



**GOVERNMENT OF THE NORTHWEST TERRITORIES
DEPARTMENT of TRANSPORTATION
AIRPORTS DIVISION**

**AIRPORT TRAFFIC DIRECTIVES
DA
STUDENT STUDY MANUAL**

2007 EDITION

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INTRODUCTION

The “Airside” of an Airport is a specialized work environment that is governed by specialized rules designed to prevent accidents and minimize the risk of injury to people, planes or property within it.

This manual is a consolidated reference source containing the applicable Regulations, Rules and Procedures for the safe operation of vehicles and equipment on the “airside” of an airport.

Persons using this manual are reminded that it has no legislative authority. For purposes of interpreting and applying the law, the applicable Acts and Regulations must be consulted.

Generally there are two types of Airside Vehicle Operator Permits (AVOP), ‘DA’ and ‘D’. Both are for the performance of assigned duties on the airside of an airport, and may be subject to restrictions that are specified on the permit.

The Airport Traffic Directives (ATD) objective is to prevent the operation of unauthorized vehicles on the airside of an airport.

A ‘DA’ AVOP allows the holder the right to operate a motorized vehicle on the apron areas and service roads of an Airport, and may be issued locally at the discretion of the Airport Manager.

To acquire a ‘DA’ AVOP, the Employer and/or Applicant is required to;

1. Complete an AVOP application stating the reason a DA AVOP is required.
2. The Employer or Individual must provide proof of valid airside insurance.
3. The Airport Manager or Designated Airport Contractor must approve the application.
4. Applicants must have proof they have a valid driver’s license
5. The Applicant must study this manual and pass both a written exam and practical driving test.

DEFINITIONS

Aerodrome

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

Aircraft

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

Airport

An aerodrome for which under Part III of Canadian Aviation Regulations, an airport certificate has been issued by the Minister of Transport Canada.

Airport Operator

The holder of an Airport Certificate, or the person in charge of such Airport, whether, an employee, agent or representative.

Airport Contractor

A contractor is an entity contracted to provide the services of operating and maintaining an airport on behalf of the owner.

Airport Manager

A Department of Transportation duly authorized official representative, responsible for the operation and maintenance of an Airport and/or a number of Satellite Airports within a region.

Airport Traffic

All traffic on the maneuvering area of an airport and all aircraft flying in the vicinity of an airport.

Air Traffic Services Unit (ATS)

A Control Tower (ATC) or a Flight Service Station (FSS) or Community Aerodrome Radio Station (CARS) operated by Nav Canada at an Airport.

Airside

The movement area of an aerodrome, adjacent terrain and buildings or portions thereof, access to which is controlled.

Airside Vehicle Operator's Permit - AVOP

Means a permit issued by the Airport Operator certifying that the person named therein is authorized to operate a vehicle on airside of an airport(s).

Apron

That part of an aerodrome, other than the maneuvering area, intended to accommodate the loading and unloading of passengers and cargo, the refueling, servicing, maintenance, and parking of aircraft, and any movement of aircraft, vehicles, and pedestrians necessary for such purposes.

Approach Markers

Are large wooden markers at both ends of the runway that help the pilot line up for their approach. They are painted day-glo orange and placed ever 150 m (500 ft.) from threshold centerline.

Apron Traffic

All aircraft, vehicles, equipment and pedestrians using the apron of an Airport.

Community Aerodrome Radio Station (CARS)

An aerodrome radio station operated by Nav Canada designated contractor, to assist local aviation activity through the provision of weather, and communication services.

Cross-Walk

Is any portion of a road, apron area, or any other area designated by a sign or surface marking as a pedestrian crossing.

“DA” AVOP

Is an Airside Vehicle Operator’s Permit authorizing a person to operate a vehicle on aprons and service roads only at the airport named on the permit, and may be subject to restrictions as specified by the Airport Operator.

“D” AVOP

Is an Airside Vehicle Operator’s Permit authorizing a person to operate a vehicle at the airport named on the permit on all airside areas and may be subjected to restrictions specified by Airport Operator.

Equipment

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

Flight Service Station (FSS)

An aeronautical facility providing mobile and fixed communications, flight information, search and rescue alerting, and weather services to pilots and other users operated by NAV CANADA.

Frangible Object

An object of low mass designed to break, distort or yield on impact so as to prevent the minimum hazard to aircraft.

Groundside

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

Insurance

A contract binding a company to indemnify an insured party against specified loss in return for premiums paid.

Intersection

The point where two runways, a runway and a taxiway, or two taxiways cross or meet or where a taxiway and apron meet.

Maneuvering Area

The part of an aerodrome to be used for the taking off and landing of aircraft and for the movement of aircraft associated with takeoff and landing, excluding aprons.

Movement Area

The part of an aerodrome to be used for the take-off, landing and taxiing of aircraft, consisting of the manoeuvring area and the apron(s).

Operational Stand

An area on an Airport apron designated for the parking of aircraft for the purpose of loading and unloading passengers, and the provision of ground services.

Precision Approach Patch Indicators (PAPI)

A series of lights on the side of the runway that tells the pilot if he is too high or low during landing.

Radiotelephone Operator's Restricted Certificate

A document issued by Industry Canada certifying that the holder may act as an operator on any aeronautical radio station fitted with radiotelephone equipment only, transmitting on fixed frequencies and not open to public correspondence.

Runway Identification Lights (RILS)

Runway identification lights are strobes located on the approach end of a runway that are used when an aircraft is in the landing phase of flight.

Runway

A defined rectangular area on a land aerodrome prepared for the landing and take-off of aircraft.

NOTE: For the purposes of vehicle control and vehicle communication service this area includes 60 m (200 ft.) from the runway edge on paved surfaces and 45m (150 ft) from the runway edge on gravel surfaces, wherever practical, and 150 m (500 ft.) from the threshold of the runway wherever practical.

Taxiway

That part of an airport used for maneuvering aircraft and airport equipment between the apron area and runway. Normally identified by a letter(s) or a combination of letters followed by a number on black background with yellow characters.

Threshold

Is defined as the beginning portion of a runway usable for landing aircraft.

Threshold Markers

Wooden markers painted day-glo orange used on gravel runways indicating the threshold of runway usually places 15 m (50 ft.) to the side of the threshold.

Visual Approach Slope Indicator System (VASIS)

A series of lights on the side of the runway that tells the pilot if he is too high or low during landing.

Vehicle

An automobile, bicycle, over-snow vehicle, truck, bus, or any self-propelled vehicle or device in, on or by which a person or thing is or may be transported, carried, or conveyed on land, and includes a machine designed to derive support in the atmosphere from reactions against the earth's surface or air expelled from the machine, but does not include an aircraft.

Vehicle Operator

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

Warning Devices

A siren and flashing red light/back up alarm.

1 Airport Airside Vehicle Operation Traffic Directives

1.1 Airport Division Traffic Directives

The directives contained in this manual apply at Airports owned and operated by the Gov't of the NWT, Department of Transportation, Airport Division and are based on Acts, Regulations and Procedures for the safe and orderly operation of motorized vehicles on Airport movement areas. The Airport Traffic Directives meet the intent of the Canadian Aviation Regulation Part III, Subpart 2 Airport, and Article 302.10.

1.2 Local Airport Traffic Directives

There may be considerable difference in the operating conditions at each Airport because of the size and complexity of the operation, climatic conditions, geographical location, and other factors. Local Airport Traffic Directives (LATD) address these differences by establishing safety procedures specific for that airport, in addition to those stated in this manual. LATD(s) is the responsibility of the Regional Airport Manager.

If Local Airport Traffic Directives are prepared for an Airport they should contain some or all of the following information:

1.2.1 How and when to:

1.2.1.1 apply for an Airside Vehicle Operator's Permit

1.2.1.2 report an accident

1.2.1.3 report hazardous debris on aircraft movement surfaces

1.2.1.4 arrange for an Airside Vehicle Operator's Permit test

1.2.2 Airport Site Plan

1.2.3 Explanation of Operating Procedures/Restrictions specific to the Airport. I.E. designated routing for apron vehicles etc.

1.2.4 Airport Control Tower (ATC) with Flight Service Station (FSS) Agreements related to vehicle operations

1.2.5 Study material related to the Airside Vehicle Operator's Permit test at an Airport for DA

1.2.6 DA Airside Vehicle Operator's Permit self-test

1.2.7 DA Airside Vehicle Operator's Permit test answers

1.2.8 DA Airside Vehicle Operator's Permit test

1.3 DA Airside Vehicle Operator's Permit (AVOP)

1.3.1 No person shall operate a vehicle on airside area of an Airport unless:

1.3.1.1 an operational need and right has been identified;

1.3.1.2 the vehicle operator is the holder of a valid driver's license to operate a motor vehicle;

1.3.1.3 the employer or individual attests to the fact the person is qualified to operate specific vehicle/equipment airside;

1.3.1.4 the vehicle(s) is properly equipped and insured for operating airside;

1.3.1.5 the vehicle operator is in possession of a valid Airside Vehicle Operator's Permit (AVOP);

1.3.1.6 the vehicle operator agrees in writing to comply with Airport Traffic Directives and Local Airport Traffic Directives (LATD) requirements (if applicable);

1.3.1.7 the vehicle operator accessing airside is under escort by a person who meets 1.5 requirements;
or

1.3.1.8 The vehicle operator accessing airside has obtained authorization from the Regional Airport Manager under specific instructions.

1.3.2 Regional Airport Managers have the authority to issue a 'DA' AVOP for Airports under their control based on; (a) the applicant's need & right, (b) passing a written knowledge exam and (c) passing an airside practical test.

1.3.3 Regional Airport Managers may also provide a local Airport Contractor with the authority to issue 'DA' AVOP for an Airport in their region, based on the Airport Contractor's completion of an Airport Traffic Directives "train the trainer

course” and an understanding of program requirements and procedures.

- 1.3.4** An application for a ‘DA’ AVOP must be made to the Regional Airport Manager or designated Airport Contractor by the Applicant in writing, and must include the address of the applicant and full justification for the need to have a DA AVOP.
- 1.3.5** Other information pertinent to the issuance of a ‘DA’ AVOP not addressed in this manual can be found in Airports Division Airside Access and Vehicle Control Plan. Additional information may also be identified in the Local Airport Traffic Directives in force at the airport where the application is made. To avoid delays, an AVOP Applicant should also check with the Regional Airport Manager's office to verify if other requirements such as insurance, security clearances, other certificates or licenses that may need to be submitted at the time of application for an AVOP.

Note: Subject to being revoked or suspended, an Airside Vehicle Operator's Permit (AVOP) issued under the Airport Traffic Directives is valid for a period of up to five years.

- 1.3.6** Upon the expiry of an Airside Vehicle Operator's Permit or termination of employment, the Employer or Permit Holder shall forthwith return the AVOP to the Regional Airport Manager or designated Airport Contractor.

1.4 Insurance

In order to operate a motorized vehicle airside, at a GNWT owned and operated Airport, either on an intermittent or regular basis, the vehicle owner must provide proof they have at least \$2,000,000.00 of insurance coverage. The proof of insurance can take the form of a certificate of Insurance that indicates the insurance company's knowledge of airside activity, or it can be in the form of a letter from the insurance company indicating that they are aware that the vehicle is being operated airside.

1.5 Vehicle/Equipment Escorts Apron

A Company whose employee has a valid drivers license, AVOP, a properly equipped airside vehicle with airside vehicle insurance coverage can provide vehicle escort service on the apron of an airport. However it

must be fully understood the company is totally responsible and liable for the escorted vehicle should it be involved in an accident or incident.

1.5.1 Rules for Airside Vehicle Escorts

- 1.5.1.1** the person providing the escort must have a valid AVOP for that airport
- 1.5.1.2** the company or person providing the vehicle escort must have airside vehicle/equipment insurance
- 1.5.1.3** the person providing the vehicle escort is totally responsible and liable for the escorted vehicle
- 1.5.1.4** the person providing the escort must remain with vehicle/equipment under escort at all times
- 1.5.1.5** the person providing the escort is responsible for briefing the escorted vehicle/equipment operator on airside operational procedures
- 1.5.1.6** the person providing the escort must not lead or direct escorted vehicle/equipment into any unauthorized area
- 1.5.1.7** as soon as the escorted vehicle/equipment completes its assigned airside task, it must be escorted off airside

Note: Security Regulations can supersede escort rules. The Regional Airport Manager also has the right to restrict escort rules at anytime.

1.6 Airside Safety

- 1.6.1** At all GNWT Airports, the only people allowed airside are those that have an established need and right, such as airport staff, air carrier employees, aircraft owners, persons authorized by Airport Manager or Designated Airport Contractor and ticketed passengers when escorted by airline personnel to and from an aircraft to groundside or the air terminal building.
- 1.6.2** Smoking is not allowed anywhere airside, not even inside a vehicle.

- 1.6.3** No pedestrian on an apron shall impede, interfere with or obstruct in any way the free movement of apron traffic without authorization from the Regional Airport Manager or Designate airport Contractor.
- 1.6.4** It is the responsibility of all personnel working airside to report all accidents, such as slips and falls, injuries, damages etc and any unsafe condition observed to the Regional Airport Manager/Designate Airport Contractor or Airports Division Duty Manager.
- 1.6.5** The use of a personnel entertainment devices with earphones or headsets, such as MP3 players, cassettes, CD, TV players, etc are prohibited to use airside.
- 1.6.6** Passengers shall not be on board an aircraft when refueling with the engine running.

2 Responsibilities and Duties

- 2.1** The Employer or vehicle owner must ensure the vehicle they are operating airside is; properly insured and equipped for the area they operate on airside, maintained in safe operating condition, and their employees are qualified to operate the vehicle or equipment while performing their duties airside.
- 2.2** Before operating a motor vehicle on the airside of an Airport, a vehicle operator must agree to comply with all airside operational procedures in this manual, and have authorization from the Regional Airport Manager or their designated Airport Contactor.
- 2.3** The vehicle/equipment operator is responsible for determining the vehicle/equipment they are operating airside is in safe condition, and has the required safety equipment and markings.
- 2.4** It is the responsibility of all vehicle operator to immediately notify their supervisor, employer or vehicle/equipment owner of any equipment malfunction.
- 2.5** If a vehicle operator encounters any obstruction or potentially hazardous condition or accidents on airside, he/she must immediately report its nature and location to the Regional Airport Manager/Designated Airport Contactor or Airports Division Duty Manager so that corrective action can be taken.

- 2.6 It is the responsibility of all AVOP holders to report to Regional Airport Manager or Designated Airport Contractor unauthorized person(s) airside with no established need and right including ticketed passengers walking to and from an aircraft **not** under escort by air carrier personnel, and pilots or aircraft owners.
- 2.7 It is the responsibility of every AVOP holder to carry with them their AVOP and Driver's license when operating airside.

3 Vehicle Operating Procedures

3.1 General

3.1.1 Aircraft always have the right-of-way airside. Therefore all vehicle/equipment operators shall yield to any aircraft. Airside vehicle operators must be alert at all times before entering an airport movement area, the vehicle operator shall always visually check to ensure aircraft are not approaching or departing and pedestrian traffic including passengers.

In order of priority, vehicle drivers will yield to:

1. All aircraft, under power or under tow
2. Emergency vehicles responding to incidents/accidents
3. Snow removal vehicles or equipment
4. Fuel vehicles
5. Other airport maintenance vehicles

3.1.2 Vehicles and pedestrians are permitted on the airport movement area only with authorization from Airports Division Headquarters, the Regional Airport Manager or Designated Airport Contractor.

3.1.3 No person shall operate a vehicle in an airside area unless the vehicle displays a territorial registration plate, or other means of identification authorized by the Regional Airport Manager.

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

- 3.1.5** No person shall park a vehicle/equipment so as to block fuel servicing vehicle from an emergency departure.
- 3.1.6** No person shall park a vehicle in any area designated by a sign, such as fire lane, loading area etc.
- 3.1.7** Vehicles shall not be driven over aircraft power cables or service hoses.
- 3.1.8** Vehicles must never overtake a taxiing aircraft.
- 3.1.9** Vehicle/equipment operators shall reduce speed and maintain a careful lookout when near aircraft and corners of buildings or other installations.
- 3.1.10** No person shall operate a vehicle on airside of an airport while under the influence of drugs or alcohol, or is prohibited from operating a motor vehicle imposed by a court or judge.
- 3.1.11** No person shall operate a vehicle on airside in a reckless or dangerous manner that proposes a threat to aircraft, vehicle traffic or airside personnel and passengers.
- 3.1.12** Headlights and beacon must be turned on at all times whenever a vehicle is moving airside.
- 3.1.13** Foreign material such as lumps of ice or mud dropped airside can seriously damage aircraft. Vehicle operators, therefore, must ensure the surfaces of movement areas are kept free of foreign material by checking the vehicle/equipment wheels, tires and mud-flaps before they enter airside areas.
- 3.1.14** All potentially hazardous foreign material to aircraft on the apron such as plastic bags, construction material, garbage etc must be picked up by any AVOP Holder and reported immediately to the Regional Airport Manager or Designated Airport Contractors. If the FOD is on runways or taxiways the Vehicle operators shall notify the Airport Manager, Designated Airport Contractor, Airport Maintenance Staff or Flight Service Specialist (FSS), (CARS Observer / Communicator) for immediate removal.
- 3.1.15** Vehicle Operators shall remain a safe distance from areas affected by jet blast or prop wash from manoeuvring aircraft.

Vehicle Operators shall not pass in front of or closely behind aircraft with engines running unless the wheels of the aircraft are chocked and the marshaller waves permission.

3.1.16 No person shall operate a vehicle on a road, at an Airport, at a rate of speed that exceeds the posted speed limit for that road, or where no speed limit is posted, at 50 km/h (30 mph.).

3.1.17 Operators and vehicles shall remain clear of the scene of an airport accident, incident and aircraft carrying distinguished visitors unless authorized by the Airport Manager.

3.1.18 No person is allowed to leave a vehicle/equipment parked overnight on an apron, taxiway or runway without the Regional Airport Managers authority. In the event a vehicle/equipment breaks down on the apron it must be reported immediately to CARS, Regional Airport Manager or Airports Division Duty Manager. The vehicle/equipment operator must then make arrangements for the immediate removal of vehicle/equipment from airside.

3.2 Operation of Vehicles on Aprons and Other Uncontrolled Movement Areas

3.2.1 Every operator of a vehicle on an apron shall acknowledge and obey instruction received from the Regional Airport Manager or Designated Airport Contractor.

3.2.2 All vehicles and equipment on the apron must be authorized by the Regional Airport Manager, Designated Airport Contractor, or be escorted by a qualified person. At GNWT airports the escort authorization for the apron is a valid driver License, DA Airside Vehicle Operator's Permit (AVOP) held by the vehicle/equipment operator, a properly equipped airside vehicle, along with proper insurance coverage and authorization form their employer.

3.2.3 A 'DA' AVOP may limit the holder to operate a vehicle on the airport apron area only. This limitation recognizes that the operator will not require access to airside areas other than the apron, and that the vehicle used in the normal performance of their duties will be equipped with a beacon.

Note: Radio equipment is not required for vehicles operating on Airport apron areas or service roads.

- 3.2.4** All self-propelled vehicles airside must be equipped with headlamps, tail lamps and parking lamps. Vehicles with a cab must be equipped with a rotating or flashing beacon mounted on top of the vehicle. Vehicles without a cab must also be equipped with a rotating or flashing beacon mounted where it does not create a hazard and is visible.
- 3.2.5** Whenever a self-propelled vehicle is moving from one place to another on the airport apron, the beacon must be in operation. The purpose of this procedure is to indicate to taxiing aircraft that the vehicle is being operated in the active movement area.
- 3.2.6** Headlight, tail light and parking lights must be left on while engaged in servicing parked aircraft.
- 3.2.7** Beacons should not be left flashing when a vehicle is stationary within the perimeter of a parked aircraft being serviced. Generally use of flashing beacons can be potentially distracting to taxiing aircraft and downgrades their value as a warning indicator that the vehicle is in motion.
- 3.2.8** All vehicle lights should be turned off when a vehicle is parked in a designated airside parking location.
- 3.2.9** All non-self-propelled equipment is required to carry a strip of yellow reflective material along the full length of the equipment, and diagonal yellow and black panels on the front and rear lower corners.
- 3.2.10** The presence of unlit equipment on airport aprons can be a significant hazard to taxiing aircraft. For this reason, it is important that the reflective material on all equipment be kept clean and in good condition at all times.
- 3.2.11** The Vehicle Operator must know the apron layout, including the location of aircraft operational stands, passenger walkways, helicopter pad(s), designated apron safety area and vehicle parking location(s).
- 3.2.12** Apron servicing vehicles/equipment when not in use shall be parked on the apron in a designated apron safety area that is properly marked and provides separation from aircraft

using the apron. This is for temporary parking only, while waiting for the aircraft.

3.2.13 DA AVOP holders operating on paved surfaces must understand the Pavement Marking System defined in section 4.4

3.2.14 DA AVOP holders operating on the apron areas of an Airport must never proceed past the double amber lights that indicate the taxiway and apron intersection.

3.2.15 No person shall operate a vehicle within 15 m (50 ft.) of an aircraft being fuelled or de-fuelled except for the purpose of servicing that aircraft.

3.2.16 Areas within aircraft operational stands provide for free movement of aircraft service vehicles and equipment performing their duties. Never drive under the wings or tail of an aircraft unless authorized by the pilot-in-command.

Note: Unless engaged in servicing the aircraft all vehicles shall remain a minimum of 15 m (50 ft.) away from the aircraft.

3.2.17 Every airside operator of a vehicle entering onto, or is on an apron, shall yield the right-of-way to approaching aircraft that is close enough to constitute an immediate hazard and refrain from proceeding further until the operator can do so safely.

3.2.18 No Operator of a vehicle entering onto, or is on an apron, shall approach or cross an aircraft movement guideline except:

3.2.18.1 at a right angle to the aircraft movement guideline;
or

3.2.18.2 Where a designated vehicle crossing point exists, at that crossing point.

3.2.19 No person on an apron shall drive vehicles and equipment in excess of 25 km/h. (15 mph). Check local airport traffic directives for changes. Operators shall reduce speed and maintain a careful lookout when near aircraft, corners of buildings or other installations.

- 3.2.20** Equipment and vehicles shall not be parked or left unattended on vehicular routes or aircraft movement areas without permission from the Regional Airport Manager or Designated Airport Contractor.
- 3.2.21** Vehicles must always be backed into designated airside vehicle parking areas when not in immediate use with beacon and lights off.
- 3.2.22** Generally, aircraft servicing and aircraft maintenance personnel airside are permitted within aircraft operational stands in the performance of their duties. However, every vehicle operator on an apron shall yield the right-of-way to all pedestrian and passenger traffic at all times.
- 3.2.23** At no time will vehicle operators on the apron cross between the aircraft and air terminal building when passengers are enplaning or deplaning.
- 3.2.24** No operator of a vehicle shall overtake or pass another vehicle at an active pedestrian crosswalk.
- 3.2.25** No person shall operate a vehicle within 15m (50 Ft) of an aircraft being fueled or de-fueled except for the purpose of servicing that aircraft.
- 3.2.26** Vehicle operators going airside must close or wait until automatic electric gates close after entering and exiting apron,

4. Lighting, Signage and Markings

4.1 General

On an Airport both vehicle and aircraft movement on the ground are guided by airfield lighting, signs, pavement and gravel markings on airside which are different from those used on roads and highways.

This section describes airfield lighting, signs, pavement and gravel markings most commonly used at NWT Airports, which an airside Vehicle Operator is required to know. Other traffic control devices, in addition to the following, may be used at some Airports and will be explained as required, in the Local Airport Traffic Directives (LATD).

4.2 Lighting

Every Vehicle Operator must know the meaning of the following lights to avoid entering areas where they are not permitted, and to act as a guide for vehicle movement when within the maneuvering areas (runways and taxiways) of the airport.

Airfield Lighting commonly used at airports:

Blue lights are used along the edge of aprons and taxiways.

Double amber (yellow) indicates an apron/taxiway intersection.

Double blue lights indicate a taxiway/runway intersection.

White lights are used along the edge of runways.

Threshold lights are two sided lights, half red and half green and are used to identify the end of the runway. The red faces the runway and green faces the approach to runway.

Precision Approach Path Indicator System (PAPIS) are a series of lights along side the runway that tells the pilot if the aircraft is too high or to low during landing.

Visual Approach Slope Indicator System (VASIS) are a series of lights on the side of the runway that tells the pilot if he is too high or low during landing.

NOTE: Both PAPIS and VASIS lights require regular inspection to detect misalignment that could lead to a dangerous approach path.

Runway Identification Light Strobes (RILS) on the approach end of runway and used by pilot to identify runway in use for landing.

Aerodrome Beacon is rotating or flashing white light mounted on tower or building and used by pilot for visual identification of airport.

Wind Direction Indicator (wind sock) is normally a red and white cone shaped 3.6m long, normally found on both sides of runway and gives general indication of wind speed and direction.

Ceiling Projector is a light usually located airside that directs a beam of light toward the sky that is used by Nav Can to measure high of the cloud base.

Note: DA AVOP Vehicle operators shall never proceed past the double amber (yellow) lights that indicate the intersection of an apron and taxiway.

4.3 Airside Signage

4.3.1 Mandatory Signage

These signs consist of the runway headings with white characters on a red background.

These signs are normally mounted either on the left, right or both sides of a taxiway and are located 15 m (50 ft.) to 20 m (55 ft.) from the edge.

4.3.2 Information Signage

These signs include direction, location, designation and runway exit signs. An information sign consists of an inscription in black on a yellow background except that of a location sign (i.e. taxiway sign) consists of an inscription in yellow on a black background.

Directional signs normally have an arrow indicating the direction of travel to exits, aprons, terminal buildings, or other facilities named on the sign.

Location signs comprise the designation of the location with inscription in yellow on a black background such as a taxiway and do not contain arrows.

Destination sign comprise of alpha, alpha numeric or numeric message identifying the designation plus an arrow indicating the direction to proceed.

Runway exit sign consists of the designator of the exit taxiway and an arrow indicating the direction to follow.

Information signs provide information of interest primarily to aircraft but which may also be helpful to Vehicle Operators as reference points.

Designator Signs like street signs: identify the names of runways by number, and of taxiways by letter. Taxiway signs have a black background with yellow letters and are located on side of the taxiway. Remember that taxiways are referred to when speaking by using the phonetic alphabet so that taxiway "A" is spoken of as "taxiway Alpha"; taxiway "B" is "taxiway Bravo", etc. and that a

vehicle may not enter a taxiway without prior approval of ground control or Flight Services or CARS. In their absence the vehicle operators must follow established approved procedures of notifying designate flight service station and broadcasting intentions on the airport mandatory frequency.

Airside Service Roads Signs used on aprons and airside service roads are generally the same signs as those used on territorial roads. All Vehicle Operators on airside service roads are required to comply with these signs.

4.4 Pavement Apron Marking

Taxiway Centre Line Markings are a continuous yellow line used to provide guidance from the runway centre line to a point on the apron.

Aircraft Movement Guide Lines are a single yellow line extending from the runway along a taxiway to, and in some cases, along the apron. The nose wheel of the aircraft is centered on this line to ensure that the main wheels are on pavement and that the wings will not contact know obstructions (buildings, light standards, etc.). On aprons, vehicles may only cross aircraft movement guidelines at right angles.

Aircraft Lead in Lines are two parallel yellow lines between an aircraft guideline, a gate or parking position. The aircraft nose wheel is centered in these lines to guide the aircraft into the parking position without hitting other parked aircraft or obstructions.

Apron Safety Lines are used to define the area(s) intended for use by ground vehicles and other aircraft servicing equipment to provide separation from aircraft.

Apron passenger path lines are two white parallel lines with white diagonal hatching between them giving a zebra stripe appearance and are used to provide safe guidance to passengers enplaning or deplaning an aircraft.

Aircraft Stand markings are yellow and provided for designated parking positions on a paved apron.

5. DA Exams

5.1 DA exams gravel and pavement

- Exams are 20 multiple-choice questions.

- There maybe an addition exam with 10 questions on local airport traffic directives at some airports.
- There is also a practical driving test.
- Require 100% to pass
- Retest requires at least 24 hours before applicant can re-write or complete practical test.
- Applicant will have three attempts to pass DA exams.

6. DA AVOP Revocation

6.1 AVOP Surrendering

An AVOP is subject to being revoked or surrendered by the Regional Airport Manager/Designate or Airports Division.

- on its expiry date (5) yrs
- when it is no longer required for employment
- when a person holding an AVOP is prohibited from operating a motor vehicle in NWT due to a conviction
- when an airport contract is completed
- when a vehicle incursion is caused
- whenever a vehicle operator drives dangerously, carelessly or recklessly

6.2 AVOP Demerit System

6.2.1 Infraction Reports

Airside drivers who do not comply with the airside traffic directives will be issued infraction reports. The Regional Airport Manager or Designated Airport Contractor and Airports Division Safety & Security have the authority to enforce airport traffic directives.

6.2.2 Processing Infraction Reports

Reports issued on airside will be sent to the Regional Airport Manager or Airports Division Safety & Security who will determine which category the reports falls into and take corrective action.

Minor Violations	Moving violation, no threat to taxing/parked aircraft
Major Violations	Speeding or causing a threat to taxing/parked aircraft or pedestrian
Gross Misconduct	Reckless, careless or dangerous driving Driving under the influence of alcohol/drugs Driving at an excessive speed
Other Violations	

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

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

6.3 Violations and Suspensions

Safety will be the first responsibility of all airside drivers at GNWT owned and operated airports. At no time do operational considerations such as time pressures, allow drivers to disobey the airside traffic directives. Any action that compromises safety will result in an infraction report and will be treated as an offense under the Demerit Point System.

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

6.4 Minor Violations

Infractions in this category will carry a 2-point penalty. These violations will remain on the employee's driving record for 2 years. After an airside driver receives an infraction report for a minor violation a letter will be sent to the individual's employer detailing the violation in addition to the 2-points being added to his/her record.

Example Offenses	Penalty
Driving on apron	2 points

without issued AVOP & Drivers license.	
Parking in unauthorized parking location	2 points
Use of personal entertainment device with headset or ear phones	2 points
Failing to report an accident, Unsafe condition if aware, FOD etc	2 points
Driving 1-14 KMPH above speed limit	2 points
Driving without an operational beacon	2 points
Failing to wait until the gate is closed upon entry or exit to the airside	2 points
Leaving equipment on the airside movement area with no lights or markings	2 points

6.5 Major Violations

Infractions in this category will carry a 6-point penalty. These violations will remain on the employee's driving record for 4 years.

After an airside driver receives an infraction report for a major violation a letter will be sent to the individual's employer detailing the violation and 6 points will be added to the individual's record.

Drivers who accumulate 6 points may incur a 5 calendar day AVOP suspension.

Examples Offenses	Penalty
Failing to give right-of-way to aircraft, snow removal equipment and emergency response vehicles	6 points
Driving 15-25 KMPH above speed limit	6 points
Driving between aircraft and terminal when passengers are loading or unloading	6 points
Unauthorized parking in fire lane or area that impacts aircraft movements	6 points
Runway incursion	6 points
Careless driving	6 points

6.6 Gross Misconduct violations

Infraction in this category will carry a 12-point penalty. These violations will remain on the employee's driving record for 6 years.

After a driver receives a infraction report for gross misconduct a letter will be sent to the individual's employer detailing the violation and 12 points will be added to the individual's record.

A Driver who accumulates 14 points will incur a 20 calendar day AVOP suspension.

Example Offenses	Penalty
Failing to give right-of-way to pedestrian	12 points
Dangerous driving	12 points
Refusing to submit to a breathalyzer	12 points
Driving under the influence of alcohol/drugs	12 points
Driving greater than 25 KMPH above speed limit	12 points

6.7 Other Violations

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

6.8 Points Accumulation

The Airport Regional Airport Manager will conduct interviews with airside drivers who have accumulated 6 or more points for the following purposes:

1. To act upon a potentially dangerous situation;
2. To reinforce the element of safe airside driving;
3. To impress upon the individual the seriousness of bad driving habits; and
4. To educate the employee on acceptable driving habits.

6.9 Infraction Appeals

6.9.1 1st Level

Violations may be appealed within 7 days of the infraction report. A written letter from AVOP Holder of appeal including a description of circumstances and justification of appeal must be sent to Regional Airport Manager. The Regional Airport Manager will designate person to investigate the incident, conduct interviews and file report. Arguments citing operational necessity will not be considered on appeal.

A 3-member committee composed of the Regional Airport Manager, employer and a member of airport safety/security committee will review the investigation report at the 1st level of appeal and if required make recommendations based on facts.

6.9.2 2nd Level

If the AVOP Holder disagrees with the results of the 1st level of appeal, he/she may submit an appeal via letter to Airports Division Safety & Security within 15 days of decision. Airports Division Safety & Security will review infraction, investigation report and 1st level recommendations. Schedule a meeting with Regional Airport Manager, AVOP Holder and representative.

The decision of Airport Division Safety & Security reached at the meeting will be final and conclusive.

7. Forms & Records

All records are confidential and subject to the Privacy Act and Access to Information Act controls.

All requests for access to personal information must be directed to the GNWT Public Records Committee.

All records are retained for a minimum of 3 years and cannot be disposed of without written permission from the Record Management Committee.

7.1 AVOP Application

The Application is filed at the applicable Airport Manager's office and a copy provided to the Applicant or their Employer.

7.2 Test Results

The test results are kept on file at the applicable Airport Manager's office, or elsewhere as designated by the APM.

8. DA AVOP Test

The written AVOP test is based on 20 multiple choice questions taken from information contained in this manual. Questions that relate to the Local Airport Traffic Directives are contained in another airport document that should be attached to the student study manual and forms part of your AVOP theory exam.

9. AVOP Self-Test Questions

The correct answer for each question is in section 10. Check your own score and identify those areas of the manual that may need further study.

1. What color are the lights which outline the apron area?
 - a) White
 - b) Amber (yellow)
 - c) Blue
 - d) Red and Green

2. Maneuvering surfaces at an Airport that are designated by a letter are?
 - a) Aprons
 - b) Runways
 - c) Service Roads
 - d) Taxiways

3. Who is responsible for determining the vehicle they are operating airside is properly equipment and in safe operating condition?
 - a) The Police
 - b) The Airport Manager
 - c) The Owner of the vehicle
 - d) The Operator of the vehicle

4. How must vehicles be parked in designated parking spaces on airside?
 - a) Left with beacon or flashing signal lamps in operation
 - b) Backed into the parking area
 - c) Driven in front first
 - d) Left with engine running

5. Lights used to indicate the intersection of a taxiway and aprons are what color and arrangement?
 - a) Double white
 - b) Double yellow (amber)
 - c) Double red
 - d) Double blue

6. Local Airport Traffic Directives?

- a) Apply only at government airports
 - b) Apply only to commercial vehicles
 - c) Apply only at airports where issued
 - d) Apply only to government vehicles
7. Who has authority to issue, suspend or cancel permission to operate a vehicle on airside of an airport operated or owned by Department of Transportation?
- a) The Minister of Transportation
 - b) The Regional Airport Manager
 - c) Transport Canada Minister
 - d) The RCMP.
8. What manual contains information on regulations and procedures that relate to safe operation of a vehicle on the airside of a GNWT owned and operated airport:
- a) Aeronautical Study Guide for Radiotelephone Operator's Restricted Certificate
 - b) GNWT Drivers Handbook
 - c) Airport Traffic Directives
 - d) Local Airport Traffic Directives
9. Who is responsible for ensuring vehicle/equipment are in safe operating condition and have the required safety equipment and markings:
- a) The owner of the vehicle
 - b) The operator of the vehicle
 - c) The RCMP
 - d) The Airport Manager
10. Whose responsibility is it to report unsafe vehicle operating deficiencies and potentially dangerous conditions airside?
- a) The aircraft passengers
 - b) The base supervisor
 - c) The mechanic
 - d) The vehicle operator

- 11.** Who is responsible for reporting a person found on the airside of an airport without a need and right to be there?
- a)** The Airport Maintainer
 - b)** The Air Carrier Representative
 - c)** The Community Aerodrome Radio Station Observer Communicator
 - d)** All personnel who work airside with need and right including AVOP Holders
- 12.** Who is responsible for ensuring gate(s) to airside of the airport are closed and locked?
- a)** Any person using the gate including passengers
 - b)** Airport Maintenance staff including AVOP Holders.
 - c)** Any person with need & right including AVOP Holders.
 - d)** Airline employees, passengers and AVOP Holders.
- 13.** 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?
- a)** The Motor Vehicle licensing authority.
 - b)** The vehicle/equipment operator.
 - c)** The vehicle operator's employer.
 - d)** The Airport Manager or RCMP.
- 14.** All vehicles with an enclosed cab operated on an airport apron area, except those under escort, must be equipped with:
- a)** Headlights, tail lights and an amber beacon on cab.
 - b)** Flashing beacon and a radio on company frequency.
 - c)** Rotating beacon lamp on cab and cell phone.
 - d)** Flashing hazard lights, headlights and backup lights.
- 15.** All non self-propelled equipment used on the airport aprons must be equipped with safety marking. Which of the following accurately describes that marking?
- a)** Yellow reflective stripe along the sides, and black and yellow patches at the front and rear lower corners.
 - b)** Headlights, tail lights, a horn and flashing amber beacon.
 - c)** Red reflective stripes along the sides with green and blue patches at front and rear lower corners.
 - d)** Reflective material that can be seen from 300 m (1000 ft.) at night and slow moving sign.

- 16.** Who has first priority or the right of way over all airside traffic?
- a)** Maintenance vehicles in the performance of their duties.
 - b)** Emergency vehicles.
 - c)** Aircraft.
 - d)** The vehicle approaching from the right.
- 17.** Smoking on airside areas is:
- a)** Permitted around aircraft.
 - b)** Permitted on airside in vehicles with windows closed.
 - c)** Prohibited any where airside
 - d)** Prohibited in and around aircraft only.
- 18.** When is it permissible to cross with a vehicle directly behind an aircraft with engines running?
- a)** Not at any time.
 - b)** The red, anti-collision beacon of the aircraft is turned off.
 - c)** The Marshaller waves permission and the aircraft wheels are blocked (chocked).
 - d)** You have waited three minutes and the pilot has not indicated any intention to move the aircraft.
- 19.** When vehicles are parked in an approved airside parking space in the vicinity of Terminal Buildings or adjacent to heavy traffic areas, they shall be:
- a)** Left with beacon or flashing signal lamps in operation.
 - b)** Backed into the parking space with beacon and lights off.
 - c)** Driven in front first into parking space with beacon and light on.
 - d)** Left with engine running alongside building and all lights on.
- 20.** Whenever an aircraft carrying distinguished visitors is at an airport, unauthorized personnel and vehicles are required to:
- a)** Remain clear of the aircraft unless otherwise authorized by the Airport Manager.
 - b)** Drive slowly past the area to find out who the person is but do not take pictures.
 - c)** Conduct normal vehicle movements try not to stare at the person.
 - d)** There is no restriction on vehicle movement and you can drive up to the aircraft and ask to carry his/her bag.

- 21.** Vehicle operators must ensure that mud or ice is not deposited on aircraft movement surfaces because:
- a)** The material can cause damage to taxiing aircraft and engines.
 - b)** Erosion could occur if too much dirt is removed from the runway edge.
 - c)** The material can cause damage to aircraft land gear and engines in the air.
 - d)** Dirty vehicles are not permitted on airside of an airport.
- 22.** If a vehicle operator notices foreign materials (plastic bags, garbage or solid objects) on an aircraft movement surface, the vehicle operator is required to:
- a)** Report the nature and location of the material to the police.
 - b)** Stop, remove the material and reported it to his/her supervisor and Airport Manager.
 - c)** Report the location of the foreign material to the CARS Observer Communicator.
 - d)** Leave foreign material for the wind to blow away as there is no special requirement for vehicle operators.
- 23.** If an aircraft were to crash on the airport, unauthorized vehicle operators are required to:
- a)** Wait for the RCMP, Fire Department and Ambulance to arrive before going to crash site area.
 - b)** Proceed immediately to the scene and render assistance.
 - c)** Stay away from the area unless authorized by your employer.
 - d)** Remain clear of the area unless otherwise authorized by the Airport Manager or Airport Contractor.
- 24.** The color of pavement markings related to aircraft movement guidelines and aircraft lead-in lines is:
- a)** Green except in grassed areas.
 - b)** Yellow.
 - c)** White.
 - d)** Different for each class and type of aircraft.
- 25.** The purpose of an aircraft movement guideline is:
- a)** To indicate where aircraft movement is permitted.
 - b)** To show where aircraft movement is not permitted.
 - c)** To delineate lanes on a taxiway for vehicle movement.
 - d)** To serve as a center-of-aircraft guideline to aid aircraft traveling on taxiways and aprons.

- 26.** Aircraft lead-in lines are provided to:
- a)** Lead the aircraft onto the runway when landing.
 - b)** Assistance in the parking of an aircraft at a gate or parking position.
 - c)** Indicate where aircraft are restricted on an apron.
 - d)** Indicate the limits of vehicle corridors.
- 27.** What are apron safety lines?
- a)** Defines an area(s) for the parking of airport maintenance equipment and vehicles.
 - b)** Defines an area(s) for free movement of vehicles performing their duties related to aircraft.
 - c)** Defines an area(s) where vehicle flashing lamps or beacon lamps must always be turned on.
 - d)** Defines an area(s) used by ground vehicle(s) and other aircraft servicing equipment to park and provides for a safe separation from aircraft.
- 28.** What are apron passenger path lines?
- a)** Is a 15cm wide continuous white line that provides guidance from the edge of the apron to the entry door position of the aircraft for which the aircraft stand is normally intended to serve.
 - b)** Is two white parallel lines with diagonal hatching between them giving a zebra stripe appearance and runs from the edge of the apron to the entry door position of the aircraft for which the aircraft stand is normally intended to serve.
 - c)** Is a 1 meter wide continuous white line that provides guidance from the edge of the apron to the entry door position of the aircraft for which the aircraft stand is normally intended to serve.
 - d)** Is two Yellow parallel lines spaced approximately 2 meters apart with diagonal hatching at 45 degree angles between them giving a zebra stripe appearance and runs from the edge of the apron to the entry door position of the aircraft for which the aircraft stand is normally intended to serve.
- 29.** What color are aircraft stand markings?
- a)** Red
 - b)** Green
 - c)** White
 - d)** Yellow

- 30.** When not in use, apron service vehicles or equipment may be parked?
- a)** In a designated area(s) on the apron that is properly marked and approved.
 - b)** In any apron area not used for the movement of aircraft.
 - c)** In parking areas designated by the Airport Manager only.
 - d)** On groundside of the airport if space is not assigned on the apron.
- 31.** What two documents must be carried at all times when operating a vehicle on airside of airport?
- a)** Driver's license and AVOP.
 - b)** Airport pass and AVOP.
 - c)** Security pass and Restricted Radio Telephone Operators Certificate.
 - d)** All of the above.
- 32.** What sign is used to indicate a taxiway?
- a)** A red sign with numbers to the side of the taxiway.
 - b)** A yellow sign with black letter to the side of the taxiway.
 - c)** A black sign with yellow letter to the side of the taxiway.
 - d)** A green sign with white letter to the side of the taxiway.
- 33.** The color of runway designator sign is:
- a)** White with Red numbers.
 - b)** Green with black letters.
 - c)** Yellow with black letters.
 - d)** Red with white numbers.
- 34.** What color are passenger path lines?
- a)** Red with white hatchings
 - b)** Yellow with red hatchings
 - c)** Green with black hatchings
 - d)** White with white hatchings

- 35.** To provide a vehicle escort on apron what must a person have?
- a)** A valid AVOP, valid Learners Drivers License & vehicle equipped with Amber beacon.
 - b)** Valid Driver License, AVOP, airside insurance and a properly equipped vehicle.
 - c)** Radio License, a radio-equipped vehicle operated by an AVOP qualified employee responsible for requesting and acknowledging all ground control instructions.
 - d)** Airside insurance, Driver License and No aircraft scheduled to land or take off from the airport for at least thirty minutes.
- 36.** As a DA AVOP holder the vehicle your operating breaks down at night in the middle of the apron, what would you do?
- a)** Push the vehicle/equipment off to side of apron by the shortest route and get someone to tow disable vehicle/equipment off airside for repairs.
 - b)** Sound the horn until someone comes to your assistance, tow the disabled vehicle/equipment off apron to groundside for repairs.
 - c)** Wait until the next aircraft lands and have the passengers help you push the vehicle/equipment off the apron to groundside.
 - d)** Leave the vehicle/equipment, walk over to CARS or phone airport maintenance, advice them of situation, arrange for vehicle/equipment to be tow off apron to groundside for repairs and advise CARS or Airport Maintenance when vehicle is off airside.
- 37.** What is the color of taxiway lights?
- a)** White
 - b)** Blue
 - c)** Amber
 - d)** Red
- 38.** What the color of runway lights?
- a)** White
 - b)** Blue
 - c)** Amber
 - d)** Red

- 39.** What Color are threshold lights?
- a)** Half Green and Blue
 - b)** Half White and Red
 - c)** Half Amber and Green
 - d)** Half Red and Green
- 40.** What is the normal color of a windsock?
- a)** Yellow and white
 - b)** Red and white
 - c)** Green and red
 - d)** Yellow and Red
- 41.** What is an airport beacon?
- a)** It's a white flashing light use to light up the highest building around apron.
 - b)** Is a white light usually located on building or tower, it can be activated by ARCAL or manually, when activated it flashes and is used by pilots to locate the airport.
 - c)** Is a white light usually located on building or tower, it can be activated by ARCAL or manually, when activated it flashes and advises the community of incoming aircraft.
 - d)** It's a rotating beacon that transmits a radio signal to with location of airport to aircraft.
- 42.** Who is responsible for closing the airside access gate on an airport?
- a)** Airport maintenance personnel
 - b)** Airport Manager or designate
 - c)** Passenger or pilot
 - d)** AVOP holder or last person using the gate
- 43.** What is maximum speed limit on the apron?
- a)** 50 KPH
 - b)** 30 KPH
 - c)** 25 KPH
 - d)** 15 KPH

- 44.** Airport vehicle operators while on airside must:
- a)** Be alert at all times; keep a lookout for arriving or departing aircraft and passengers.
 - b)** Leave the apron before an aircraft taxis to apron or starts its engines to depart apron.
 - c)** Leave the apron if you observe an aircraft makes a low pass over runway.
 - d)** Do all of the above.
- 45.** What is the maximum speed limit on services roads?
- a)** 25 KMPH
 - b)** 50 KMPH
 - c)** 60 KMPH
 - d)** There is no speed limit
- 46.** Apron edge lights are what color:
- a)** Red.
 - b)** White.
 - c)** Amber (Yellow).
 - d)** Blue.
- 47.** How much aviation liability insurance coverage is required for vehicle/equipment to operate airside?
- a)** \$500,000.00
 - b)** \$1,000,000.00
 - c)** \$1,500,000.00
 - d)** \$2,000,000.00
- 48.** Who is totally responsible and liable for vehicle being escorted airside?
- a)** Regional Airport Manager
 - b)** Company AVOP Holder providing escort service
 - c)** Airport Service Maintenance Contractor
 - d)** RCMP

- 49.** How far away must an AVOP vehicle/equipment operator stay from any aircraft being fueled unless involved in servicing it?
- a)** 5 meters
 - b)** 10 meters
 - c)** 15 meters
 - d)** 20 meters
- 50.** When passengers are loading or unloading an aircraft can a vehicle drive between aircraft and air terminal to service another aircraft?
- a)** Only if vehicle/equipment operator is being escorted by aircraft servicing staff and passengers are told to keep out of the way.
 - b)** At no time will airside vehicle/equipment operator be allowed to drive between aircraft and air terminal when passenger are loading or unloading an aircraft.
 - c)** It is allowed when marshaller stops passengers and waves to the vehicle operator to proceed.
 - d)** Vehicle operators can proceed when there is an opening between passenger and air terminal.
 - e)** 8.2The DA AVOP self-test questions Answers

10. Answers to Self Test Questions

- | | | | |
|---------------|---------------|---------------|----------------------|
| 1. C (4.2) | 2. D (4.3) | 3. D(2.3) | 4. B(3.2.21) |
| 5. B(4.2) | 6. C(1.2) | 7. B(6.1) | 8. C(Intro) |
| 9. A(2.1) | 10. D(2.3) | 11. D(2.6) | 12. C(3.2.26) |
| 13. C(2.1) | 14. A(3.2.4) | 15. A(3.2.9) | 16. C(3.1.1)(3.2.17) |
| 17. C(1.6.2) | 18. C(3.1.5) | 19. B(3.2.21) | 20. A(3.1.17) |
| 21. A(3.1.13) | 22. D(3.1.14) | 23. D(3.1.17) | 24. B(4.4) |
| 25. D(4.4) | 26. B(4.4) | 27. D(4.4) | 28. B(4.4) |
| 29. D(4.4) | 30. A(3.2.12) | 31. A(2.7) | 32. C(4.3.2) |
| 33. D(4.3.1) | 34. D(4.4) | 35. B(1.5) | 36. D(3.1.18) |
| 37. B(4.2) | 38. A(4.2) | 39. D(4.2) | 40. B(4.2) |
| 41. B(4.2) | 42. D(3.2.26) | 43. C(3.2.19) | 44. A(3.1.1) |
| 45. B(3.1.16) | 46. D(4.2) | 47. D(1.4) | 48. B(1.5) |
| 49. C(3.2.15) | 50. B(3.2.23) | | |