



**Supersedes:** G02-2024-D-012

**Directive #** 2026-D-001

**Subject:** Airport Traffic Directives Updated 2026 edition

**From:** Airport Operations

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**Date of Issue:** 2026-01-05

**Effective Date:** 2026-01-05

**Expected Action:** Airside Vehicle Operators are expected to:

- Cease the use of the Airport Traffic Directives 2024
- Ensure any training, processes and procedures reflect the contents of this version

**Background and Impact:** The Airport Traffic Directives outline the airside rules and policies governing the use of the AVOP GA/DA, DA and D permits issued to those who have a need and right to access airside operations in the ongoing and regular performance of their duties. The purpose of this Directive is to announce the release of Version 1.0 for 2026 and to highlight the major changes therein. The changes are summarized in Appendix “A”.

To access the Airport Traffic Directives please refer to the Airside Vehicle Operator Permit Program website at the [AVOP website](#).



Khalil Lamrabet

Chief Operating Officer, Airport Operations

## Appendix A: Revisions 2026

### List of Changes Airport Traffic Directives – Requirements and Administration

#### Changes in Section 1

##### 1.1 Goals and Objectives

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

##### 1.1.1 Goals

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

##### 1.1.2 Objectives

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

##### 1.4.1 Ontario Residents

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

##### 1.5 Vehicle Requirements

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

##### 1.5.4.1 Vehicle Marker and Sticker Locations

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

### 1.5.9 Tinted Windows

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

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

### 1.6 Multilateration and Vehicle Transponders

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

## Changes in Section 2

### 2.2.2.1 Employer Trainers

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

### 2.3.1 Written Test

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

#### 2.3.1.1 Rewriting the Test

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

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

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

#### 2.3.2.3 Testing Vehicle Requirements

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

#### 2.4.1.1 Additional Practical Test Requirements

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

**Changes in Section 3**

**3.6 Appeals**

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

**3.7.2 Illicit Drugs, Alcohol, and Cannabis**

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

**Changes in Section 4**

**4.0 Demerit Point System**

**Revised:**

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

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

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

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

**4.1.1 Minor Infractions**

**Removed:**

Unsafe movement of vehicle	3
Failure to wear seatbelt	3

**Revised:**

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

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

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

**4.1.2 Major Infractions**

**Added:**

Failure to wear seatbelt	6
Unsafe Operation of vehicle (Level 3) <sup>4</sup>	3

<b>4</b>	Driving without due care and attention
	<ul style="list-style-type: none"> <li>MVC/PRODAM resulting in operational impact, injuries or vehicle(s) being disabled</li> </ul>

**4.1.3 Gross Misconduct**

**Removed:**

Driving with a suspended provincial driver’s license	10
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**Revised:**

Driving with an expired or suspended provincial driver’s license	10
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**Changes in Appendix A**

**Revised:**

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

**List of Changes Airport Traffic Directives – DA-AVOP**

**Changes in Section 2**

**2.3.2.1 Apron**

- Removed:** Service Road and a Taxiway, Apron or Runway Intersection: Identified by a pair of single red lights on each side of the road.
- Added:** Service Road Position Lights: Identified by a pair of single red lights on each side of the road and used to identify a service road intersecting a taxiway, apron or runway.

**2.3.3 Signs**

- Added:** No person shall mark or erect any traffic sign or device on the airport.

**2.3.4 Infield Tunnel**

- Revised:** The left lane of each Tunnel cell is a passing lane reserved for the use of emergency vehicles and for general vehicle passing. **Busses are prohibited from passing in the Infield Tunnel.**

### Changes in Section 3

#### 3.3 Non-Passenger Screening for Vehicles

- **Revised:** Canadian Air Transport Security Authority.

#### 3.6.1.4 Passing

- **Added:** Busses are prohibited from passing other vehicles.

#### 3.6.2 Terminal Service Roads

- **Added:** When entering terminal service roads operators shall use the closest exit/entrance point to destination required in order to reduce congestion. Laterals should not be used as a shortcut.
- **Added:** Vehicles are not to be left parked and unattended when not operationally required.

#### 3.7.1 Aircraft Cut off

- **Removed:** An aircraft cut-off occurs when either an aircraft pilot or an aircraft tow crew must:
  - Deviate from their planned course or adjust the aircraft or tow speed to:
    - maintain a safe distance from a vehicle,
    - avoid a collision with a vehicle or,
    - avoid the possibility of a collision with a vehicle.
  - Apply the brakes because of any of the above or similar reasons.

Vehicle operators involved in an aircraft cut-off shall advise the Airport Operations Control (AOC) at (416)776-3055.

The failure to yield to aircraft or an aircraft’s marshalling crew is an AVOP Major Infraction and, depending on the circumstances, a violation of the Aeronautics Act.

- **Added:**

A failure to yield incident occurs when either an aircraft pilot or an aircraft tow crew must:

  - Deviate from their planned course or adjust the aircraft or tow speed to:
    - Maintain a safe distance from a vehicle.
    - Avoid a collision with a vehicle or
    - Avoid the possibility of a collision with a vehicle.
    - Apply the brakes because of any of the above or similar reasons.

The actions of a vehicle operator had the potential for negative consequences, but nothing occurred or there were no resulting issues from those driver’s actions. (Examples below)

- Vehicle operator drives behind an aircraft on pushback, but the aircraft/tow does not deviate in speed or direction.
- Poor judgement or situational awareness shown by the driver.

Vehicle operators involved in an aircraft cut-off shall advise the Airport Operations Control (AOC) at (416) 776-3055.

The failure to yield to aircraft or an aircraft marshalling crew is an AVOP Infraction that will be issued as a Level 1 or 2 infraction and, depending on the circumstances, a violation of the Aeronautics Act. Any individual involved in a failure to yield incident Level 2 will have their AVOP(s) confiscated at the time of infraction issuance and may be required to undergo additional training in addition to any suspension applied to their AVOP(s) as directed by the AVOP office.

**3.7.2 Right-of-Way Priority**

- **Added: Note:** Vehicles will yield to busses when they are entering/exiting passenger pickup and drop off areas.

**3.8 Towing Equipment and Loads**

- **Removed:** Six baggage carts or containers/dollies.
- **Added:** Four baggage carts or containers/dollies.

**3.11.2 Vehicles Subject to Towing**

- **Revised:**  
Vehicles that are not parked within apron safety lines or designated areas or that are parked in prohibited areas are subject to towing. Airside Operators shall familiarize themselves with the vehicle towing protocols which will outline the Notice of Enforcement measures that will be followed for any equipment that is not parked in designated parking areas or is not removed when required. The owner of the towed vehicle or equipment shall pay for all towing and retrieval costs and drivers may be issued a Notice of Infraction.

**Note:** Unsecured ULDs are a safety hazard and may be towed. ULDs must be secured on a storage rack or dolly. For more information, see the [Notice of Enforcement Measures](#).

**Changes in Section 4**

**4.3.1 Handheld Devices**

- **Revised:** No person shall drive a motor vehicle airside while holding or using a handheld wireless communication device, in the performance of one’s duties.

**List of Changes D-AVOP**

**Changes in Section 2**

**2.13 Holding Positions**

- **Removed: Road Holding Positions:** A stop sign and/or pavement markings, and a pair of single red intersection lights on each side of the road identify road holding positions.
- **Added: Road holding position:** A stop sign and/or pavement markings, to identify road holding positions.

**Changes Appendix B**

- **Revised –**

BREAK BREAK	Separation between messages for two different aircraft
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