Red.

100) **The arrival and departure point on an airport for use by helicopters is identified by which of the following pavement markings:**

1. A large, white, "H" within a white circle or square or a yellow triangle.
2. A silhouette of a helicopter within a white circle.
3. A yellow "H" within two concentric, yellow circles.
4. A large, white "H" within a white cross.

101) **The pavement marking which indicates an apron location reserved for the parking of helicopters is:**

1. A yellow triangle.
2. A white "H" within a yellow triangle.
3. A yellow "H" within two, concentric, yellow circles.
4. None of the above.

Two-Way Radio Procedures & Techniques

102) **Microphones which have noise – cancelling capability should be held how close to the lips?**

1. 6.5 centimeters in front of mouth.
2. As close to the lips as possible.
3. 2.4 centimeters in front of mouth.
4. 6.5 inches from the lips.

103) **Most microphones which are not background noise-cancelling should be held how far in front of the mouth?**

1. 6.5 centimeters in front of the mouth.
2. One meter in front of the mouth.
3. Against the lips.
4. To the side of but near the mouth.

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104) **The “press to talk” switch on a microphone should be:**

1. Clicked on and off between words or phrases while you think about what you want to say.
2. Left open after you complete your transmission to show you are waiting for a reply.
3. Depressed before beginning to speak and kept depressed for the full transmission.
4. Clicked on and off rapidly to get the attention of the ground controller or FSS as appropriate.

105) **When speaking into a microphone, you should always:**

1. Speak plainly and distinctly without artificially accentuating words or running words together.
2. Speak rapidly and loudly to ensure that the message received is loud enough and does not take up too much time.
3. Accentuate every syllable of every word in a loud clear voice and slowly so that nothing is missed by ground control or ground advisory.
4. Make sure that aircraft are listening so that everyone gets the message the first time.

106) **A radio “blind spot” is:**

1. Any place on the airport where radio signal to or from a vehicle cannot be received by the control tower or Flight Service Station or the vehicle.
2. Any place where the vehicle operator cannot see the control tower or Flight Service Station.
3. Any place in a vehicle where the vehicle operator cannot see the vehicle radio.
4. A hole in the ionosphere through which radio signals will not pass.

107) **When phonetics is required for clarify in radiotelephone communications, what alphabet must be used?**

1. The Standard English (French) Alphabet.
2. The Radio Technician's Alphabet.
3. The ICAO Phonetic Alphabet.
4. The Ground Controller's Alphabet for Vehicle Communication in Canada.

Vehicle Operator's Permit (AVOP) Self-Test

**ICAO PHONETIC ALPHABET AND PRONUNCIATION OF NUMBERS**

108) Circle the correct phonetic word for each of the following letters of the alphabet:

A -	Apple	Australia	Alpha	Able
B -	Boston	Bravo	Baker	Baron
C -	Canada	Charlie	Cocoa	China
D -	Delta	Doughnut	Datsun	Dog
E -	Equator	Easy	Echo	Empty
F -	Fox	Frigid	Foxtrot	Fan
G -	Golf	Golden	Gantry	Girl
H -	Handle	How	Hostel	Hotel
I -	Income	India	Item	Ink
J -	Juliet	John	Jig	January
K -	King	Kangaroo	Kilometer	Kilo
L -	Love	Liter	Lima	Lost
M -	Mary	Mexico	Matron	Mike
N -	Neilson	November	Nugget	Nancy
O -	Oslo	Oboe	October	Oscar
P -	Papa	Police	Peter	Poland
Q -	Quart	Quebec	Quick	Queen
R -	Romeo	Rose	Roger	Rat
S -	Sugar	Sam	Sierra	Spitfire
T -	Tang	Taxi	Tear	Tango
U -	Uncle	Uniform	Unit	Under
V -	Victor	Vision	Vapour	Vent
W -	Walter	Whiskey	Wing	West
X -	Xebec	Xanadu	X-Ray	Xerox
Y -	Yak	Young	Yoko	Yankee
Z -	Zébra	Zipper	Zip	Zulu

Which of the following is the correct way to verbalize numbers:

109) **2330**

1. Twenty – three, thirty
2. Two thousand, three hundred and thirty
3. Two – three – three – zero
4. Two – thirty – three – zero

110) **583**

1. Five hundred and eighty-three.
2. Five – eighty – three.
3. Fifty – eight – three.
4. Five – eight – three.

Vehicle Operator's Permit (AVOP) Self-Test

111) **12000**

1. One two thousand.
2. Twelve thousand
3. One-two-zero-zero-zero
4. Twelve-zero-zero-zero

Standard Procedures and Phrases

112) **In the space opposite to the following words and phrases, enter the number which corresponds to the correct meaning listed below:**

1. Repeat all, or the following part, of your last transmission.
2. Wait and listen. I will call you again.
3. Let me know that you have received and understood the message.
4. My transmission ended and I expect a response from you.
5. Yes, or permission granted.
6. Check text with originator and send correct version.
7. I will now repeat my last word (sentence) for clarification.
8. Repeat all, or the specified part, of this message back exactly as received.
9. My version is...is that correct.
10. I have received all your last transmission.
11. An error has been made in this transmission. My correct transmission is...
12. This conversation has ended and no response is expected.
13. No, or permission not granted, or that is not correct, or I do not agree.
14. Can you hear and understand me?

Acknowledge_____

Confirm _____

Verify _____

I say again_____

Over _____

Read back_____

Say again_____

Affirmative_____

Correction _____

How do you read?_____

Negative_____

Out_____

Roger_____

Standby_____

Call-up Procedures

113) **Before making a radio "call-up", the vehicle operator must:**

1. Ask for a radio check.
2. Click the switch to let others know you intention.
3. Turn up the volume of the transmitter to maximum.
4. Listen out to make sure the frequency is not in use.

Vehicle Operator's Permit (AVOP) Self-Test



114) **A “call-up” consists of:**

1. The call sign of the station called and the call sign of the station from which the call is made.
2. The name – number (callsign) of your vehicle and your request.
3. The station called and your request.
4. No special procedures have been developed for radio “call up”.

115) **If a vehicle operator does not receive a response to a call up, he/she should:**

1. Repeat the call until he gets an answer.
2. Wait a reasonable time and call again.
3. Try a different frequency.
4. Proceed without approval.

116) **An “acknowledgement” means a message or instruction transmitted by radio has been received and fully understood. Vehicle operators entering or operating within the manoeuvring area should always:**

1. Avoid requesting a repeat of the message because it requires too much radio transmission time.
2. Be careful if the message refers to runway crossing but do not be concerned if only taxiways are involved.
3. Never acknowledge a message or instruction unless it is received and fully understood.
4. Respond according to past procedures of the message is not clear or fully understood.

117) **When ground control or Flight Service transmits directions or instructions that are not fully understood or not clearly transmitted, the vehicle operator must:**

1. Assume that the portion of the message heard is adequate and proceed.
2. Guess at what is meant based on a previous transmission
3. Request a repeat of the message and fully understand it before proceeding.
4. Consult the manual for possible meanings for what was heard.

118) **When ground control or Flight Service Station transmits directions or instructions which are heard clearly and fully understood, the vehicle operator must:**

1. Acknowledge the directions or instructions and then proceed.
2. Proceed immediately according to direction / instructions.
3. Ignore the direction / instruction if not suited to your needs.
4. Call back to ensure that the instructions given were exactly what was wanted / intended.

119) **When a vehicle operator wishes to end a radio transmission, the proper procedure is:**

1. Say the name of the station called and the vehicle call sign.
2. Stop transmitting.
3. Say the vehicle call sign.
4. There is no standard procedure.

Vehicle Operator's Permit (AVOP) Self-Test



Standard Phraseology

120) **Standard phraseology is used in radio communication with ground control and Flight Services. What is the purpose of using these standard ways of saying things.**

1. It is a habit of the old timers that is hard to change.
2. Because this method of communication has always been used.
3. A better system of spoken communication has not been developed.
4. To transmit clear instruction and messages efficiently (in the shortest time) with the fewest words and without misunderstanding.

121) **Staff 27 is providing escort for two other vehicles which are not radio equipped. Staff 45 is required to identify themselves as:**

1. Staff 45 with grader and truck
2. Staff 45 escorting two other vehicles
3. Staff 45 plus 2
4. Staff 45

122) **What is the correct meaning of the following ground control instruction?
"Proceed to Runway 16 – 34, advise when off the runway."**

1. You are not authorized to proceed on runway 16-34
2. You are authorized to proceed on runway 16-34 and must advise ground control if you drive off the edge of the runway.
3. You are not authorized to proceed on runway 16-34 and must confirm to ground control that you are off the runway.
4. You are authorized to proceed on runway 16-34 and are required to advise ground control by radio when you have left the runway, giving your location at that time.

123) **What is the correct meaning of the ground control instruction: "hold short runway 34".**

1. Stop and hold your vehicle 45 m from the nearest edge of runway 34 or behind the solid yellow line on a taxiway so marked until given permission to cross.
2. Stop and hold your vehicle at the edge of runway 34 and await permission to cross.
3. Stop and hold your vehicle at the taxiway leading to runway 34 and await further instructions.
4. The term "hold short" applies only to aircraft and need not be obeyed by vehicle operators.

124) **Which of the following call up to ground control is correct?**

1. (Site name) Ground, this is truck eighty-eight.
2. (Site name) Ground, staff twenty-nine.
3. (Site name) Ground, truck eight three.
4. (Site name) Ground, this is staff six eight.

Vehicle Operator's Permit (AVOP) Self-Test



Radio Test Procedures

125) **On-the-air radio tests, when necessary, should be:**

1. Conducted only by a supervisor.
2. At least three (3) minutes long to ensure they need not be repeated.
3. Should be short (not more than seconds).
4. Conducted using the ICAO phonetic alphabet only.

126) **The readability of a radio signal may be reported numerically. A reported readability of three (3) means:**

1. Perfectly readable.
2. Readable but with difficulty.
3. Unreadable.
4. Readable.

127) **The readability of a radio signal may be reported numerically. A reported readability of four means:**

1. Readable
2. Unreadable
3. Readable but with difficulty.
4. Perfectly readable.

128) **The readability of a radio signal may be reported numerically. A reported readability of five (5) means:**

1. Readable now and then.
2. Perfectly readable.
3. Unreadable.
4. Readable but with difficulty.

129) **The readability of a radio signal may be reported numerically. A reported readability of one (1) means:**

1. Perfectly readable.
2. Readable now and then.
3. Readable but with difficulty.
4. Unreadable.

Vehicle Operator's Permit (AVOP) Self-Test

**AVOP Self-Test ANSWERS**

1	4
2	3
3	2
4	1
5	3
6	2
7	2
8	2
9	2
10	4
11	2
12	1
13	3
14	1
15	3
16	3
17	1
18	1
19	3
20	3
21	3
22	3
23	2
24	1
25	1
26	3
27	4
28	3
29	2
30	1

31	4
32	2
33	2
34	1
35	2
36	4
37	4
38	1
39	2
40	2
41	4
42	3
43	3
44	4
45	2
46	2
47	3
48	2
49	1
50	2
51	2
52	4
53	4
54	1
55	3
56	4
57	3
58	4
59	4
60	4

61	4
62	1
63	3
64	4
65	2
66	2
67	3
68	2
69	4
70	2
71	1
72	1
73	2
74	3
75	3
76	1
77	4
78	1
79	3
80	4
81	1
82	4
83	1
84	4
85	2
86	3
87	4
88	4
89	2
90	4

91	4
92	3
93	4
94	2
95	4
96	1
97	2
98	3
99	4
100	1
101	3
102	2
103	1
104	3
105	1
106	1
107	3

Vehicle Operator's Permit (AVOP) Self-Test



Question 108

A	Apple	Australia	Alpha	Able
B	Boston	Bravo	Baker	Baron
C	Canada	Charlie	Cocoa	China
D	Delta	Doughnut	Datsun	Dog
E	Equator	Easy	Echo	Empty
F	Fox	Frigid	Foxtrot	Fan
G	Golf	Golden	Gantry	Girl
H	Handle	How	Hostel	Hotel
I	Income	India	Item	Ink
J	Juliet	John	Jig	January
K	King	Kangaroo	Kilometer	Kilo
L	Love	Liter	Lima	Lost
M	Mary	Mexico	Matron	Mike
N	Neilson	November	Nugget	Nancy
O	Oslo	Oboe	October	Oscar
P	Papa	Police	Peter	Poland
Q	Quart	Quebec	Quick	Queen
R	Romeo	Rose	Roger	Rat
S	Sugar	Sam	Sierra	Spitfire
T	Tang	Taxi	Tear	Tango
U	Uncle	Uniform	Unit	Under
V	Victor	Vision	Vapour	Vent
W	Walter	Whiskey	Wing	West
X	Xebec	Xanadu	X-Ray	Xerox
Y	Yak	Young	Yoko	Yankee
Z	Zébra	Zipper	Zip	Zulu

109 3

110 4

111 1

Vehicle Operator's Permit (AVOP) Self-Test

**112. Match the correct phrase to the corresponding response.**

- | | | | |
|-----|---|--|--|
| 1. | Repeat all, or the following part, of your last transmission. | | |
| 2. | Wait and listen. I will call you again. | | |
| 3. | Let me know that you have received and understood the message. | | |
| 4. | My transmission is ended and I expect a response from you. | | |
| 5. | Yes, or permission granted. | | |
| 6. | Check text with originator and send correct version. | | |
| 7. | I will now repeat my last word (sentence) for clarification. | | |
| 8. | Repeat all, or the specified part, of this message back exactly as received | | |
| 9. | My version is...is that correct. | | |
| 10. | I have received all of your last transmission. | | |
| 11. | An error has been made in this transmission. My correct version is..... | | |
| 12. | This conversation is ended and no response is expected. | | |
| 13. | No, or permission not granted, or that is not correct, or I do not agree. | | |
| 14. | Can you hear and understand me? | | |

Acknowledge	3	Affirmative	5
Confirm	9	Correction	11
Verify	6	How do you read	14
I say again	7	Negative	13
Over	4	Out	12
Read back	8	Roger	10
Say again	1	Standby	2

113	4
114	1
115	2
116	3
117	3
118	1
119	3
120	4
121	3

122	4
123	1
124	3
125	3
126	2
127	1
128	2
129	4