

2023 EDITION

Restricted Area Traffic Directive



RATD



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I. GENERAL

A. TITLE AND SHORT TITLE

- 1.01 The full title of this document is **Restricted-Area Traffic Directive Applicable to Motor Vehicles, Pedestrian Pass Holders and Mobile Equipment at Montréal’s International Airports**.
- 1.02 This directive may be referred to or shortened as one or the other of the following: **Restricted-Area Traffic Directive for Montréal’s Airports, Traffic Directive**, or **RATD (DCZR)**.

B. INTERPRETATION

- 1.03 For the purposes of this directive, the following definitions shall apply, unless they are incompatible with the context:

“Aéroports de Montréal (ADM)”	means a not-for-profit corporation constituted under the laws of Canada; (<i>“Aéroports de Montréal”</i>)
“aircraft”	means any heavier-than-air aircraft, airplane or helicopter, whether power-driven or non-power-driven; (<i>“aéronef”</i>)
“aircraft safety area”	means a secure area used for aircraft parking and within which vehicle traffic is prohibited whenever an aircraft is being moved; (<i>“zone d’évolution contrôlée d’aéronef”</i>)
“aircraft stand”	means a designated area on the apron intended for the parking of an aircraft for the purpose of emplaning and deplaning passengers, and providing requisite ground services; (<i>“poste de stationnement”</i>)
“airport”	means one or other of Montréal-Trudeau International Airport or International Aerocity of Mirabel; (<i>“aéroport”</i>)
“Airport Patrol”	means the ADM department responsible for enforcing this directive; (<i>“Sûreté aéroportuaire”</i>)
“airport traffic”	means all traffic within the movement area of an airport; (<i>“circulation d’aéroport”</i>)
“airside”	means the area of an airport reserved for movements relating to the operation of aircraft and to which public access is generally prohibited; (<i>“côté piste”</i>)
“Airside Vehicle Operator’s Permit (AVOP)”	means a document issued by the Administration and Permits Office (APO) to operate a vehicle airside; (<i>“permis de conduire côté piste”</i>)
“animal”	means any domestic animal or pet, including poultry; (<i>“animal”</i>)
“APO”	abbreviation used to designate the Administration and Permits Office which is a section of Airport Patrol; (<i>“BAP”</i>)
“apron”	means that portion of an airport, other than the manoeuvring area, designed for the emplaning and deplaning of travellers, the loading and unloading of cargo, aircraft refuelling, routine or technical servicing, de-icing, aircraft parking, as well as the movement of aircraft, vehicles and pedestrians necessary for the execution of the aforementioned tasks, including interior baggage sorting areas; (<i>“aire de trafic”</i>)
“Apron Management Section (AMS)”	means a section responsible for controlling aircraft and vehicle movements on the airport apron; (<i>“Section de la gestion des aires de trafic (SGAT)”</i>)
“apron traffic”	means all aircraft, vehicles and pedestrians using the apron of an airport; (<i>“circulation de l’aire de trafic”</i>)
“ATR”	abbreviation used to designate Airport Traffic Regulations; (<i>“RCA – Règlement sur la circulation aux Aéroports”</i>)

“baggage sorting area”	means an area, normally located inside a terminal or building, where checked baggage having been accepted by an air carrier is directed for the purpose of transport by such carrier; (<i>“zone de tri des bagages”</i>)
“commercial passenger vehicle”	means any vehicle used or designed for the paid transport of persons, including motor vehicles owned by airline companies or crew transport service vehicles; (<i>“véhicule commercial pour passagers”</i>)
“controlled airport”	means an airport equipped with an air traffic control unit; (<i>“aéroport contrôlé”</i>)
“controlled area”	means an area not covered under federal regulations with respect to which access and surveillance are determined by Airport Patrol; (<i>“secteur contrôlé”</i>)
“designated intersection”	means a location on the apron bordered by surface markings at which vehicles may cross an aircraft taxiway; (<i>“intersection désignée”</i>)
“directional projector”	means a light signal directional projector used by the control tower in order to control airport traffic when it is not possible to communicate by radio ; (<i>“projecteur directionnel”</i>)
“directive”	refers to this document, including all appendices and amendments hereto, as well as all corrections and modifications as ADM, at the discretion thereof, may make from time to time; (<i>“directive”</i>)
“electric vehicle for mobility-impaired passengers”	means any electric, cart-type vehicle used for the purpose of adapted transport inside buildings but not in baggage rooms; (<i>“véhicule électrique pour passagers à mobilité réduite”</i>)
“employer”	means a corporate body employing individuals who are holders of permanent airport security passes, including AVOP holders; (<i>“employeur”</i>)
“equipment”	means any vehicle or towed mobile device used for airport or runway maintenance, or designed for the maintenance, repair or servicing of aircraft, including test equipment and cargo handling equipment; (<i>“matériel”</i>)
“equipment staging area”	means the area outside the aircraft safety area which is used for the temporary staging of aircraft refuelling and maintenance vehicles and equipment; (<i>“zone de positionnement des véhicules”</i>)
“FOD (Foreign Object Damage)”	means any damage attributed to a foreign object that can be expressed in physical or economic terms which may or may not degrade the product’s required safety and/or performance characteristics; (<i>“FOD”</i>)
“glide path transmitter”	means that part of the instrument landing system which provides the pilot with the correct angle of descent on final approach through to touchdown on the runway; (<i>“radiophare d’alignement de descente”</i>)
“ground control”	means the control tower operational position to which a controller is assigned to provide as follows: (<i>“contrôle au sol”</i>) a) authorization and instructions pertaining to airport traffic; and, b) all information, upon receipt, as is relevant to traffic within the airport perimeter;
“holder”	means a physical person to whom an AVOP, RAIC, key or temporary security pass has been issued; (<i>“détenteur”</i>)
“holding bay”	means a defined area where aircraft can be held or bypassed with a view to facilitating the efficient surface movement of aircraft; (<i>“baie d’attente de circulation”</i>)
“holding point”	means the safe holding area for an aircraft or vehicle used for towing aircraft (<i>“point d’attente”</i>)

“international driving permit”	means a document allowing a person who holds a valid driving permit issued by one country to drive a vehicle in a foreign country (<i>“permis de conduire international”</i>)
“intersection”	means the location where a roadway, runway or taxiway crosses another roadway, runway or taxiway; (<i>“intersection”</i>)
“key”	means any instrument issued by the APO for the purpose of providing access to a public or private restricted area; (<i>“clé”</i>)
“loading area”	means any portion of the apron designated as such by a sign or surface markings, which is accessible to the travelling public for the purpose of emplaning and deplaning, including areas for charter aircraft; (<i>“aire d'embarquement”</i>)
“localizer transmitter”	means that part of the instrument landing system which is designed to assist the pilot in remaining properly aligned with the runway during descent and on approach; (<i>“radiophare d'alignement de piste”</i>)
“manoeuvring area”	means the portion of an airport normally used for the takeoff and landing of aircraft as well as aircraft movements in relation thereto, but excluding the apron; (<i>“aire de manoeuvre”</i>)
“motor vehicle”	means a car, snowmobile, truck, bus or any other vehicle or self-propelled device in which, on which or by means of which a person or object may be transported, carried or moved along the ground, including any machine designed to derive support in the atmosphere from reactions against the earth's surface of air expelled from such machine; (<i>“véhicule à moteur”</i>)
“movement area”	means the parts of an aerodrome used for take-offs, landings and ground movements of aircrafts, including the manoeuvring area and the apron; (<i>“aire de mouvement”</i>)
“NPS-V”	abbreviation for Non-Passenger Screening Vehicle; (<i>“CNP-V Contrôle des non-passagers véhicules”</i>)
“operator”	means any person at the wheel of or exercising effective control over a motor vehicle or bicycle; (<i>“conducteur”</i>)
“operator's restricted certificate”	means a document issued by Industry Canada certifying that the holder of such certificate is qualified to operate a radio at any land aeronautical station outfitted with radio equipment designed solely for the transmission of messages on fixed frequencies closed to public communications; (<i>“certificat restreint d'opérateur-radio”</i>)
“park”	means to stop a vehicle, whether occupied or not, and whether or not the engine is running. This expression does not apply to the emplaning and deplaning of passengers or the loading and unloading of cargo; (<i>“laisser en stationnement”</i>)
“parking space”	means the portion of the apron reserved for vehicle parking and identified appropriately by means of signs and/or surface markings; (<i>“emplacement de stationnement”</i>)
“Passenger Transfer Vehicle (PTV)”	means a motorized vehicle used for emplaning, deplaning and transportation of passengers; (<i>“VTP – Véhicule de transport de passagers”</i>)
“pedestrian”	means a person on foot, including an invalid in a wheelchair or infant/child in a carriage; (<i>“piéton”</i>)
“pedestrian crossing”	means any portion of the apron signed as such or bearing surface markings designed to allow passengers boarding or unboarding; (<i>“passage pour piétons”</i>)
“RAIC”	abbreviation for Restricted-Area Identity Card; (<i>“CIZR”</i>)
“restricted area”	means a section of an aerodrome signed as an area to which access is limited to authorized individuals only. (<i>“zone réglementée”</i>)

“roadway”	means a route, street or location designed for vehicle traffic and indicated by means of a sign, surface markings or drawings on a plan; (<i>“route”</i>)
“Sector Supervisor, Airport Patrol”	means any member of Airport Patrol charged with enforcing the law and defined as an ‘officer’ under Airport Traffic Regulations; (<i>“Chef de relève ou Chef de secteur”</i>)
“taxiway”	means that portion of an aerodrome between the apron and the runway which is used by manoeuvring aircraft and airport ground equipment; (<i>“voie de circulation”</i>)
“temporary pass”	means a document or identification device approved by ADM, issued by the APO and which authorizes the holder to access a restricted area temporarily; (<i>“laissez-passer temporaire”</i>)
“threshold”	means the beginning of that portion of the runway which is usable for aircraft takeoffs and landings; (<i>“seuil”</i>)
“tool vehicle/ equipment”	means a vehicle not mounted on a truck chassis, which has a workstation incorporated into the cab and has been designed to perform a specific task; (<i>“véhicule-outil / équipement”</i>)
“type D permit”	means a type of airside vehicle operator’s permit which authorizes the holder thereof to operate a vehicle within the movement areas of the airport named on the permit ; (<i>“permis D”</i>)
“type D/A permit”	means a type of airside vehicle operator’s permit which authorizes the holder thereof to operate a vehicle on the airport aprons and roadways named on the permit, with the exception of manoeuvring areas; (<i>“permis D/A”</i>)
“type D/A (R) permit”	means a type of Airside Vehicle Operator’s Permit (AVOP) which authorizes the holder thereof to operate a vehicle on the apron for the company identified on the permit and within the vehicle corridors bounded by traffic signs along the terminal building; (<i>“permis D/A (R)”</i>)
“vehicle corridor”	means an exterior roadway bordered by parallel white lines painted on the apron surface and designed to guide vehicle operators; (<i>“corridors pour véhicules”</i>)
“vehicle locator transmitter (VTL)”	means the transmitter installed on the roof of the vehicle that emits a signal allowing to locate its exact position on the airport movement area and which displays its call sign on radar screens; (<i>“radiobalise de repérage de véhicules (RRV)”</i>)
“Vice President, Airport Operations and Air Services Development”	means the person appointed to this position by ADM management or a duly authorized representative thereof; (<i>“Vice-président, Exploitation,développement aérien”</i>)
“warning device”	in the case of emergency vehicles, means a siren which may be accompanied by a flashing red light and, in the case of electric golf cart-type vehicles used to transport mobility-impaired individuals, means a horn or amber rotating or flashing light; (<i>“dispositif d’avertissement”</i>)

C. OBJECT

1.04 This directive is designed to provide for the orderly and safe flow of aircraft, vehicles and pedestrians within restricted areas and inside buildings.

D. SCOPE

1.05 This directive applies to Montreal–Trudeau and Montreal–Mirabel international airports.

E. RESPONSIBILITIES

- 1.06 ADM may issue directives and procedures, and take the appropriate measures, to ensure the sound management of traffic on the airport manoeuvring area and in airport buildings.
- 1.07 ADM may amend this directive at any time, with such amendments being deemed to form an integral part hereof. All persons shall comply with this directive at all times.
- 1.08 Every company owning airside vehicles shall be familiar with the provisions of this directive, and ensure that their personnel are familiar with them. Every company shall ensure that its personnel are in possession of the class of permits required to operate their vehicles safely and that they correctly use the equipment essential to the exercise of their duties.
- 1.09 All employers shall ensure that their vehicles comply with the requirements set out in this directive.
- 1.10 Every vehicle present in a controlled area of the manoeuvring area shall be equipped with a radio vehicle locator transmitter (VLT), except for vehicles that are part of a convoy; e.g., as part of construction work.
- Vehicles without VLTs, including those that need to join or leave a convoy, must be escorted by a vehicle equipped with a VLT otherwise they will be denied any movement by the controllers (NAV CANADA and AMS).
- 1.11 All vehicle operators shall:
- a) be fully cognizant of the rules and procedures set out in this directive; and,
 - b) hold all the required permits prior to operating a motor vehicle in a restricted area. This rule also applied to drivers engaged in taxiing aircrafts which are not in the preparatory phase of takeoff, or, post landing phase.
- Note that electric vehicles for mobility-impaired passengers are not subject to such permits.
- 1.12 Any person found to be in violation of this directive shall be liable to the administrative penalties provided for in Chapter IX of this directive and/or penal prosecution under the Airport Traffic Regulations.
- 1.13 All requests for information regarding this directive, whether pertaining to Montreal–Trudeau or to Montreal–Mirabel, shall be forwarded to the following address:

Manager, Administration and Permits Office
Airport Patrol
Aéroports de Montréal
800, place Leigh-Capreol, bureau 100
Dorval, Québec, H4Y 0A5

II. VEHICLE OPERATION

A. BASIC CONDITIONS

- 2.01 Subject to the other provisions set out herein, a person may operate a motor vehicle in a restricted area provided that he/she satisfies the following basic conditions:
- a) the person holds all valid licences and permits of the proper class or classes as required by law in the Province of Québec to operate the vehicle in question;
 - b) the person must have in his possession the original documents required by 2.01;
 - c) the vehicle is registered and equipped pursuant to the laws in force in the Province of Québec;
 - d) the person satisfies all requirements set out in this directive; and,
 - e) the vehicle respects all requirements set out in this directive.
- 2.02 For the purposes of this directive, a provincial vehicle registration certificate shall be deemed *prima facie* proof of vehicle ownership.

B. COMPLIANCE WITH APPLICABLE LAWS AND REGULATIONS

- 2.03 The operation of a vehicle in a restricted area is governed in particular by the ATR which must be respected at all times.

C. REGISTRATION AND PERMITS

- 2.04 No person shall operate a vehicle in a restricted area if such vehicle is not registered pursuant to the laws of the Province of Québec and registered with the APO in compliance with Chapter III hereof. In addition, the vehicle must be equipped with VLT and assigned with a radio call sign if he intends to circulate on the manoeuvring area. (see Section E – Traffic Regulations, paragraph 2.12 of this Directive).
- 2.05
- a) No person shall operate a vehicle airside if the operator is not in possession of an Airside Vehicle Operator's Permit (AVOP) issued in accordance with the provisions set out in Chapter IV hereof;
 - b) Whenever operating a vehicle airside, the vehicle operator shall have in his or her possession his or her, RAIC, AVOP, provincial driver's licence and radiotelephone operator's certificate, as the case may be.
 - c) **If said vehicle operator is in training**, he/she shall have in his/her possession his/her RAIC, temporary permit (AVOP Application Form, stamped by the APO – valid 6 months), provincial driver's licence and radiotelephone operator's certificate, as the case may be.
The vehicle operator in training **MUST** be escorted in the vehicle by the holder of a valid RAIC and the appropriate and valid AVOP permit. He/she shall never operate the vehicle alone with a temporary permit.

D. SIGNAGE

- 2.06 Aeronautical signage standards adopted by ADM are those recommended by the International Civil Aviation Organization (ICAO).
- 2.07 Airside road signage standards are based on the Highway Safety Code of the Province of Québec.
- 2.08 The vehicle operators shall comply with aeronautical and road signage in place.
- 2.09 The following appendices form integral parts of this directive:
- a) Appendix A Certificate of Insurance
 - b) Appendix B Plan of Operations in Reduced and Low Visibility Conditions
 - c) Appendix C Airport Maps

- d) Appendix D Phonetic Alphabet
- e) Appendix E Phonic Techniques
- f) Appendix F Surface Markings
- g) Appendix G Edge Lighting
- h) Appendix H Airside Traffic Signs
- i) Appendix I Separation of the Apron

E. TRAFFIC REGULATIONS

- 2.10 Article 10 of the ATR shall not apply to:
 - a) emergency vehicles responding to an emergency; and,
 - b) maintenance vehicles when authorized by the AMS.
- 2.11 The driver of a vehicle in a restricted area shall comply with the traffic instructions provided by Airport Patrol, the AMS and NAV CANADA ground control.
- 2.12 It is the responsibility of the vehicle owner to ensure that the vehicle is equipped with a VLT and that a radio call sign has been assigned if he intends to circulate on the manoeuvring area. This process is made through the APO. *See Section III – Vehicle Registration, B. Responsibilities, paragraph 3.02, of this Directive.*
- 2.13 When operating a vehicle in a restricted area, the operator shall, upon request from a member of Airport Patrol, provide the following:
 - a) all airside vehicle operator’s permits issued by virtue hereof;
 - b) his/her valid provincial driver’s licence;
 - c) his/her restricted radiotelephone operator’s certificate;
 - d) the provincial vehicle registration certificate;
 - e) his/her security components.
- 2.14 Any operator of a road vehicle involved in an accident shall:
 - a) remain on the scene or return thereto immediately following the accident, and assist any persons having sustained injury; and,
 - b) report the accident immediately to Airport Patrol.
- 2.15 **The use of tire chains and studded tires shall be authorized during the period from 15 October to 1 May. It is strictly prohibited to operate a vehicle equipped with studded tires or chains on airport runways and taxiways unless accompanied by an escort vehicle. The responsibility of the escort personnel is to carefully inspect the runway or taxiway surface and recover, as needed, any detached chain link or stud. Chains shall be removed as soon as possible, no later than 48 hours following a snowfall. Long-term use is permitted on tow tractors only.**
- 2.16 Honking in any NPS-V sector is prohibited.

F. PARKING

- 2.17 No person shall park a vehicle in an area designated by a sign or surface marking as an area in which parking is prohibited.
- 2.18 No one shall park a vehicle in a grassed airside area, or any other area not intended for vehicle use, unless otherwise authorized by the Vice President, Airport Operations and Air Services Development, the ground control unit or a regulator of the AMS.
- 2.19 No person shall leave a vehicle parked in an area designated by sign or surface markings as:
 - a) an emplaning or loading area;
 - b) a pedestrian crosswalk;
 - c) an aircraft stand;
 - d) an aircraft safety area;

- e) an equipment staging area;
- f) a vehicle corridor; or,
- g) a baggage room corridor.

- 2.20 Whenever an area is designated by a sign and/or surface marking as an area in which parking is authorized for a maximum period of time, no person shall park a vehicle in such area for a period of time greater than that indicated.
- 2.21 Whenever an area is designated by a sign and/or surface marking as an area in which parking is prohibited during certain hours, no person shall park a vehicle in such area during the hours indicated.
- 2.22 Whenever an area is designated by a sign and/or surface marking as an area in which parking is authorized within clearly marked boundaries, operators shall ensure that they park their vehicles inside such boundaries.
- 2.23 Whenever an area is designated as a parking area reserved for exclusive use by a certain category of persons or vehicles, no person shall park a vehicle in such area unless one or other of the operator or vehicle belongs to the category indicated.
- 2.24 All operators shall back their vehicles into parking areas whenever possible and practical. This requirement is particularly important in the vicinity of the terminal building, loading bridges and other heavy traffic areas.
- 2.25 A member of Airport Patrol who finds a vehicle parked in violation of one or other of the provisions hereof may, at the expense of the owner, have the vehicle removed and parked in an appropriate place.

G. SPEED LIMITS

- 2.26 No person shall operate a vehicle in a restricted area in such a way as to endanger persons, aircraft, vehicles or equipment, regardless of traffic density normally encountered in that area.
- 2.27 Pursuant to Section 34 of the ATR, no person shall operate a vehicle in excess of the following speeds in the following areas:
 - a) 10 km/h in baggage room corridors;
 - b) 20 km/h outside vehicle corridors on the apron at **Montréal–Mirabel only**;
 - c) 20 km/h in the Air Canada Cargo area;
 - d) 40 km/h in vehicle corridors on the apron;
 - e) 70 km/h on perimeter roadways.
- 2.28 When approaching any NPS-V sector, it is necessary to gradually reduce his speed, going from 50km/h to 30km/h, to reach a speed limit of 5km/h when circulating under the NPS-V marquee.
- 2.29 The speed limits set out in paragraphs 2.27 and 2.28 shall not apply to emergency vehicles responding to an emergency.

H. HARMFUL MATERIALS

- 2.30 Any person who finds nails, of spikes, lumps of metal or any other debris (FOD) has an obligation to pick them up; if not, his/her airside vehicle operator's permit (AVOP) could be withdrawn because of neglect.

I. MOTOR VEHICLE SAFETY EQUIPMENT

- 2.31 All vehicles in a controlled portion of the movement area must be equipped with a VLT with the exception of those that are part of a convoy.
- 2.32
 - a) Any vehicle outfitted with a cab shall be outfitted with one or more flashing or rotating amber aviation warning lights. The light(s) shall be visible by both aircraft and ground traffic within a radius of 360 degrees. All lights shall be activated whenever the vehicle is operating in a movement area.
 - b) Fuel tankers measuring in excess of 3.5 metres in height shall be outfitted with a 360-degree strobe light on the roof of the cab. This light shall operate in tandem with the vehicle's red tail lights to provide ample indication of the vehicle's presence in a given area.

- c) All vehicles outfitted with a cab, whether under escort or not, shall operate with headlights and running lights in the 'ON' position at all times.
- 2.33 In the case of low visibility or night operations in an airport movement area, all vehicles shall operate with headlights and running lights (if applicable) in the 'ON' position at all times.
- 2.34 No person shall operate a vehicle airside if the vehicle's signal or warning lights are covered with dust, dirt or snow.
- 2.35 No vehicle shall remain momentarily stationary in an area other than a vehicle parking area, without requisite signal lights in the 'ON' position.
- 2.36 No person shall operate a vehicle or equipment airside if such vehicle or equipment is not outfitted with the requisite signal lights detailed in Paragraph 2.32 hereof, unless escorted by a vehicle outfitted with the proper signal lights.
- 2.37 No person shall escort one or more vehicles airside unless such vehicles form a convoy. For the purposes hereof, convoy requirements shall be as follows:
 - a) an escort positioned in front of each convoy of a maximum of three (3) motor vehicles or less;
 - b) two (2) escorts, one positioned in front and one positioned at the rear of each convoy of between four (4) and six (6) motor vehicles;
 - c) an escort positioned in front of each convoy of a maximum of two (2) double-axle trucks; and,
 - d) two (2) escorts, one positioned in front and the other positioned at the rear of each convoy of three (3) or four (4) double-axle trucks.
- 2.38 The operator of the escort vehicle shall ensure that all headlights and emergency flashing lights of the escorted vehicles are in the 'ON' position.
- 2.39 The operator of the escort vehicle shall ensure that all escorted vehicles remain in formation.
- 2.40 All operators of vehicles escorted airside shall respect the safety instructions provided by the operator of the escort vehicle, failing which they shall be evicted from the area.
- 2.41 All operators of self-propelled vehicles shall ensure that their vehicles are in proper working order and are outfitted with all requisite equipment, safety or other.
- 2.42 No person shall hinder or interfere with maintenance, cleaning or snow clearing activities being conducted in movement areas.

J. VEHICLE OPERATING PROCEDURES

- 2.43 Right of way within airport movement areas shall be granted in the following order:
 - a) aircraft;
 - b) emergency vehicles with requisite emergency warning devices on and operating;
 - c) passenger transfer vehicles (PTVs);
 - d) vehicles towing aircraft;
 - e) snow clearing vehicles and equipment;
 - f) pedestrians; and,
 - g) service vehicles.
- 2.44 Vehicle operators shall steer clear of areas subject to aircraft or helicopter jet engine blast or propeller wash.
- 2.45 Whenever a PTV or aircraft with engines running is being pushed back (*), vehicle operators shall:
 - a) stop his vehicle corridor and yield to the PTV or aircraft. This does not apply if a signaller gives permission to circulate or if the aircraft wheel chocks are in place;
 - b) yield to the aircraft and PTV being pushed back at all times.

(*) *examples of push-back signs: signaller in place; anti-collision lights lit; bridge removed; wheel chocks removed; equipment around the aircraft has been removed*

- 2.46 The vehicles shall use the designated vehicle corridors when operating on the apron. Service vehicles shall be allowed to proceed to an aircraft stand provided that they exit the vehicle corridor at an angle of 90 degrees. All other vehicles shall request and obtain authorization from the AMS.
- 2.47 Vehicles operating in a vehicle corridor have priority over any vehicles seeking to enter such corridor.
- 2.48 Whenever vehicle corridors intersect, priority shall be granted to the vehicle:
- a) freeing an aircraft corridor;
 - b) operating to the right in a vehicle corridor.
- 2.49 Vehicles shall be operated in the right-hand lane of the vehicle corridor.
- 2.50 Any vehicle operator entering or operating in a vehicle corridor on the apron shall yield to any moving aircraft or aircraft potentially close enough to represent an immediate danger and wait until such danger has subsided before proceeding.
- 2.51 No vehicle operator entering an apron area shall approach or cross an aircraft movement marking, except:
- a) at a right angle to the aircraft movement marking; or
 - b) whenever a designated vehicle crossing point exists at that location in the vehicle corridor.

K. LOADING

- 2.52 Vehicle operators shall ensure that their loads, including that of equipment under tow, are firmly secured and sufficiently covered to ensure that no part thereof can shift or separate from the vehicle or equipment under tow.

L. IMPAIRED DRIVING

- 2.53 It is forbidden to operate, or to assist in operating, a vehicle or any equipment fitted with a motor, or to have care or control of such vehicle or equipment, whether they are in motion or not, if one's ability to operate them is impaired by alcohol, medication, legal or illegal drugs, or any other substance that impairs a person's faculties.

III. VEHICLE REGISTRATION

A. GENERAL

- 3.01 This chapter outlines the basic rules with which all vehicle owners must comply when operating vehicles airside at Montréal-Trudeau and Montréal-Mirabel international airports.

B. RESPONSIBILITIES

- 3.02 Vehicle owners must ensure that their vehicles are equipped with **VLTs** before operating airside if he intends to circulate on the manoeuvring area. To do this, vehicle owners acquiring such units must first contact the APO to register their vehicle, obtain a call sign and get a transponder code for their VLT unit. Units will then be programmed to associate call signs to the provided codes.

Partners who are acquiring VLTs of the ERA brand can have their transponder programmed by an ADM Technician simply by sending a request by email to BAPYUL@admtl.com. Note that a two (2) week delay and unit programming fees are to be expected.

- 3.03 Vehicle owners shall advise the APO, without delay, of any or all changes to the information provided on airside vehicle registration applications.

- 3.04 Vehicle owners shall ensure that their vehicles comply with the requirements of this directive prior to allowing vehicles to be operated in airport movement areas.

- 3.05 All vehicle or tool vehicle / equipment shall be registered provincially as well as with the APO.

- 3.06 Prior to operating a vehicle airside, owners shall submit the following documentation to the APO:

- a) an airside vehicle registration application (*form available from the APO*); and
- b) the original of the provincial registration certificate for the vehicle(s) involved.

The company with which the vehicle is registered shall be in possession of all manner of vehicle insurance required for airside operations, as set out in Paragraph 3.10, below.

- 3.07 It is forbidden to operate a vehicle that is in improper operating condition or that, depending on the required permit type, is not equipped with a VLT and a radio.

C. INSPECTION

- 3.08 A member of Airport Patrol may, at all times, conduct a visual check of vehicles and equipment operating airside. Any vehicle or equipment for which the condition is deemed to represent a danger for users or the environment may be evicted from the restricted area.

D. REQUEST FOR REGISTRATION EXEMPTION

- 3.09 As stated in Section 61 of the ATR, a vehicle owner may obtain a registration exemption in the instance of non-motor driven mobile equipment used exclusively airside. All registration exemption requests shall be forwarded to the APO.

E. INVENTORY

- 3.10 A vehicle owner or the authorized signing officer of the company under which the vehicles are registered must maintain an updated list of mobile equipment.

- a) adding any vehicle shall be communicated to the APO;
- b) withdrawal of a vehicle shall be communicated to the APO so that the vehicle is removed from the inventory of the owner or the company under which it is registered;
- c) in addition, every two years, on the anniversary of his application date, the vehicle owner or authorized signing officer shall deliver to the APO a complete update of his inventory.

F. INSURANCE

- 3.11 All vehicle owners, whether physical persons or companies, seeking to register a vehicle or fleet of vehicles for operation airside shall secure and renew, at their own expense, third party liability automobile insurance. The latter shall cover all risks relating to the operation of vehicles airside and include an overall limit of cover of no less than \$10 million (ten million dollars) per event applying to physical property and the loss of use of such property, regardless of whether or not the vehicles are registered and whether or not they are operated by the owner or on behalf thereof, subject, as the case may be, to a reasonable, non-refundable deductible for property damage to be defrayed in full by the owner. When applying for vehicle registration, the owner shall submit to ADM the standard airside automobile certificate of insurance, a copy of which appears in **APPENDIX A** hereof. This certificate shall be duly completed and signed by the insurer or a duly authorized representative thereof.
- 3.12 Whenever a vehicle owner no longer complies with the prescribed insurance requirements, he/she shall be prohibited from operating his/her uninsured vehicles airside.

G. TOOL VEHICLE / EQUIPMENT

- 3.13 All tool/equipment vehicles shall be registered provincially as well as with the APO. For example, a vehicle in a baggage room, a forklift or a vehicle used for towing aircraft is deemed to be a tool/equipment vehicle regardless of weight.
- A tool/equipment vehicle that is used strictly inside a building and is never used outside is not required to be registered with the APO.

IV. AIRSIDE VEHICLE OPERATOR'S PERMIT

A. GENERAL

4.01 The airside operation of a vehicle at an airport is a privilege dictated by operational needs. This chapter details the various types of airside vehicle operator's permits, terms and conditions of issuance, individual and corporate responsibilities, as well as proficiency levels required to obtain such permits.

B. TYPES OF PERMITS

4.02 There are three (3) types of airside vehicle operator's permits at Montreal-Trudeau and Montreal-Mirabel international airports. They are:

- a) **Type "D"** an airside vehicle operator's permit which authorizes the holder to operate a vehicle within the movement area of the airport set out thereon;
- b) **Type "D/A"** an airside vehicle operator's permit which authorizes the holder to operate a vehicle on the airport aprons and roadways set out thereon, but not in the manoeuvring area.
- c) **Type "D/A R"** a restricted airside vehicle operator's permit which authorizes the holder to operate a vehicle only on the apron for the company for which the permit was issued or in the baggage sorting area. This permit prohibits the holder from operating anywhere else in the movement area.

4.03 Validity period of the Airside Vehicle Operator's Permit:

- a) An Airside Vehicle Operator's Permit is valid for a maximum period of five (5) years from the date of issue, and its expiration date will coincide with the expiry date of the holder's RAIC.
- b) Temporary permit: the original copy of the *Airside Vehicle Operator's Permit application form* stamped and signed by an APO officer is valid for a period of 6 months from the date of successfully passing the written theory examination, and this document designates the "temporary permit."

C. RESPONSIBILITIES

- 4.04 a) It is forbidden to operate a vehicle airside unless one holds a valid Airside Vehicle Operator's Permit (AVOP).
- b) Any temporary permit holder shall be accompanied at all times by a holder of a valid RAIC who also holds the appropriate valid AVOP.
- c) No employer shall allow any temporary permit holder to operate a vehicle airside alone. The holder must be accompanied in the vehicle by a holder of a valid RAIC who also holds the appropriate valid AVOP.
- 4.05 Certain vehicles require that the operator have a certain class of permit (3, 1 or 4A, for example). To ascertain the class of a given vehicle, the operator shall refer to the Highway Safety Code of Québec. Every operator must, at all times, be in possession of the appropriate permit for the vehicle operated. It is incumbent upon the employer to ensure that each operator holds all permits as required by this directive.
- 4.06 The employer shall familiarize the employee with the specifics of the airport site and the provisions of this before submitting an application for an AVOP to the APO.
- 4.07 When an employee does not pass the online airside safety awareness training and the AVOP theory examination, the employer is responsible for providing that employee with the appropriate practical training for airside driving.
- 4.08 The employer or the authorized signing officer thereof shall complete and sign an *Airside Vehicle Operator's Permit Application Form* available at the APO office, or on line on ADM website, under "APO", in section "AVOP". By signing this form, the employer specifies the type of operator's permit required and confirms that the vehicle operator:
 - a) is an employee required to operate a vehicle airside in the exercise of his/her duties;
 - b) is familiar with the airport site; and

- c) satisfies the requirements set out in this directive.

D. ISSUANCE PREREQUISITES

- 4.09 Prior to being granted the privilege of operating a vehicle airside, a person shall hold a:
- a) **valid unrestricted driver's licence** issued by a Canadian province, or a state of the United States, or be the holder of an **unrestricted** international driver's licence. A class 5 learners permit does not constitute a valid driver's permit. Driver's permit other than Canada and the United States is not considered a valid permit unless accompanied by an international driver's recognize by the SAAQ. A valid **(RAIC) Restricted Area Identity Card issued** pursuant to the Transportation Security Clearance Program.
 - b) **valid Restricted Area Identity Card (RAIC)** issued pursuant to the Transportation Security Clearance Program.
 - c) **Restricted Operator Certificate with Aeronautical Qualification**; refer to Chapter VIII, Section I of this document for details.

E. TRAINING

- 4.10 The employer shall ensure that each trainee receives the required theoretical and practical training in order to obtain the desired permit. During training, the temporary permit holder shall be accompanied by a person in possession of a valid RAIC and driver's licence, ensuring that the latter is valid for the class of vehicle in question.
- 4.11 The temporary permit allows the trainee to acquire the skills necessary to operate an authorized company vehicle in a restricted area. When at the wheel, the trainee shall:
- a) be accompanied in the vehicle by a person in possession of all necessary restricted area security components; and,
 - b) have with him/her the temporary permit stamped and signed by an APO agent.
- 4.12 The trainer shall be poised to assist the operator-in-training, to provide guidance with respect to vehicle handling and to intervene as required.

F. THEORETICAL AND PRACTICAL EXAMINATIONS

- 4.13 The employer shall ensure that a vehicle which complies with the standards set out in Chapter III hereof is made available to the operator-in-training for the practical part of the airside proficiency skills examination.
- 4.14 After completing the training with his/her employer, the on-line airside safety training program and successfully passed the theoretical examination, the operator-in-training shall book an appointment with the APO for the practical examination. All cancellations shall be made at least 24 hours prior to the time of the scheduled appointment, failing which, fees in the amount of \$50 shall be required to schedule a second appointment.
- 4.15 The operator-in-training shall successfully pass the theoretical and practical examinations, it being understood that passing grades are as follows:
- a) **theory examination:** The passing grade is 80% for the general part and 100% for the part on airside knowledge of the airport in question.
The operator-in-training shall successful pass all of the theory exams within a period not to exceed 6 months.
 - b) **practical examination:** The passing grade is 80%.
The operator-in-training shall successful pass all of the practical exams within a period not to exceed 6 months.
In the event that the operator-in-training exceeds 6 months, he will have to take again all the theory and practical examination.
- 4.16 Anyone caught cheating during a theoretical or practical exam will have to wait one (1) year before being allowed to retake them. In addition, the employer will also be required to provide a remedial plan to the APO.
- 4.17 For new applications for Airside Vehicle Operator Permit, individuals who fail either the theory or the practical exam shall be allowed to retake the examination in accordance with the following waiting periods:

- a) **first failure:** waiting period of seven (7) calendar days from the date of failure of the exam;
 - b) **second failure:** waiting period of thirty (30) calendar days from the date of failure of the exam;
 - c) **third failure:** waiting period of sixty (60) calendar days from the date of failure of the exam;
 - d) **fourth failure:** the authorized signing officer of the company shall provide to the APO a letter setting out the reasons why an additional opportunity to retake the exam should be granted. The decision to grant a further retake rests with the APO Manager. After a fourth failure to pass either the theory or the practical exam, no further opportunity will be granted.
- 4.18 To ~~obtain~~ an Airside Vehicle Operator's Permit, the holder shall submit a new *Airside Vehicle Operator's Permit Application Form*, accompanied by a copy of his/her valid provincial driver's licence, and is not required to take the exams again.
- 4.19 A holder whose airside permit is suspended or has been inactive for a period of more than six (6) months shall be required to retake all qualifying examinations (see Sections 9.07 and 9.08).
- 4.20 During the practical exam, the vehicle shall be equipped with either heating or air conditioning, depending on the season.

G. ADMINISTRATION

- 4.21 The employer or authorized signing officer shall advise the APO without delay of any change concerning such employer or the operator on behalf of whom an application was submitted for the issue of an Airside Vehicle Operator's Permit.
- 4.22 The holder of an Airside Vehicle Operator's Permit shall take all action as required to prevent the unauthorized use of such permit. The holder shall immediately advise the APO if his/her permit is lost or stolen.
- 4.23 The holder of an AVOP who reports his/her permit as lost or stolen, must first report the loss with the Call Centre and then notify the APO. Following this declaration, a new permit will be issued upon payment of a \$50 replacement fee to the holder. If the AVOP is found within ten (10) working days following the loss, half the replacement fee will be reimbursed to the holder.

V. PEDESTRIAN TRAFFIC

A. AIRCRAFT AND PASSENGER TRANSFER VEHICLE (PTV) PUSH-BACK

5.01 All pedestrians shall yield the right of way to any and all of the following vehicles:

- aircraft;
- emergency vehicle responding to an emergency;
- passenger transfer vehicle (PTV);
- snow-clearing vehicle;
- vehicle towing an aircraft.

5.02 Other instructions applying to pedestrians appear in the Airport Traffic Regulations (ATR), Part II – PEDESTRIANS.

VI. MOVEMENT AREA – PARTICULARITIES

A. VEHICLE CORRIDORS

6.01 Vehicle operators shall come to a complete stop whenever surface markings so indicate within vehicle corridors located on the apron.

Note: Operators shall pay particular attention to the passenger transfer vehicle parking area.

6.02 No vehicle shall tow more than six (6) baggage carts, more than six (6) container carts or a combination of more than six (6) of these types of carts on the apron.

6.03 No vehicle shall tow more than five (5) pallet cars on the apron.

6.04 No cart shall be parked in an area other than a designated parking area.

6.05 No LD-2 or LD-3 type containers shall be removed from a container cart and parked unless in an area specifically designed for this purpose.

B. BAGGAGE ROOMS

6.06 Only baggage carts, LD-2 and LD-3 container carts and authorized vehicles used to tow the aforementioned carts shall be allowed in the baggage rooms and baggage room vehicle corridors.

6.07 In baggage rooms, the maximum number of towable container carts is five (5), and the maximum number of towable baggage carts is four (4). In the case of a combination of these types of carts, the maximum number towable is four (4).

6.08 The maximum speed in the baggage rooms and baggage room vehicle corridors at Montreal–Trudeau Airport is 10 km/h.

6.09 It is prohibited to park any vehicle or cart in the vehicle corridors except for areas identified and signed for this purpose.

6.10 It is prohibited to leave equipment of any nature in the vehicle corridors.

6.11 It is prohibited to enter or exit the baggage rooms other than by means of the passages identified for such purposes.

6.12 It is prohibited to leave vehicles and carts parked in the common baggage room or international arrivals baggage room unless required for an imminent baggage loading or unloading operation.

6.13 In the baggage rooms, it is prohibited to park carts and vehicles used to tow the latter outside areas identified for this purpose or outside surface marking boundaries.

C. TRANSBORDER AND INTERNATIONAL JETTIES

6.14 The vehicle corridors running the length of the transborder, and international jetties are located in front of parked aircraft, except at gates 80, 82, 84, and 86 through 89, where they run behind parked aircraft.

6.15 A vehicle may be operated behind a parked aircraft only to move from one side to the other of the aircraft that it is servicing and shall not cross the double white line. Operating behind an aircraft to move from one gate to another is prohibited, except for oversized vehicles.

6.16 Clearance under the loading bridges is 4.15 metres. Clearance indicators have been installed so that operators can ascertain whether they have sufficient clearance to proceed under the bridges.

No vehicle with overall height in excess of 4.15 metres shall be operated in said corridors.

6.17 It is incumbent upon both the vehicle owner and operator to know the exact overall height of each vehicle.

6.18 All vehicle operators shall obtain authorization from apron control on the appropriate radio frequency (122.275 MHz or 122.075 MHz) if they must drive outside the corridors.

6.19 A double solid white line running behind parked aircraft ensures that the latter are safely clear of any obstacles while moving on the manoeuvring line.

D. APRON AREAS AND PERIPHERAL ROADWAYS

6.20 For all other peripheral airside roadways, authorization from ground control is not required, except whenever an operator seeks to enter onto a taxiway or runway from the junction of one of such roadways. In this particular instance, the operator shall request radio authorization from ground control.

An operator seeking to enter the de-icing centre apron shall request radio authorization from Aéromag between October 1st and April 30th, and from Montréal apron control between May 1st and September 30th.

6.21 Access to peripheral airside roadways is restricted to persons required to use them for work-related purposes.

6.22 Apron areas have local peculiarities with which all operators shall be familiar and have mastered prior to obtaining a Type "D/A" operator's permit.

E. MONTRÉAL-TRUDEAU AIRPORT – PARTICULARITIES

6.23 In the common parking areas located in the vicinity of the baggage rooms, motor vehicles may be parked for a maximum period of four (4) hours, unless otherwise indicated.

6.24 It is prohibited to use one or other of the international arrivals or departures baggage rooms other than for the loading and unloading of checked baggage.

6.25 The area of taxiway Alpha between Alpha 4 and the apron is part of apron and is referred to as ALPHA-MIKE.

F. DE-ICING CENTRE

6.26 Prior to proceeding onto the Montreal-Trudeau Airport de-icing centre apron or operating thereon, operators shall make the following radio contact:

- Contact Aéromag on radio frequency 122.525 MHz to obtain authorization to operate on the de-icing apron;
Between October 1st and April 30th
- Contact Montreal apron control on radio frequency 122.075 MHz to obtain authorization.
Between May 1st and September 30th

G. ROAD 630

6.27 Road 630 connects the main apron to the NPS-V Echo and imposes a **speed limit of 70km/h**. The ground control unit controls vehicle traffic on this road by means red traffic lights placed in pairs at each intersection in both directions. Control is conducted in the following manner:

- a) Flashing red lights indicate to the vehicle operator to come to a complete stop at the corresponding stop line to ensure that there is no aircraft or vehicle traffic on either side before proceeding.
- b) Solid red lights indicate to vehicle operator to come to a complete stop at the corresponding stop line and wait until the red lights begin to flash. When lights are flashing, the operator shall make certain that there is no aircraft or vehicle traffic on either side before proceeding.
- c) It is not necessary to communicate by radio with ground control to circulate on Road 630 and cross the Alpha and Alpha 4 taxiways. The same principle applies for reverse-flow traffic.
- d) In addition to the two sets of red lights, two signs which read "630 FERMÉ – CLOSED" are installed at each end of Road 630. When these two signs are lit, it is forbidden to use Road 630. Two separate instances require activation of these signs, namely whenever the Low Visibility Operations Plan is in force or whenever Runway 10/28 is in use.
- e) Making a U-turn or an unauthorized complete stop on Road 630 is prohibited. If a driver is required to stop his vehicle, he must contact the Control Tower for permission.

H. PLAN OF OPERATIONS IN REDUCED AND LOW VISIBILITY CONDITIONS

6.28 All operators shall comply with the Plan of Operations in Reduced and Low Visibility Conditions (refer to [APPENDIX B](#)).

I. MANOEUVRING AREAS

6.29 The airport maps in **APPENDIX C** demonstrate those sections of the manoeuvring area with which all type “D” permit holders shall be familiar with.

6.30 To operate legally in the manoeuvring area, all vehicles shall be equipped with a radio transmitter with the appropriate frequencies, as well as an aviation amber rotating beacon.

6.31 Equipment on the exterior of a vehicle must be secured when the vehicle is operating on the manoeuvring area, particularly an aircraft towing vehicle. No object or equipment such as cones, shims, shovels, etc., can be left without being secured by a fastening system, under penalty of a fine.

VII. OPERATION OF ELECTRIC VEHICLES FOR MOBILITY-IMPAIRED PASSENGERS

A. BASIC CONDITIONS

- 7.01 This chapter sets out the rules pertaining to operation of electric vehicles within the airport terminal building. This type of vehicle shall be used solely for the transport of mobility-impaired persons. Approval to operate such an electric vehicle shall be obtained from the Director, Operations and Airport Safety, Aéroports de Montréal before proceeding to operate it. Such approval may be withdrawn at any time.
- 7.02 Any electric vehicle shall be operated in such a way that it does not compromise user or pedestrian safety nor cause any damage to facilities or equipment.
- 7.03 Notwithstanding the other provisions set out herein, a person shall be entitled to operate an electric vehicle for mobility-impaired passengers provided that he/she satisfies the following basic conditions:
- that the person holds a restricted area identity card;
 - that the vehicle is identified with the company colours.
- 7.04 For the purposes of this directive and unless proven otherwise, vehicle identification by means of company colours and a permanent number shall be deemed to represent legitimate proof of vehicle ownership.

B. COMPLIANCE WITH APPLICABLE LAWS

- 7.05 The operation of an electric vehicle for mobility-impaired passengers in airport buildings is governed by the Airport Traffic Regulations (ATR).

C. VEHICLE IDENTIFICATION

- 7.06 All electric vehicles for mobility-impaired passengers shall be identified by means of company name, company colours and logo.

D. SIGNAGE

- 7.07 All operators of electric vehicles for mobility-impaired passengers shall respect signage in place.

E. TRAFFIC REGULATIONS

- 7.08 All operators of electric vehicles for mobility-impaired passengers shall, at all times, comply, a with the following rules and ATR provisions:
- operate vehicles only in designated vehicle corridors;
 - yield the right of way to pedestrians at all times;
 - never exceed a maximum speed of 5 km/h (equivalent to a fast-paced walk);
 - never cut through passenger lineups or cut off individuals on foot;
 - never load a vehicle in excess of pre-determined manufacturer capacity;
 - never operate or have the care and control of the vehicle while one's ability to do so is impaired;
 - never pass another moving electric vehicle;
 - operate only on Levels 2 and 3 in the transborder jetty;
 - use only the lifts next to gates 74 (ASC-100) and 79 (ASC-105). The lifts shall be accessed at an angle of 90 degrees.
- 7.09 Electric vehicles for mobility-impaired passengers are prohibited in certain areas of the terminal building and jetties, including but not limited to the following locations:
- transborder security checkpoints;
 - US inspection services area (FIS);
 - baggage rooms;

- d) passenger loading bridges;
- e) moving walkways;
- f) Canadian inspection services area;
- g) aeroquay ; and
- h) elevators.

7.10 Any operator of an electric vehicle involved in an incident/accident shall:

- a) remain on the scene or return thereto immediately following the accident, and assist any persons having sustained injury; and,
- b) report the accident immediately to the ADM Call Centre by calling 514-420-5000.

F. PARKING

7.11 Electric vehicles for mobility-impaired passengers shall be parked in the areas designated for this purpose. Operators shall ensure that the floor beneath the parked vehicles is protected by means of a carpet. When parking an electric vehicle, the brakes shall be locked, the gearshift set in "neutral" (if possible) and the key removed from the vehicle.

G. SPEED

7.12 No person shall operate an electric vehicle for mobility-impaired passengers in such a manner as to endanger people, equipment or facilities.

7.13 The maximum operating speed shall be 5 km/h, which is about the equivalent of a fast-paced walk.

7.14 During peak periods when passenger traffic within airport buildings is particularly heavy, vehicle operators shall reduce operating speed. In addition, operators shall slow when approaching doors, passenger lineups, lift entrances and exits, escalators, pedestrian staircases and moving walkways.

H. HAZARDOUS MATERIALS

7.15 It is incumbent upon operators to pick up any object as may fall from their vehicle or is otherwise vehicle-related.

I. OPERATING AND SAFETY EQUIPMENT

7.16 All electric vehicles shall be equipped with either a flashing or rotating amber aviation warning light, the beam of which shall be visible by pedestrians within a radius of 360 degrees. This warning light shall be operational whenever the vehicle is operated inside an airport building.

7.17 All electric vehicles shall be equipped as follows:

- brakes;
- hand brake;
- horn;
- audible warning device (maximum of 84 decibels);
- rotating light; and,
- electronic immobilizer system (ignition safety lock).

7.18 Authorized vehicles feature a maximum capacity of six (6) occupants.

J. VEHICLE USE

7.19 Electric vehicles are designed solely for the transport of mobility-impaired passengers. Use of vehicles of this nature may be prohibited inside airport buildings if the vehicles are found to be in unacceptable working order (dirty, company logo label not affixed thereto, etc.).

K. VEHICLE REGISTRATION

7.20 All applications to register an electric vehicle for mobility-impaired passengers shall be submitted to the APO.

VIII. RADIOCOMMUNICATION

A. GENERAL

8.01 Circulation on the movement areas at Montréal–Trudeau and Montréal–Mirabel international airports is controlled. At Trudeau, traffic on the main apron is also controlled. This chapter defines the basic rules to be followed by all individuals operating a vehicle in these areas.

B. RESTRICTED OPERATOR CERTIFICATE

8.02 In addition to an Airside Vehicle Operator's Permit for the airport concerned, a vehicle operator shall also be in possession of a valid Restricted Operator Certificate with Aeronautical Qualification.

8.03 Whenever an operator is required to operate on a manoeuvring or movement area, he/she shall be in possession of a valid Restricted Operator Certificate with Aeronautical Qualification prior to being issued a Type "D" AVOP, and if he/she is required to operate on the apron, shall be in possession of such valid certificate prior to being issued a Type "D/A" AVOP.

8.04 Any operator who, for any reason whatsoever, has his/her Restricted Operator Certificate with Aeronautical Qualification revoked shall advise the APO without delay.

C. COMMUNICATIONS

8.05 All vehicle operators shall ensure that their radiotelephone is set on the appropriate radio frequency, based on their location and intended route within the movement area, and they remain alert to communications on this frequency.

8.06 All vehicle operators shall contact:

- a) the ground control unit to obtain authorization to proceed into and operate in a manoeuvring area; and
- b) apron control whenever required to operate on the apron outside designated vehicle corridors (including when towing an aircraft).

8.07 With the exception of the escort vehicles, each vehicle using a VHF radio to communicate with a controller has a call sign assigned by the APO. The code is programmed in its VLT. As it appears on the screen of the controller, the driver must always use the VLT's call sign associated to the vehicle he/she uses.

When there is failure of the VLT of a vehicle, the driver must use a replacement VLT and its call sign. It is therefore important that the call sign be indicated on each device.

Escort companies are given several mobile VLT units by ADM to which call signs were given by the APO. Officers of escort companies that use one of these units must use the call sign of the borrowed VLT identified for this purpose. A register is maintained by escort companies in order to link the VLT to its user.

8.08 Whenever requesting radio authorization, vehicle operators shall provide information as follows:

- a) call sign of control unit called (Montréal Ground, Montréal Apron, Mirabel-Radio or Aéromag);
- b) vehicle call sign;
- c) exact position; and
- d) exact destination.

8.09 Vehicle operators shall always fully acknowledge receipt of instructions received from the ground traffic control unit or apron control.

8.10 To proceed to destination, the vehicle operator shall follow the instructed route; if in doubt, the operator shall verify instructions.

8.11 Whenever a vehicle operator is instructed to hold short of a runway or taxiway, or is awaiting authorization to cross or operate on such runway or taxiway, he/she shall bring his/her vehicle to a stop no less than 61 metres (200 feet) from the edge thereof, i.e., before the stop line painted on the ground.

8.12 Whenever a vehicle operator is instructed by radio to leave a runway or taxiway, he/she shall acknowledge receipt, comply with the instructions given and proceed to a location no less than 61 metres (200 feet) off to the side of the nearest runway. The vehicle operator shall then advise the ground control unit that he or she has left the runway or taxiway and indicate his/her exact position.

The same distance of 61 meters (200 feet) must be observed to circulate behind a plane with engines running.

8.13 When proceeding along a runway, all operators shall immediately proceed off such runway whenever the ground control unit flashes the white lights bordering the runway in question.

8.14 In addition to ground control or apron control radio authorization, vehicle operators shall always conduct a visual check to be certain not to interfere with an aircraft approaching the route on which they have been given permission to proceed.

8.15 Whenever an aircraft is under tow:

- a) the vehicle towing the aircraft shall remain in constant radio contact with the ground control unit or apron control, depending on vehicle location;
- b) depending on vehicle location, maintaining radio contact is mandatory and may be performed by an individual located in the cockpit of the aircraft provided that ongoing radio contact is maintained with the tow vehicle operator.

D. FREQUENCIES USED

8.16 Frequencies in force at Montréal airports are as follows:

a) Montreal–Trudeau International Airport

- (1) 121.9 MHz for Montréal Ground – East Sector
121.0 MHz for Montréal Ground – West Sector
- (2) 122.075 MHz for Montréal **EST** Apron
122.275 MHz for Montreal **WEST** Apron

Refer to **APPENDIX I** for the separation of the apron

- (3) 122.525 MHz for De-icing Centre – Aéromag
- (4) 123.175 MHz for SGAT Emergency Frequency

b) Montreal–Mirabel International Airport

- (1) 121.8 MHz for Mirabel Radio
- (2) 122.4 MHz for Unicom – *non-controlled apron*
- (3) 122.575 MHz for De-icing Center – Aéromag

8.17 All vehicle owners shall ensure that the radiotelephone in each vehicle operates on the frequencies used at the airport in question.

8.18 All vehicles required to contact the ground control unit or apron control should be:

- a) equipped with a radiotelephone in proper working order with reception covering the entire airport territory;
- b) operated by a person in possession of a valid AVOP and a radiotelephone operator's restricted certificate.

8.19 It is incumbent upon the escort vehicle operator to obtain all necessary authorizations from the ground control unit.

8.20 A call sign is assigned to each vehicle licensed to operate within the manoeuvring areas. The call sign comprises a name and a number and shall both be stated in full upon each radio communication transmission made by a vehicle operator.

The assignment of call signs is the responsibility of the APO.

E. BREAKDOWNS

- 8.21 In the event of a vehicle breakdown, the vehicle operator shall immediately advise the ground control unit, depending upon location. The vehicle operator shall provide his/her exact location, the nature of the breakdown and the type of assistance required.
- 8.22 In the event of the simultaneous breakdown of a vehicle operating in a manoeuvring area and the vehicle's radiotelephone, the vehicle operator shall leave both running and warning lights in the "ON" position and, if practicable, push the vehicle as far off the runway as possible.
- 8.23 In the event of the breakdown of a radiotelephone while on the manoeuvring area, the operator shall turn his/her vehicle to face the control tower and flash the vehicle lights. The ground control unit shall reply using the following standard light signals:
- a) flashing green light – "You may cross"
 - b) solid red light – "Stop. Hold your position"
 - c) flashing red light – "Leave the runway"
 - d) flashing white light – "Return to starting point"
- 8.24 In the event of the breakdown of a radiotelephone, the vehicle operator shall come to a complete stop at each runway intersection, request and receive permission to continue (flashing green light) before proceeding.

F. PHONETIC ALPHABET

- 8.25 Whenever required to spell out sequences for the purposes of clarity of radiotelephone communications, operators shall use the ICAO phonetic alphabet which appears in **APPENDIX D**.

G. STANDARD WORDS AND PROCEDURES

- 8.26 The use of current or informal terms and expressions, such as 'Okay', or present-day slang is prohibited. A series of standard phrases and phraseology used in aeronautics communications are set out in **APPENDIX E**. Language employed shall be clear, concise and accurate.

H. PROHIBITIONS

- 8.27 Communications shall be restricted to authorized radiotelephone messages only. Unwanted signals are prohibited. Profane, obscene or coarse language is forbidden.
- 8.28 It is prohibited to transmit or cause to be transmitted a false or fraudulent message, call or distress signal.
- 8.29 It is prohibited to cause interference or otherwise obstruct radiotelephone communications.
- 8.30 Whenever using a radiotelephone, the operator shall protect communication confidentiality and in no case reveal the content of any communication unless authorized to do so.

I. OBTAINING A RADIOTELEPHONE OPERATOR'S CERTIFICATE

- 8.31 To obtain a Restricted Operator's Certificate with Aeronautical Qualification, candidates shall:
- a) be holders of a valid provincial driver's licence;
 - b) be holders of a valid Restricted Area Identity Card (RAIC);
 - c) submit an application for an Airside Vehicle Operator's Permit by duly completing the proper form and having the latter signed by the authorized signing officer of the company; and
 - d) successfully pass the type "D" or "D/A" permit theoretical examination.
- 8.32 The Restricted Operator's Certificate is issued by Industry Canada and may be requested through the APO by candidates submitting an application for a type "D" or "D/A" AVOP.
- 8.33 For further details, visit Industry Canada's website at <http://ic.gc.ca/Intro.html>

IX. ENFORCEMENT PROCEDURE

A. GENERAL

9.01 This chapter describes the administrative measures that may be initiated against any person who violates any provision of the RATD.

B. MEASURES

9.02 It is forbidden to violate any provision of the RATD, and any such violation constitutes an infraction.

9.03 When found to have violated a provision of the RATD, operators shall be subject to eviction from the restricted area, with or without their vehicle, in instances such as the following:

- a) vehicle deemed to represent a danger for others or the environment;
- b) vehicle not authorized by the Vice President, Airport Operations and Air Services Development;
- c) operator not authorized by the Vice President, Airport Operations and Air Services Development.

9.04 When an operator is found to have violated a provision of the RATD, the vehicle may be towed, in instances such as the following:

- a) the vehicle is parked in a location where parking is prohibited; or,
- b) the vehicle is not an authorized vehicle and cannot be moved.

9.05 When an operator is found to have violated a provision of the RATD, their AVOP shall be immediately confiscated, when:

- a) the operator is not in possession of a valid provincial driver's licence;
- b) the operator's AVOP has expired;
- c) the operator is operating in an area other than the area for which his/her AVOP was issued;
- d) the operator fails to retrieve nails, spikes, metal fragments or another other debris (FOD);
- e) the operator operates or assists in operating a vehicle or any equipment fitted with a motor, or has care or control of such vehicle or equipment, whether they are in motion or not, when is their ability to operate them is impaired buy alcohol, medication, legal or illegal drugs, or any other substance that impairs a person's faculties.

9.06 When an operator is found to have violated a provision of the RATD, their AVOP may be suspended or revoked as follows:

- a) **first offence:** suspension of the AVOP for a period of seven (7) days, depending on the severity of the offence;
- b) **second offence:** suspension of the AVOP for a period of fifteen (15) days, depending on the severity of the offence;
- c) **third offence:** suspension of the AVOP for a period of thirty (30) days or complete revocation of the permit, depending on the severity of the offence.
- d) **fourth offence:** the operator shall be required to meet with a disciplinary committee, the membership of which is determined by Aéroports de Montréal, and shall be subject to full revocation of their AVOP, or suspension thereof for a period of time to be determined by the committee.

Administration penalties for an offence leading to the suspension or revocation of an AVOP are based on the gravity of the offense committed.

9.07 An operator shall be required to retake the practical examination when the AVOP permit has been:

- a) expired more than (6) months ago;
- b) suspended following a decision taken by the Manager – APO.

9.08 An operator shall be required to retake the theory examination when the temporary permit stamped 6 months has expired.

9.09 An operator shall be required to retake both the theory and practical examinations in the following instances:

- a) his/her AVOP expired over one (1) year ago;
- b) his/her AVOP was suspended, following a decision taken by the Manager – APO.

- 9.10 In conformity with Section 4.04, where an operator is stopped airside operating a vehicle WITHOUT an AVOP:
- a.1 for a first offence for driving airside without an AVOP, the operator shall have their RAIC confiscated immediately for a period of 15 days.
 - a.2 for a second offence for driving airside without an AVOP, the operator shall have their RAIC confiscated for a period of 30 days.
- 9.11 In the event that the owner of an electric vehicle or one of its representatives or employees is found to be in violation of Section VII "Operation of Electric Vehicles for Mobility-Impaired Passengers," Aéroports de Montréal reserves the right to withdraw, at any time and without notice or deadline, authorization to operate such vehicle.
- 9.12 Each notice of verdict received from the Ministry of Justice of Québec and bearing the indication of "guilty" shall be forwarded to the offender's employer. Furthermore, the AVOP shall be suspended for a period of up to two years where the operator has been found guilty of an offence, and may be revoked where the operator has been found guilty of two or more violations (see conditions for retaking of exams under sections 9.07 and 9.08, above).
- 9.13 It is forbidden to alter or modify in any manner whatsoever an AVOP permit issued under this Directive. The holder at fault will be subject to administrative penalties up to and including the complete revocation of the right to obtain an Airside Vehicle Operator's Permit, at Aéroports de Montréal.

APPENDICES

APPENDIX A – CERTIFICATE OF INSURANCE



CERTIFICAT D'ASSURANCE • CERTIFICATE OF INSURANCE

SEUL CE FORMULAIRE DOIT ÊTRE UTILISÉ, AUCUN AUTRE DOCUMENT NE SERA ACCEPTÉ.
ONLY THIS FORM MUST BE USED, NO OTHER DOCUMENT WILL BE ACCEPTED.

COURTIER BROKER	NOM NAME ADRESSE ADDRESS	TEL.
NOM ET ADRESSE DU DÉTENTEUR DU CERTIFICAT NAME AND ADDRESS OF CERTIFICATE HOLDER		AÉROPORTS DE MONTRÉAL (ADM) 800, Leigh-Capréol, Dorval, Québec H4Y 0A5
ASSURÉ DÉSIGNÉ NAMED INSURED		

TYPES DE POLICES • TYPES OF POLICIES

REMARQUE — LE MONTANT DE LA GARANTIE D'ASSURANCE DE LA POLICE NO. 1, À ELLE SEULE OU EN COMBINAISON AVEC LA POLICE NO. 2, DOIT ÊTRE D'AU MOINS DIX MILLIONS DE DOLLARS (10 000 000\$).
REMARK — THE LIMIT OF COVER UNDER INSURANCE POLICY NO.1 SHALL, EITHER ALONE OR IN COMBINATION WITH POLICY NO. 2, BE IN AN AMOUNT OF NO LESS THAN TEN MILLION DOLLARS (\$10 000 000).

POLICE POLICY NO. 1		NOM ET ADRESSE DE L'ASSUREUR NAME AND ADDRESS OF INSURER	
<input type="checkbox"/> RESPONSABILITÉ AUTOMOBILE THIRD PARTY AUTOMOBILE LIABILITY INSURANCE	SIGNATURE ET ESTAMPE DU PRÉPOSÉ DE L'ASSUREUR SIGNATURE AND INSURER REPRESENTATIVE STAMP		
<input type="checkbox"/> RESPONSABILITÉ AVIATION AVIATION LIABILITY			
NO. POLICE POLICY NO.	EXPIRATION (AN/MJ) / (Y/M/D)	DATE (AN/MJ) (Y/M/D)	
MONTANT LIMITE PAR ACCIDENT Responsabilité civile – Dommages corporels ou matériels aux tiers LIMIT OF COVER PER ACCIDENT General public liability – Third party bodily injury or property damages		\$	
		NOM DU PRÉPOSÉ DE L'ASSUREUR NAME OF INSURER REPRESENTATIVE	
POLICE POLICY NO. 2			
CETTE POLICE COUVRE EN EXCÉDENT LA POLICE NO. 1 INDIQUÉE CI-DESSUS. THIS POLICY PROVIDES COVERAGE IN EXCESS OF POLICY NO. 1 LISTED HEREINABOVE.			
<input type="checkbox"/> EXCÉDENTAIRE EXCESS	SIGNATURE ET ESTAMPE DU PRÉPOSÉ DE L'ASSUREUR SIGNATURE AND INSURER REPRESENTATIVE STAMP		
<input type="checkbox"/> COMPLÉMENTAIRE UMBRELLA			
NO. POLICE POLICY NO.	EXPIRATION (AN/MJ) / (Y/M/D)	DATE (AN/MJ) (Y/M/D)	
MONTANT LIMITE LIMIT OF COVER		\$	
		NOM DU PRÉPOSÉ DE L'ASSUREUR NAME OF INSURER REPRESENTATIVE	

CONDITIONS APPLICABLES À TOUTES LES POLICES
Il est entendu et convenu que toutes les polices précitées sont amendées pour comprendre les modifications suivantes et que le présent Certificat d'assurance sert d'avantant à cet effet, à savoir :

- I. Sont assurés, tous les véhicules automobiles, soit appartenant à l'assuré désigné, soit loués ou encore utilisés par ce dernier;
- II. L'assureur renonce à ses droits de subrogation contre Sa Majesté, ADM et contre toutes les personnes dont ils sont légalement responsables (à l'exception du contrat d'assurance responsabilité automobile);
- III. En cas d'annulation ou de modification importante affectant les garanties ici fournies, l'assureur en informera ADM 30 jours au préalable, par courrier recommandé (à l'exception du contrat d'assurance responsabilité automobile);

Les assureurs reconnaissent que l'assuré désigné poursuit des activités à un ou des aéroports et que leurs polices d'exclusion pas, ni ne limitent les risques y afférents.

RETOURNER CE CERTIFICAT D'ASSURANCE À :
Bureau de l'administration et des permis
Sûreté aéroportuaire
Aéroport International Pierre-Elliott-Trudeau de Montréal
975, boul. Roméo-Vachon, Bureau 317
Dorval, Québec H4Y 1H1

CONDITIONS APPLYING TO ALL POLICIES
It is hereby agreed and understood that each of the aforementioned policies is amended to include the following modifications and that this Certificate of Insurance is deemed an endorsement attaching to and forming a part of the aforementioned policies:

- I. All motor vehicles owned, leased or used by the named Insured shall be insured hereunder;
- II. The Insurer hereby waives all rights of subrogation against Her Majesty, ADM and any persons with respect to whom they may be legally liable (except for the third party automobile liability policy);
- III. In the event of the cancellation of or significant changes to the coverage appearing hereinabove, the insurer shall provide ADM with thirty-(30)-day advance notice to such effect by registered mail (except for the third party automobile liability policy);

The Insurers acknowledge and understand that the named Insured conducts activities at an airport or airports and hereby declare that their policies neither exclude nor limit any of the risks relating to operations at an airport.

RETURN THIS CERTIFICATE OF INSURANCE TO:
Administration and Permits Office
Airport Patrol
Montréal Pierre-Elliott-Trudeau International Airport
975, Roméo-Vachon Blvd, Suite 317
Dorval, Québec H4Y 1H1

POUR INFORMATION ADDITIONNELLE | FOR ADDITIONAL INFORMATION : ☎ bapyul@admit.com ☎ 514.633.3433

RÉV.: 2017-05

APPENDIX B – PLAN OF OPERATIONS IN REDUCED AND LOW VISIBILITY CONDITIONS



<p>PLAN D'OPÉRATIONS EN CONDITIONS DE VISIBILITÉ RÉDUITE ET FAIBLE (OCVRF)</p> <p>Aéroport international Pierre-Elliott-Trudeau</p> <p>Annexe B de l'Accord entre la Tour de contrôle de NAV CANADA et AÉROPORTS DE MONTRÉAL (ADM)</p>	<p>PLAN OF OPERATION IN REDUCED AND LOW VISIBILITY CONDITIONS</p> <p>Pierre Elliott Trudeau International Airport</p> <p>Appendix B of the Agreement between the NAV CANADA Control Tower and AÉROPORTS DE MONTRÉAL (ADM)</p>
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ANNEXE A/APPENDIX A	
DÉPARTS NORMALISÉS AUX INSTRUMENTS	STANDARD INSTRUMENTS DEPARTURES

OPÉRATIONS EN CONDITIONS DE VISIBILITÉ RÉDUITE ET FAIBLE (OCVRF)

Annexe B de l'Accord entre la Tour de contrôle de NAV CANADA et ADM

EN VIGUEUR : 2018-12-17

1. Lorsque les conditions météorologiques se détériorent, la circulation des véhicules et des aéronefs sur l'aire de mouvement peut devenir périlleuse. Le plan d'opérations en conditions de visibilité réduite et faible élabore les procédures qui permettent la poursuite sécuritaire et efficace des mouvements en surface.

2. Lors des opérations en faible visibilité ou en visibilité réduite, les équipements et installations listés à l'annexe B doivent être en parfait état de fonctionnement. À défaut de quoi, les mesures de mitigation indiquées à l'annexe B doivent être prises.

PLAN OF OPERATION IN REDUCED AND LOW VISIBILITY CONDITIONS (RLVCO)

Appendix B of the Agreement between the NAV CANADA Control Tower and ADM

EFFECTIVE : 2018-12-17

1. Vehicle and aircraft movement on the airport manoeuvring area can become hazardous when meteorological conditions deteriorate. The Plan of Operations in Reduced and Low Visibility Conditions describes the procedures that will allow for safe and efficient ground movements.

2. When operating in low or reduced visibility conditions, essential equipment and facilities listed in appendix B must be fully operational. Otherwise, mitigation measures indicated in appendix B must be taken.

DÉFINITIONS

Conditions de visibilité réduite (CVR)

Situation où l'indication de la portée visuelle de piste (RVR) est inférieure à 2600 (½ sm) tout en demeurant égale ou supérieure à 1200 (¼ sm).

Note : Toutes les pistes sont homologuées pour les opérations en conditions de visibilité réduite.

Conditions de visibilité faible (CVF)

Situation où l'indication de la portée visuelle de piste (RVR) est inférieure à 1200 (¼ sm) tout en demeurant égale ou supérieure à 600 (1/8 sm).

Note : La piste 06L est la seule piste homologuée pour les opérations en conditions de faible visibilité.

PHASES D'OPÉRATION

Déclenchement

Lorsque la visibilité descend et s'approche de RVR 2600, la Tour de Montréal déclenche chaque phase des Opérations en Conditions de Visibilité Réduite et Faible (OCVRF) et avise le Centre de coordination des opérations (CCO) lorsqu'en Conditions de Visibilité Faible (CVF).

Équipement (Diagramme 1 & 2)

Lors des opérations en CVR ou CVF, les équipements et installations doivent être en parfait état de fonctionnement, à défaut de quoi, les mesures de mitigation doivent être prises.

EN CONDITIONS DE VISIBILITÉ RÉDUITE (OCVR)

Aucune action n'est requise puisque toutes les pistes sont certifiées pour les Opérations en Conditions de Visibilité Réduite (OCVR).

EN CONDITIONS DE VISIBILITÉ FAIBLE (OCVF)

1. Les OCVF sont déclenchées lorsque les deux RVR de la piste 06L affichent une valeur de moins de 1200.

DEFINITIONS

Reduced visibility conditions (RVC)

Conditions in which the runway visual range (RVR) indicates a value of less than 2600 (½ sm) but equal to or above 1200 (¼ sm).

Note: All runways are certified for operations in reduced visibility conditions.

Low visibility conditions (LVC)

Conditions in which the runway visual range (RVR) indicates a value below 1200 (¼ sm) but equal to or above 600 (1/8 sm).

Note: Runway 06L is the only certified runway for use in low visibility conditions.

OPERATIONS PHASES

Activation

When visibility decreases and approaches RVR 2600, Montreal Tower activates each phase of the Reduced and Low Visibility Conditions Operations (RLVCO) and advises the Operations Coordination Center (OCC) when in Low Visibility Conditions (LVC).

Equipment (Diagram 1 & 2)

When in RVC or LVC operations, essential equipment and facilities must be fully operational, otherwise the mitigation measures must be taken.

IN REDUCED VISIBILITY CONDITIONS (RVCO)

No action is required since all runways are certified for the Reduced Visibility Conditions Operations (RVCO).

IN LOW VISIBILITY CONDITIONS (LVCO)

1. The LVCO are activated when readings on the two RVR monitors for 06L displays below 1200.

- | | |
|--|---|
| <p>2. La circulation des véhicules sur l'aire de manoeuvre est alors interdite, à l'exception des véhicules requis :</p> <ol style="list-style-type: none"> pour l'entretien des équipements et les installations essentielles sur l'aéroport, pour l'avitaillement, l'approvisionnement, le remorquage et le chargement/déchargement des aéronefs sur l'aire de trafic principale, de la Sûreté aéroportuaire, et du Service d'incendie de l'aéroport. <p>3. Les opérations sont suspendues sur les pistes 10 et 28, lorsque la visibilité d'aérodrome signalée est inférieure à ¼ sm et sur les pistes 24L, 24R et 06R lorsque la valeur de leur RVR respectif indique moins de 1200.</p> <p>4. Lorsque l'un des deux moniteurs RVR 06L affiche une portée visuelle de piste inférieure à 1200 tout en demeurant à 600 ou plus haut, les opérations en CVF se poursuivent.</p> <p>5. Lorsque les deux RVR 06L indiquent moins de 600 les opérations en CVF sont suspendues. À l'exception des mouvements associés au retour des aéronefs aux portes d'embarquement, toute circulation au sol (avions et véhicules) est interrompue.</p> <p>6. Lorsque la visibilité s'améliore et que l'un des deux RVR 06L affiche une valeur supérieure à 600 tout en demeurant inférieure à 1200, les opérations en CVF recommencent.</p> <p>7. Lorsque la portée visuelle de piste continue d'augmenter et que l'un des deux moniteurs RVR 06L indique une valeur égale ou supérieure à 1200, les opérations en CVF cessent et les opérations en CVR recommencent.</p> | <p>2. Vehicle traffic on the manoeuvring area is then prohibited except for required vehicles:</p> <ol style="list-style-type: none"> for maintenance of essential equipment on the airport, for fuelling, catering, towing and loading/off-loading of aircraft on the main apron, of the Airport Patrol, and the Airport Fire Department. <p>3. Operations are suspended on runways 10 and 28 when the reported aerodrome visibility is less than ¼ sm and on runways 24L, 24R and 06R when their respective RVR value displays below 1200.</p> <p>4. When one of the two RVR on 06L displays a runway visual range of less than 1200 while remaining at 600 or above the LVC operations continues.</p> <p>5. When both RVR 06L display less than 600 the LVC operations are suspended. With the exception of the aircraft returning to the boarding gates, all traffic movement (aircraft or vehicles) is interrupted.</p> <p>6. When the visibility increases and one of the two RVR 06L displays a value higher than 600 while remaining below 1200 the LVC operations resume.</p> <p>7. When runway visual range continue increasing and one of the two RVR 06L displays a value equal to or above 1200, the LVC operations are ended and the RVC operations resume.</p> |
|--|---|

EN CONDITIONS DE VISIBILITÉ FAIBLE

La Tour de Montréal :

- surveille les moniteurs RVR et l'équipement essentiel à l'aide du T-705,
- coordonne avec la SGAT (Section de Gestion de l'Aire de Trafic), la répartition du véhicule « FOLLOW ME »,
- règle l'intensité des feux sur la voie de circulation A et sur la piste 06R/24L au maximum d'intensité,
- la circulation des aéronefs de et vers l'aviation générale sera limitée à un aéronef à la fois sur R lorsque le RVR 24L indique 1200 ou moins,

IN LOW VISIBILITY CONDITIONS

Montreal Tower:

- monitors the RVR and the essential equipment on the T-705,
- coordinates with AMS (Apron Management Section) the dispatching of the "FOLLOW ME" vehicle,
- selects edge light intensity on taxiway A and runway 06R/24L to maximum intensity,
- aircraft movements to and from the general aviation sector will be restricted to one aircraft at a time on R when the RVR 24L indicates 1200 or less,

5. suspend tout mouvement sur l'aire de manoeuvre lorsque la lecture des 2 RVR 06L indique moins de 600, à l'exception de mouvement associé au retour d'un aéronef à sa porte d'embarquement, et
6. n'autorise qu'un seul mouvement à la fois sur l'aire de manoeuvre lorsque requis (selon le tableau de mitigation des pannes).

Le Centre de coordination des opérations d'Aéroports de Montréal (CCO) :

1. avise le groupe OCVRF et la SGAT de chaque phase des opérations,
2. avise les exploitants côté piste par télécopieur, de chaque phase des opérations,
3. obtient confirmation du chef de relève de la Sûreté aéroportuaire de la disponibilité du véhicule « FOLLOW ME »,
4. en OCVF, obtient confirmation de l'allumage des panneaux « 630 FERMÉE – CLOSED » du chef de relève, de la Sûreté aéroportuaire, et
5. avise NAV CANADA des mesures à prendre en cas de panne des panneaux mentionnés ci-haut.

La Section de Gestion des Aires de Trafic d'Aéroports de Montréal (SGAT) :

1. dépêche le véhicule « FOLLOW ME » par radio sur la fréquence 122,075,
2. suspend tous les déplacements des services d'escorte sur l'aire de trafic principale,
3. autorise un seul mouvement d'aéronef à la fois lorsque requis,
4. n'autorise aucun essai moteur, et
5. lorsque les opérations sont suspendues, interrompt tous les déplacements d'aéronefs sur l'aire de trafic principale sauf pour les aéronefs retournant aux portes d'embarquement.

Le chef de relève, Sûreté aéroportuaire :

1. positionne un véhicule « FOLLOW ME » au stationnement N1 et informe la SGAT de l'indicatif d'appel du véhicule, et

5. suspends all movements on the manoeuvring area when the readings on both RVR 06L indicate less than 600, and
6. authorizes only 1 aircraft at the time when required (as per the mitigation measures table).

The Aéroports de Montréal Operations Coordination Center (OCC):

1. advises the LRVCO group and AMS of each operations phase,
2. advises the airside operators by fax of each operations phase,
3. obtains confirmation from the Airport Patrol Shift Supervisor, of the availability of the "FOLLOW ME" vehicle,
4. obtains confirmation from the Airport Patrol Shift Supervisor that the "630 FERMÉE – CLOSED" signs are turned on, and
5. advises NAV CANADA of the measures to be taken in case of a failure of the above mentioned panels.

The Aéroports de Montréal Apron Management Section (AMS):

1. dispatches the "FOLLOW ME" vehicle by radio, on frequency 122,075,
2. suspends all escort vehicle movement on the main apron,
3. authorizes only one aircraft movement at the time when required,
4. does not authorize engine run-ups, and
5. When operations are suspended, interrupts all aircraft movement on the Main apron except for aircraft returning to the boarding gates.

The Airport Patrol Shift Supervisor:

1. positions a "FOLLOW ME" vehicle at parking N1 and informs AMS of its call sign, and

- confirme au CCO que les panneaux « 630 FERMÉE – CLOSED » sont allumés.

TRAJETS DES AÉRONEFS À L'ARRIVÉE
(Diagramme 3)

De la piste 06L vers l'aire de trafic principale et l'aviation générale :

- les aéronefs sortent de la piste 06L sur les voies de circulation B1, B3 ou dans la baie d'attente 24R, empruntent les voies de circulation B, B2 et F jusqu'à l'aire de trafic principale. Les aéronefs se dirigeant vers l'aviation générale quittent l'aire de trafic à A4 et utilisent la piste 06R et les voies de circulation L et R, et
- la SGAT n'autorise qu'un seul mouvement à la fois dans chacun des secteurs à circulation restreinte de l'aire de trafic principale et lorsque requis en cas de panne d'un des éléments essentiels.

TRAJETS DES AÉRONEFS AU DÉPART EN CVF

- Aire de trafic principale vers la piste 06L**
L'aire de trafic principale, jusqu'à la baie d'attente de la piste 06L.
- Aire de trafic principale vers l'aire de dégivrage**
L'aire de trafic principale, les voies de circulation E et H ou D et K
- Aire de dégivrage vers l'aire de trafic principale**
Les voies de circulation J, A et A4.
- Aire de dégivrage vers la piste 06L**
Les voies de circulation I, B, B2, F et l'aire de trafic principale jusqu'à la baie d'attente de la 06L.
- Secteur de l'aviation générale vers la piste 06L**
La voie de circulation R, le seuil 24L, les voies de circulation A et A4, la rampe nord jusqu'à la baie d'attente 06L.
- Secteur de l'aviation générale vers l'aire de dégivrage :**
Voie de circulation R, le seuil 24L, les voies de circulation A, A4, D, et K jusqu'au CDD, puis les voies de circulation I, B, B2, F et l'aire de trafic principale jusqu'à la baie d'attente de la 06L.

- confirms to the OCC that the "630 FERMÉE – CLOSED" signs are turned on.

ARRIVING AIRCRAFT ITINERARIES
(Diagram 3)

From runway 06L to the main apron and general aviation:

- aircraft exit runway 06L on taxiways B1, B3 or in holding bay 24R and taxiways B, B2 and F to the main apron. Aircraft proceeding to the general aviation sector, exit the main apron at A4, and taxi runway 06R, taxiways L and R, and
- AMS authorizes only one aircraft movement at a time in each of the traffic restricted sectors and when required in the case of a failure of one of the essential elements.

DEPARTURE AIRCRAFT ITINERARIES IN LVC

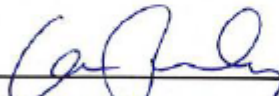
- Main apron to runway 06L**
Main apron to holding bay 06L.
- Main apron to the De-icing Centre**
Main apron, taxiways E and H or D and K.
- De-icing Centre to main apron**
Taxiways J, A and A4.
- De-icing Centre to runway 06L**
Taxiways I, B, B2, F and main apron to the holding bay 06L.
- General aviation area to runway 06L**
Taxiway R, threshold 24L, taxiways A and A4, north side of the ramp to the holding bay of 06L.
- General aviation area to De-icing Centre:**
Taxiway R, threshold 24L, taxiways A, A4, D and K to the CDF, then Taxiways I, B, B2, F and the main apron to the holding bay of 06L.

DIRECTION ET CONTRÔLE :

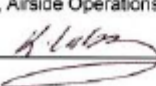
1. Le superviseur, Opérations – Air, ou en son absence, le chef des Opérations, consigne au JOPA tous les détails associés à l'activation du plan d'OCVRF, et
2. Les employés concernés prennent connaissance du processus OCVRF lors de la revue annuelle des procédures, tâches et responsabilités associées à ce plan.

DIRECTION AND CONTROL:

1. Airside Supervisor or in his absence the Chief of Operations enters in JOPA all details relative to the ORLVC plan activation, and
2. The annual refresher training program of concerned employees includes a review of the procedures, tasks and responsibilities associated with this plan.



NAV CANADA
 Luc Tremblay
 Gestionnaire, Tour de Montréal
 Manager, Montreal Tower
 Date: 12/12/2018

ADM
 Lakdar Kamouche
 Directeur, Opérations Air
 Director, Airside Operations
 Date:  12/12/2018



NAV CANADA
 Marc Lacroix
 Gestionnaire, Opérations Techniques
 Manager, Technical Operations
 Date: 14 Dec, 2018

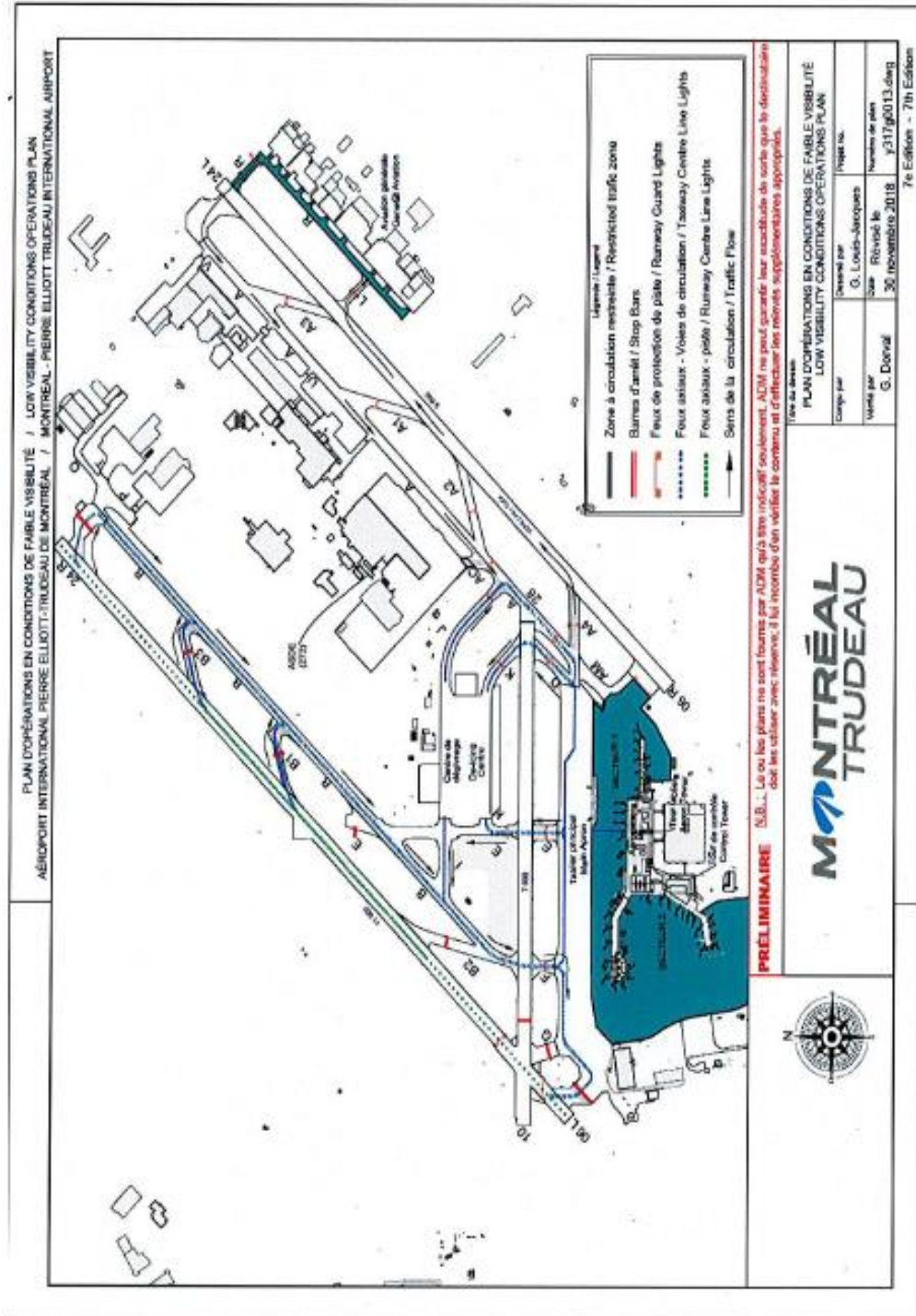
Liste de Distribution :

Gestionnaire de l'exploitation de l'ACC de Montréal
 Directeur, Opérations Air, Aéroports de Montréal
 Directeur, Planification et développement - Champ aérien, Aéroports de Montréal
 Directeur, Opérations et Sécurité aéroportuaire, Aéroports de Montréal
 Richard Beaudet, Inspecteur de la sécurité et de l'aviation civile, Transports Canada

Distribution List:

Manager Montreal ACC operations
 Director, Airside Operations, Aéroports de Montréal
 Director, Airfield Planning and Development, Aéroports de Montréal
 Director, Operations and Airport Patrol, Aéroports de Montréal
 Richard Beaudet, Inspector, Safety, Civil Aviation, Transport Canada

(DIAGRAMME 3)





<p>PLAN D'OPÉRATIONS EN CONDITIONS DE VISIBILITÉ RÉDUITE ET FAIBLE (OCVRF)</p> <p>Aéroport international Montréal-Mirabel</p> <p>Annexe B de l'Accord entre la Tour de contrôle de NAV CANADA et AÉROPORTS DE MONTRÉAL (ADM)</p>	<p>PLAN OF OPERATION IN REDUCED AND LOW VISIBILITY CONDITIONS</p> <p>Montréal-Mirabel International Airport</p> <p>Appendix B of the Agreement between the NAV CANADA Control Tower and AÉROPORTS DE MONTRÉAL (ADM)</p>
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**OPÉRATIONS EN CONDITIONS DE
VISIBILITÉ RÉDUITE ET FAIBLE (OCVRF)**

EN VIGUEUR : 2017-05-23

OPÉRATIONS EN CONDITIONS DE VISIBILITÉ
RÉDUITE ET FAIBLE (OCVRF) (Voir annexe A)

1. Lorsque les conditions météorologiques se détériorent, la circulation des véhicules et des aéronefs sur l'aire de mouvement peut devenir périlleuse. Le Plan d'opérations en conditions de visibilité réduite et faible élabore les procédures qui permettent la poursuite sécuritaire et efficace des mouvements de surface.
2. Lors des opérations en faible visibilité ou en visibilité réduite, les équipements et installations listés à l'annexe A doivent être en parfait état de fonctionnement. À défaut de quoi, les mesures de mitigation indiquées à l'annexe A doivent être prises.

**PLAN OF OPERATION IN REDUCED AND
LOW VISIBILITY CONDITIONS (RLVCO)**

EFFECTIVE : 2017-05-23

REDUCED AND LOW VISIBILITY CONDITIONS
OPERATIONS (RLVCO) (See Appendix A)

1. Vehicle and aircraft movement on the airport manoeuvring area can become hazardous when meteorological conditions deteriorate. The Plan of Operations in Reduced and Low Visibility Conditions describes the procedures that will allow for safe and efficient ground movements.
2. When operating in low or reduced visibility conditions, essential equipment and facilities listed in appendix A must be fully operational. Otherwise, mitigation measures indicated in appendix A must be taken.

DÉFINITIONS

Conditions de visibilité réduite (CVR)

Situation où l'indication de la portée visuelle de piste (RVR) ou la visibilité d'aérodrome signalée sont inférieures à 2600 pieds (½ sm) tout en demeurant égales ou supérieures à 1200 pieds (¼ sm).

Conditions de visibilité faible (CVF)

Situation où l'indication de la portée visuelle de piste (RVR) ou la visibilité d'aérodrome signalée sont inférieures à 1200 pieds (1/4 sm) tout en demeurant égales ou supérieures à 600 pieds (1/8 sm).

PHASES D'OPÉRATION

Déclenchement

Lorsque la visibilité descend et s'approche de RVR 2600 pieds, la FSS de Mirabel déclenche chaque phase des opérations en conditions de visibilité réduite et faible (OCVRF) et avise le chef des Opérations.

Équipement et installations essentielles (Tableau 1)

La mise à exécution du plan exige que les équipements et installations listés au tableau 1 soient en parfait état de fonctionnement. La procédure à suivre en cas de panne d'un des éléments essentiels est indiquée au tableau 2.

EN CONDITIONS DE VISIBILITÉ RÉDUITE ET/OU FAIBLE (OCVRF)

1. Seules les pistes 06-24 sont homologuées pour les opérations en conditions de visibilité réduite et seule la piste 06 est homologuée pour les opérations de visibilité faible.
2. Le plan est déclenché lorsque la lecture d'un des RVR des pistes 06-24 ou lorsque la visibilité au sol signalée est inférieure à 2600 pieds (1/2 sm) tout en demeurant égale ou supérieure à 600 pieds (1/8 sm).
3. Un seul mouvement d'aéronef à tout moment (OCVR et OCVF) est autorisé sur l'aire de manœuvre. En condition de faible visibilité (OCVF), il doit obligatoirement être escorté d'un véhicule « follow me ».
4. La circulation des véhicules sur l'aire de manœuvre est alors interdite (OCVR et OCVF), à l'exception des véhicules requis :
 - a. pour l'entretien des équipements essentiels sur l'aéroport;
 - b. l'avitaillement, l'approvisionnement, le remorquage, le dégivrage et le

DEFINITIONS

Reduced visibility conditions (RVC)

Conditions in which the Runway Visual Range (RVR) or reported aerodrome visibility indicate a value of less than 2600 ft (½ sm) but equal to or above 1200 ft (¼ sm).

Low visibility conditions (LVC)

Conditions in which the Runway Visual Range (RVR) or reported aerodrome visibility indicate a value below 1200 ft (1/4 sm) but equal to or above 600 ft (1/8 sm).

OPERATIONS PHASES

Activation

When visibility decreases and approaches RVR 2600 ft, Mirabel FSS activates each phase of the Reduced and Low Visibility Conditions Operations (RLVCO) and advises the Chief of Operations.

Essential equipment and facilities (Table 1)

Activation of the plan requires that the equipment and facilities listed at table 1 be fully operational. Procedures in case of failure of one of the essential elements are indicated at table 2.

IN REDUCED AND/OR LOW VISIBILITY CONDITIONS (ORLVC)

1. Only runways 06-24 are certified for operations in reduced visibility conditions and only runway 06 is certified for low visibility operations.
2. Plan is activated when one of the RVR readings of runway 06-24 or the reported ground visibility is below 2600 ft (1/2 sm) but equal to or above 600 ft (1/8 sm).
3. Only one aircraft movement (ORVC or OLVC) is authorised on the manoeuvring area. In low visibility operation (OLVC), it is mandatory that the "follow me" vehicle escorts the aircraft.
4. Vehicle traffic on the manoeuvring area is then prohibited (ORVC or OLVC) except for essential vehicles:

- chargement/déchargement des aéronefs sur l'aire de trafic principale et le tablier cargo;
- c. Sûreté aéroportuaire; et
 - d. Service d'incendie de l'aéroport.
5. Lorsque l'un des moniteurs RVR ou la visibilité d'aérodrome signalée affichent une valeur inférieure à 600 pieds (1/8 sm), les opérations en CVF sont suspendues. À l'exception des mouvements associés au retour des aéronefs aux portes d'embarquement, toute circulation au sol (avions et véhicules) est interrompue.
 6. Lorsque la lecture d'un des RVR de la piste 06-24 ou que la visibilité signalée au sol augmente et indique 2600 pieds ou plus, le retour aux opérations normales peut être initié.
 - a. for maintenance of essential equipment on the airport;
 - b. fuelling, catering, towing, de-icing and loading/off-loading of aircraft on the main apron and cargo apron;
 - c. Airport Patrol; and
 - d. Airport Fire Department.
5. When one of the RVR or the reported aerodrome visibility display a value of less than 600 ft (1/8 sm), the LVC operations are suspended. With the exception of the aircraft returning to the boarding gates, all traffic movement (aircraft or vehicles) is interrupted.
 6. When one of the RVR readings of runway 06-24 or the reported ground visibility increases and indicates 2600 ft or more, normal operations may be resumed.

La FSS de Nav Canada :

1. surveille les moniteurs RVR, la visibilité au sol et l'équipement essentiel;
2. coordonne avec le CCO, la répartition du véhicule « follow me »;
3. règle l'intensité des feux sur la piste 06-24 au maximum d'intensité (5);
4. autorise un seul mouvement d'aéronef à la fois en conditions OCVR et OCVF, et coordonne un véhicule « follow me » lorsqu'en condition OCVF;
5. n'autorise aucun véhicule sur les routes 401, 402 et 109;
6. limite la circulation sur l'aire de manœuvre aux véhicules essentiels énumérés ci-dessus;
7. en cas de panne d'un équipement essentiel, suspend les opérations au besoin (tableau 1);
8. suspend tout mouvement sur l'aire de manœuvre lorsqu'une lecture RVR ou la visibilité d'aérodrome signalée indiquent moins de 600 pieds (1/8 sm), à l'exception des mouvements associés au retour des aéronefs aux portes d'embarquement; et
9. avise le chef des Opérations d'ADM lors de chaque changement de phase.

Nav Canada FSS:

1. monitors the RVR, the ground visibility and the essential equipment;
2. coordinates with the OCC the dispatching of the "follow me" vehicle;
3. selects edge light intensity on runway 06-24 to maximum intensity (5);
4. authorises only one aircraft movement at the time in ORVC and OLVC conditions, and coordinates the "follow me" vehicle in OLVC conditions;
5. restricts all vehicle to proceed to route 401, 402 and 109;
6. restricts movements on the manoeuvring area to essential vehicles listed above;
7. in case of equipment failure, suspends operations (table 1);
8. suspends all movements on the manoeuvring area when a RVR reading or the reported aerodrome visibility indicate less than 600 ft (1/8 sm), with the exception of the aircraft returning to the boarding gates; and
9. informs the ADM Chief of Operations for each phase changes.

Le CCO d'ADM :

1. avise le groupe OCVRF via le système de mise en alerte et la SGAT du déclenchement du plan; et
2. avise les exploitants côté piste par télécopieur, de chaque phase des opérations.

Le chef de relève, Sûreté aéroportuaire s'assure que le véhicule « follow me » est disponible côté piste.

Note : Cette annexe est distribuée aux usagers côté piste par le BAP d'ADM au besoin.

DIRECTION ET CONTRÔLE :

1. le chef des Opérations consigne au JOPA tous les détails associés à l'activation du plan d'OCVRF; et
2. le programme annuel de mise à jour des connaissances des employés concernés inclut la revue des procédures, tâches et responsabilités associées à ce plan.

The ADM OCC:

1. informs the LRVCO group using the alert system and AMS of each operations phase; and
2. informs airside users by fax of every operational phase.

The Airport Patrol, Shift Supervisor insures that the "follow me" vehicle is available on the airside.

Note: This appendix is distributed to all airside users by the ADM APO.

DIRECTION AND CONTROL:

1. the Chief of Operations enters in JOPA all details relative to the ORLVC plan activation; and
2. the annual refresher training program of concerned employees includes a review of the procedures, tasks and responsibilities associated with this plan.


DIRECTION ET CONTRÔLE :

1. Le superviseur, Opérations – Air, ou en son absence, le chef des Opérations, consigne au JOPA tous les détails associés à l'activation du plan d'OCVRF, et
2. Les employés concernés prennent connaissance du processus OCVRF lors de la revue annuelle des procédures, tâches et responsabilités associées à ce plan.

DIRECTION AND CONTROL:

1. Airside Supervisor or in his absence the Chief of Operations enters in JOPA all details relative to the ORLVC plan activation, and
2. The annual refresher training program of concerned employees includes a review of the procedures, tasks and responsibilities associated with this plan.


NAV CANADA
 Luc Tremblay
 Gestionnaire, Tour de Montréal
 Manager, Montreal Tower
 Date : 12/12/2018


ADM
 Lakdar Kamouche
 Directeur, Opérations Air
 Director, Airside Operations
 Date : 12/12/2018


NAV CANADA
 Marc Lacroix
 Gestionnaire, Opérations Techniques
 Manager, Technical Operations
 Date : 14 dec, 2018

Liste de Distribution :

Gestionnaire de l'exploitation de l'ACC de Montréal
 Directeur, Opérations Air, Aéroports de Montréal
 Directeur, Planification et développement - Champ
 aérien, Aéroports de Montréal
 Directeur, Opérations et Sécurité aéroportuaire,
 Aéroports de Montréal
 Richard Beaudet, Inspecteur de la sécurité et de
 l'aviation civile, Transports Canada

Distribution List:

Manager Montreal ACC operations
 Director, Airside Operations, Aéroports de Montréal
 Director, Airfield Planning and Development, Aéroports
 de Montréal
 Director, Operations and Airport Patrol, Aéroports de
 Montréal
 Richard Beaudet, Inspector, Safety, Civil Aviation,
 Transport Canada

APPENDIX C – AIRPORT MAPS

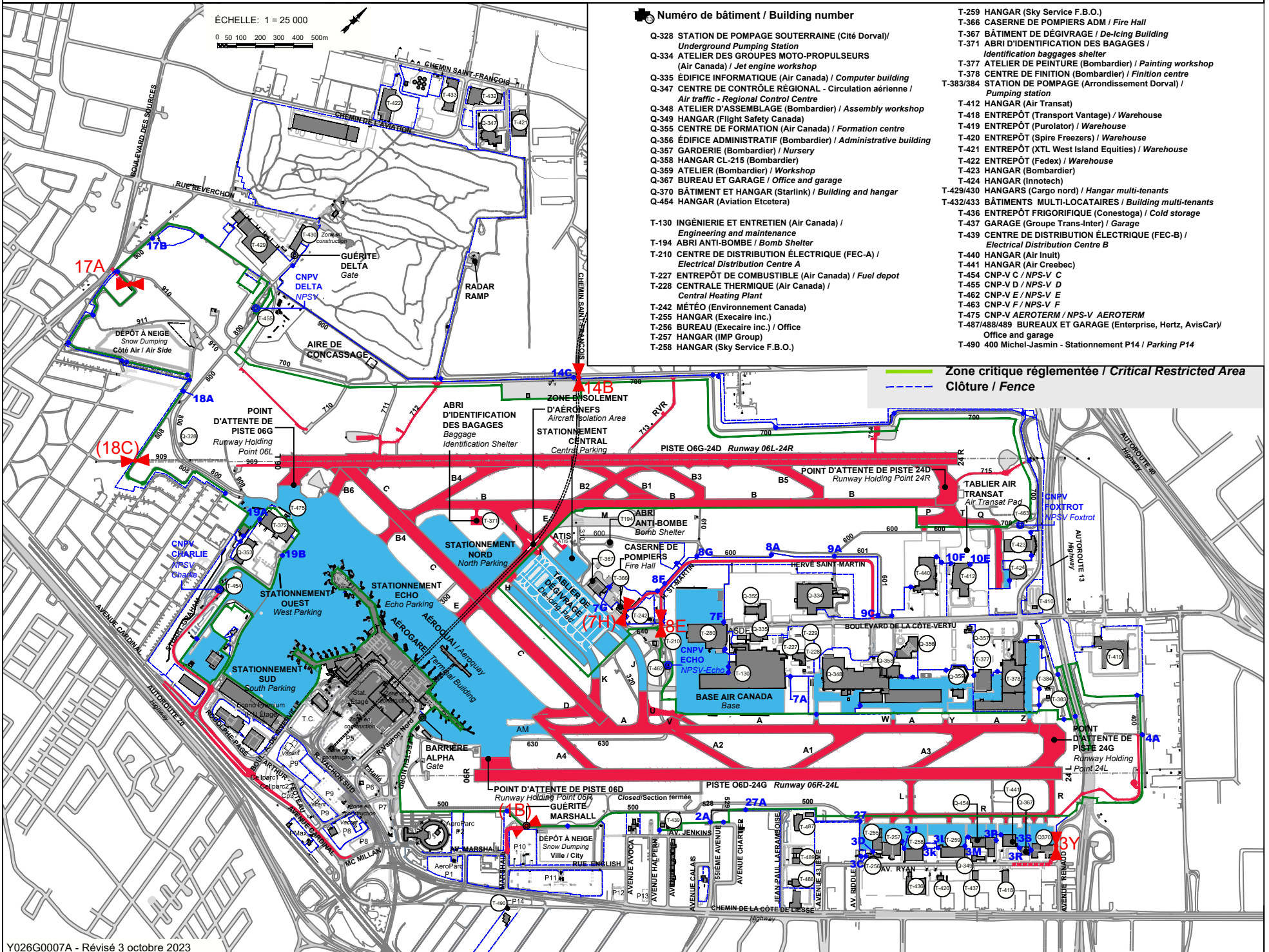
Knowledge of the airside maps on the following pages is fundamental and an operational necessity for all vehicle operators.

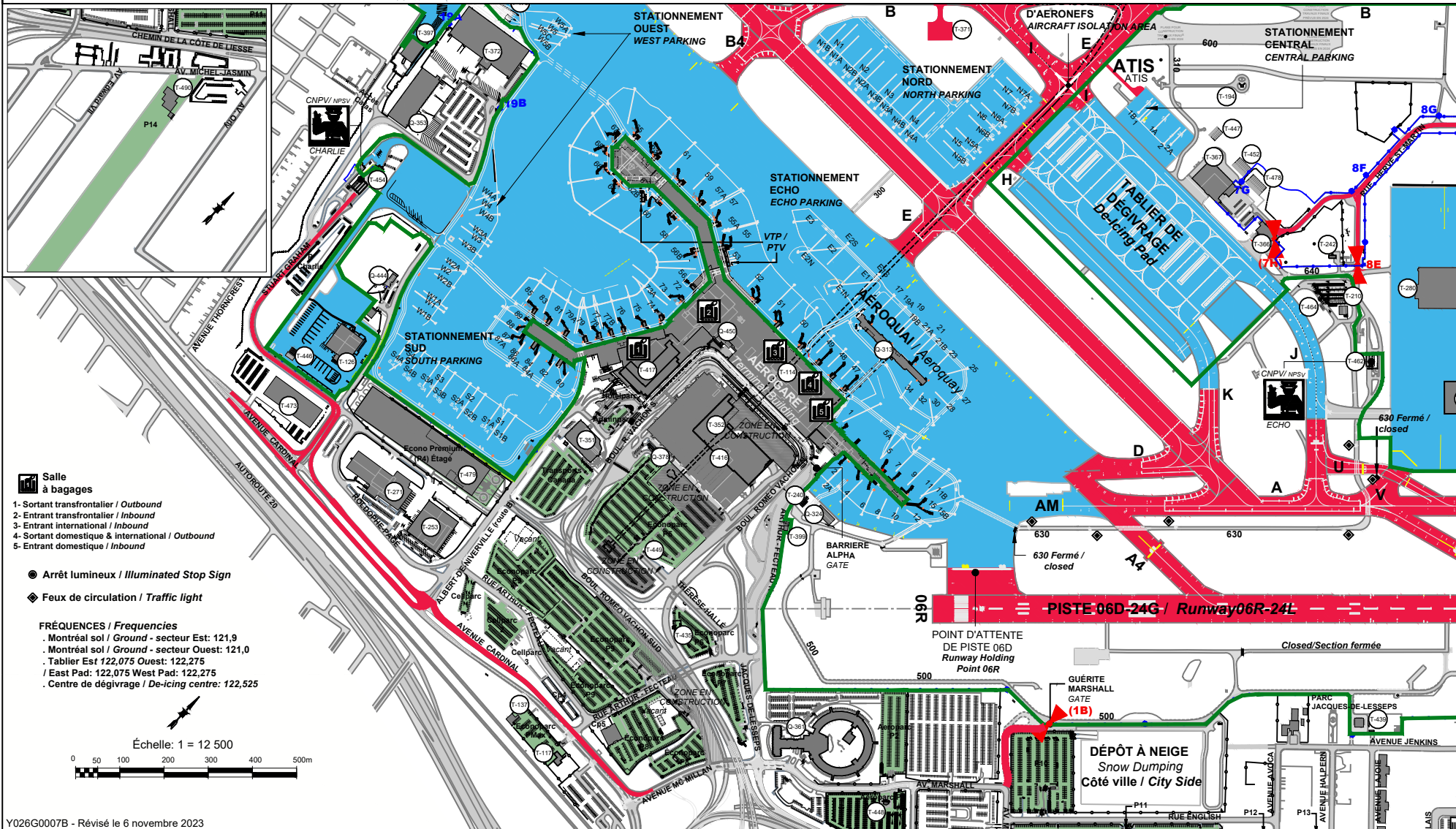
MONTRÉAL–TRUDEAU

- a) manoeuvring and traffic areas
- b) service areas
- c) holding points

MONTRÉAL–MIRABEL

- a) manoeuvring and traffic areas
- b) service areas
- c) holding points



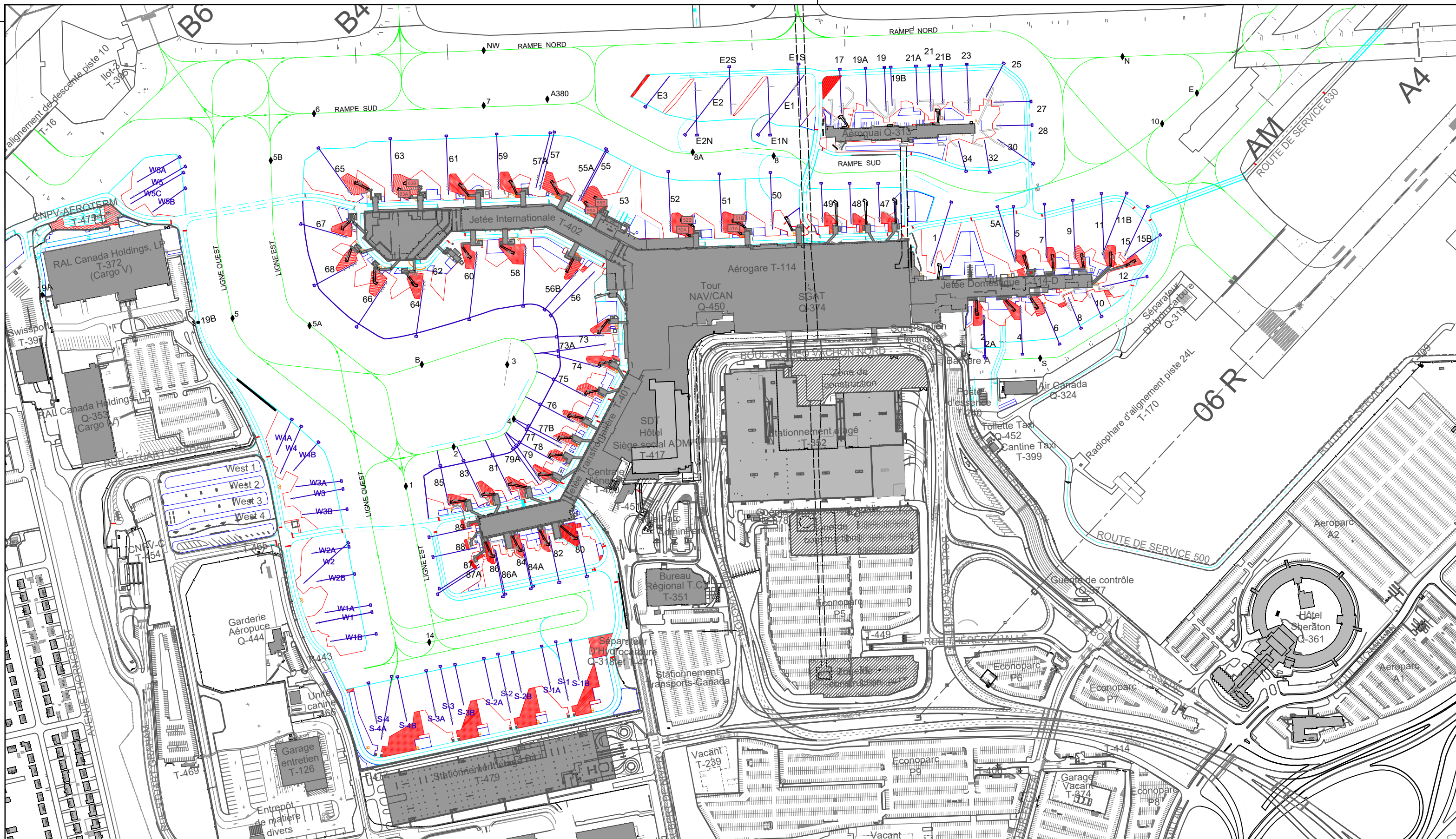


Y026G0007B - Révisé le 6 novembre 2023

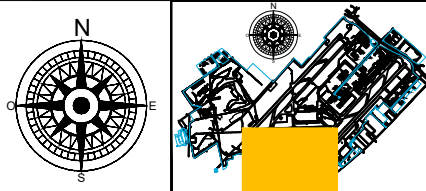
■ Numéro de bâtiment / building number
 ■ Stationnement / Parking
 — Clôture et barrière / Fence and gate
 — Zone critique réglementée / Critical Restricted Area

Liste de bâtiment / Building list

- | | | | |
|---|---|--|--|
| <p>Q-313 AÉROQUAI / Aeroquay
Q-318 SÉPARATEUR D'HYDROCARBURE / Hydrocarbon Separator
Q-324 GARAGE D'ENTRETIEN (Air-Canada) / Maintenance Garage
Q-353 CARGO (RAL Canada Holdings / Cargo IV)
Q-361 HÔTEL (Sheraton) / Hotel
Q-378 POSTE D'ASSISTANCE STATIONNEMENT PUBLIC / Public Parking Attendance Station
Q-444 GARDERIE (Aeropuce Inc.) / Nursery
Q-450 TOUR DE CONTRÔLE (Nav Canada) / Control Tower
T-114 AÉROGARE / Terminal Building
T-117 GARAGE D'ENTRETIEN / Maintenance Garage
T-123 HANGAR (Multi-locataires / Multi-tenants)
T-126 GARAGE D'ENTRETIEN ADM / Maintenance Garage
T-137 GARAGE ADM
T-194 ABRI ANTI-BOMBE / Bomb Shelter</p> | <p>T-210 CENTRE DE DISTRIBUTION ÉLECTRIQUE (FEC-A) / Electrical Distribution Centre A
T-240 POSTE D'ESSENCE (MIFFC) / Gasbar
T-242 MÉTÉO (Environnement Canada) / Weather
T-253 CUISINE DE L'AIR (RAL Canada Holdings / Gate Gourmet) / Flight Kitchen
T-271 COMMISSARIAT AÉRIEN (Air Canada) / Commissary Building
T-280 HANGAR D'ENTRETIEN (Air Canada) / Maintenance Building
T-351 BUREAU RÉGIONAL T.C. / Regional Office
T-352 STATIONNEMENT ÉTAGÉ / Parking Structure
T-366 CASERNE DE POMPIERS ADM / Fire Hall
T-367 BÂTIMENT DE DÉGIVRAGE / De-Icing Building
T-371 ABRI D'IDENTIFICATION DES BAGAGES / Baggage Identification Shelter
T-372 BUREAU ET HANGAR (RAL Canada Holdings / Cargo V) / Office and Hangar</p> | <p>T-397 GARAGE (MIFFC / CAFAS)
T-416 EDICULE PUBLIC / Car Rental Public Chamber
T-417 SDT, HÔTEL MARRIOTT, SIÈGE SOCIAL ADM / SDT, Marriott Hotel, ADM Head Office
T-428 GUERITE D / Guardhouse
T-435 POSTE DE POMPAGE SOUTERRAIN / Underground Pumping Station
T-439 CENTRE DE DISTRIBUTION ÉLECTRIQUE (FEC-B) / Electrical Distribution Centre B
T-445 ENTREPÔT DÉGIVRANT SOLIDE / Solid De-icing Warehouse
T-446 ENTREPÔT DE MATÉRIEL DIVERS / Material miscellaneous Warehouse
T-447 MÉGADÔME DÉGIVRAGE / De-icing Warehouse
T-448 GUERITE AEROPARC / Guardhouse
T-449 GUERITE P5 / Guardhouse
T-452 DÔME 1 RECYCLAGE GLYCOL / Recycling glycol dome1
T-454 CNP-V C / NPS-V C</p> | <p>T-455 CNP-V D / NPS-V D
T-462 CNP-V E / NPS-V E
T-464 Bâtiment de pause-repas / Break & Lunch Building
T-473 CARGO (RAL Canada Holdings) / Cargo II
T-475 CNP-V Aeroterm / NPS-V Aeroterm
T-452 DÔME 2 RECYCLAGE GLYCOL / Recycling glycol dome2
T-479 STATIONNEMENT ECONO PREMIUM ÉTAGÉ (P4) / Parking Structure Econo Premium (P4)
T-487 BUREAUX ET GARAGE (Enterprise) / Office and garage
T-488 BUREAUX ET GARAGE (Hertz) / Office and garage
T-489 BUREAUX ET GARAGE (Aviscar) / Office and garage
T-490 400 Michel-Jasmin - Stationnement P14 / Parking P14</p> |
|---|---|--|--|



- ◆ Point d'attente
- Ligne de guidage d'avions
- Corridor des véhicules
- Ligne rouge - espace réservé stationnement interdit
- Ligne bleu - espace réservé
- Ligne de stationnement d'aéronefs



YUL Aéroport International Montréal-Trudeau

Titre du dessin		
POINTS D'ATTENTE / HOLDING POINTS (Tablier principal / Main Apron)		
Demandé par	Dessiné par G. Louis-Jacques	Projet no. :
Vérifié par	Date Révisé en 27 octobre 2023	Échelle : 1 : 5 000 Numéro de plan Y026G0010

③ NUMÉRO DE BÂTIMENT / Building Number

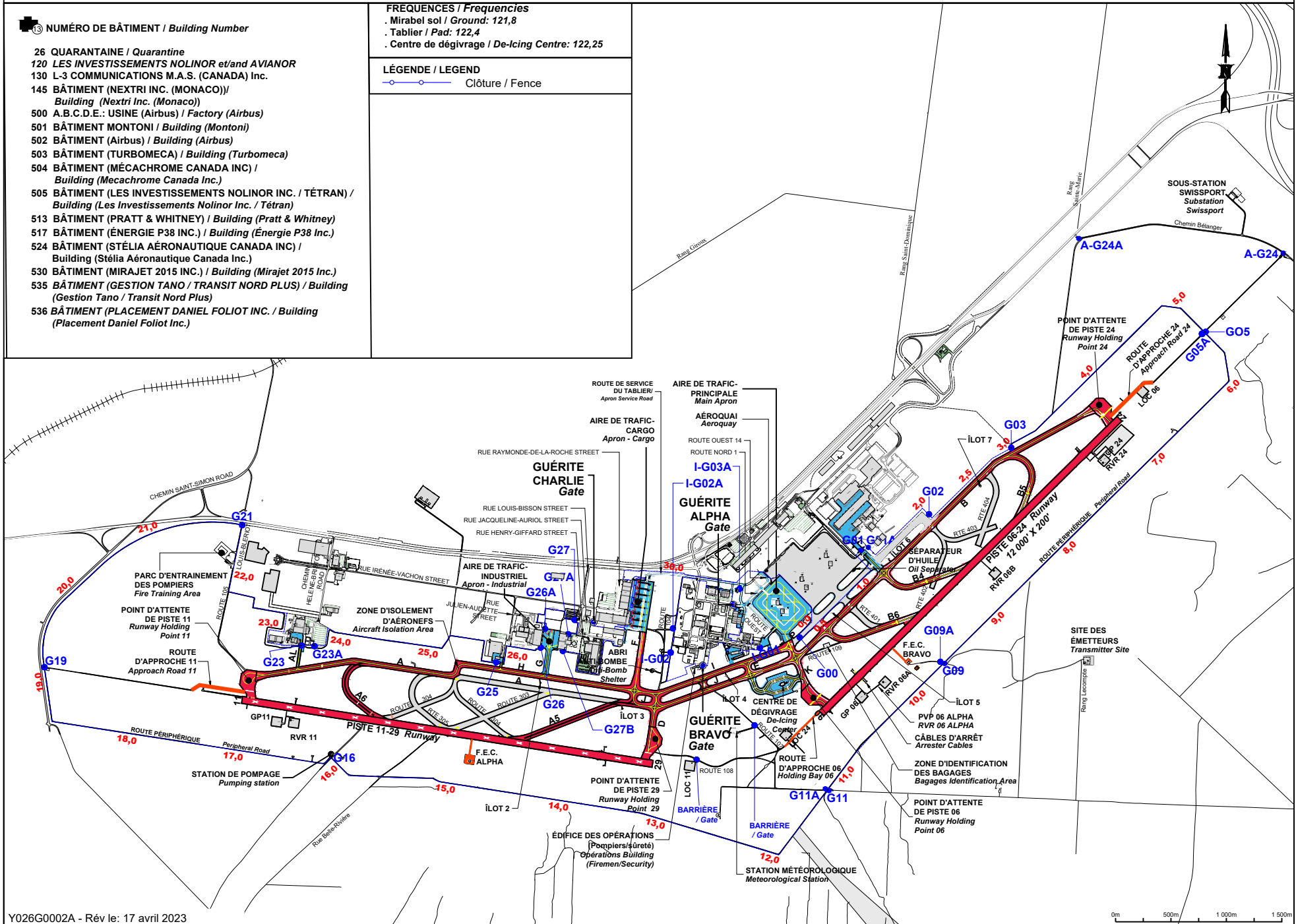
- 26 QUARANTAINE / Quarantine
- 120 LES INVESTISSEMENTS NOLINOR et/and AVIANOR
- 130 L-3 COMMUNICATIONS M.A.S. (CANADA) Inc.
- 145 BÂTIMENT (NEXTRI INC. (MONACO))/
Building (Nextri Inc. (Monaco))
- 500 A.B.C.D.E.: USINE (Airbus) / Factory (Airbus)
- 501 BÂTIMENT MONTONI / Building (Montoni)
- 502 BÂTIMENT (Airbus) / Building (Airbus)
- 503 BÂTIMENT (TURBOMECA) / Building (Turbomeca)
- 504 BÂTIMENT (MÉCACHROME CANADA INC) /
Building (Mecachrome Canada Inc.)
- 505 BÂTIMENT (LES INVESTISSEMENTS NOLINOR INC. / TÉTRAN) /
Building (Les Investissements Nolinor Inc. / Tétran)
- 513 BÂTIMENT (PRATT & WHITNEY) / Building (Pratt & Whitney)
- 517 BÂTIMENT (ÉNERGIE P38 INC.) / Building (Énergie P38 Inc.)
- 524 BÂTIMENT (STÉLIA AÉRONAUTIQUE CANADA INC) /
Building (Stélia Aéronautique Canada Inc.)
- 530 BÂTIMENT (MIRAJET 2015 INC.) / Building (Mirajet 2015 Inc.)
- 535 BÂTIMENT (GESTION TANO / TRANSIT NORD PLUS) / Building
(Gestion Tano / Transit Nord Plus)
- 536 BÂTIMENT (PLACEMENT DANIEL FOLIOT INC. / Building
(Placement Daniel Foliot Inc.)

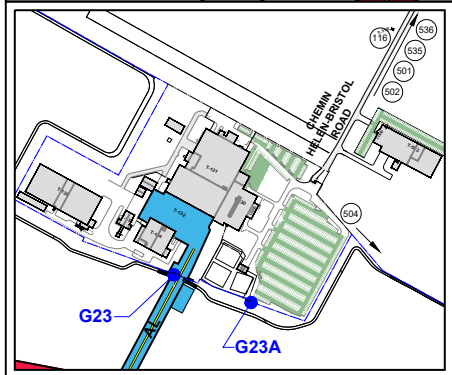
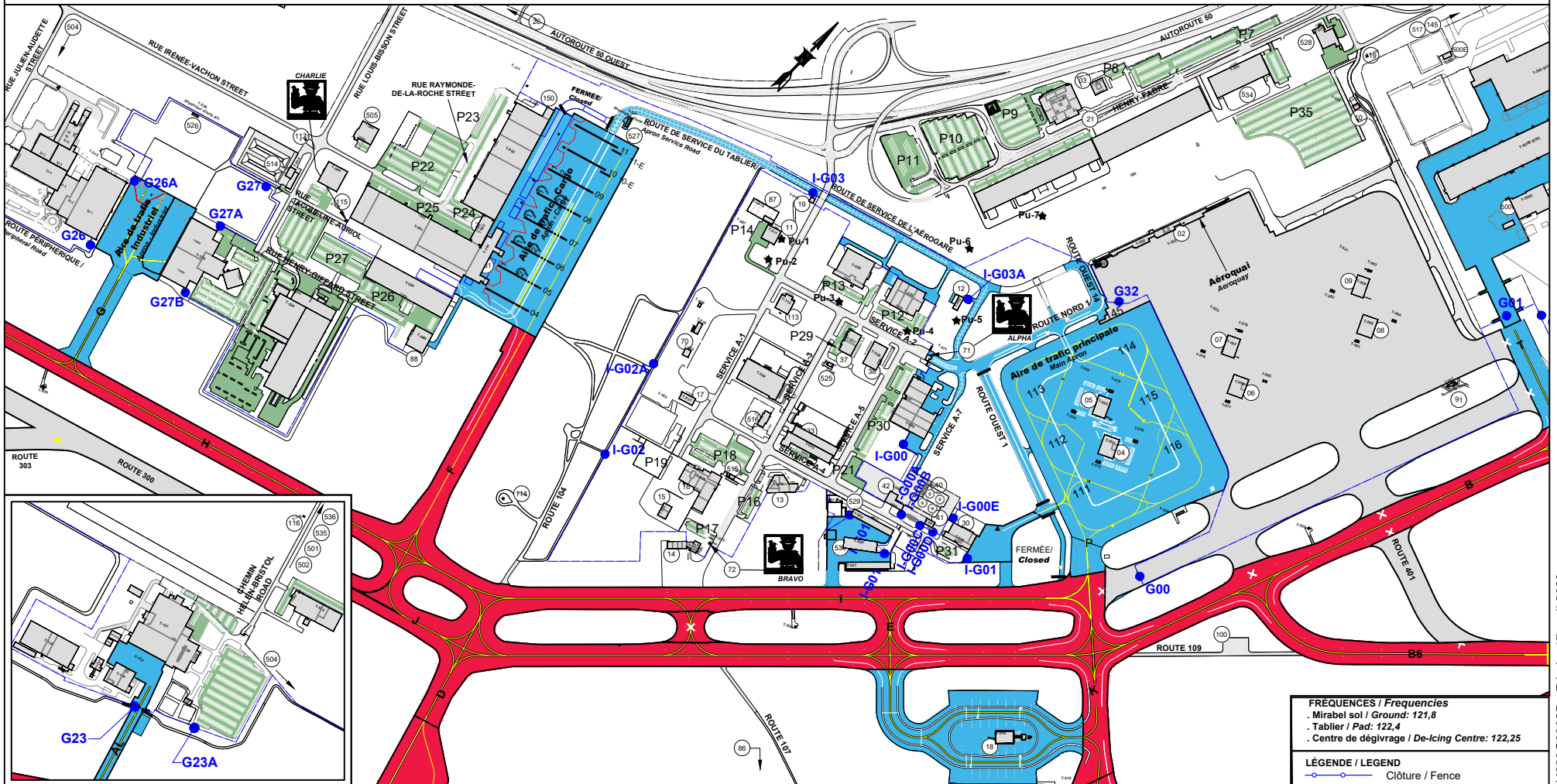
FREQUENCES / Frequencies

- . Mirabel sol / Ground: 121,8
- . Tablier / Pad: 122,4
- . Centre de dégivrage / De-Icing Centre: 122,25

LÉGENDE / LEGEND

- Clôture / Fence





- P22 Stationnement / Parking
- Pu14 Puits d'accès / Access Pit
- Clôture / Fence
- G23 Numéro de bâtiment / Buildings List:
- 02 AÉROQUAI / Aeroquay
- 03 ADMINISTRATION (SYSCOMAX IMMOBILIER INC.)
- 04 à 09 CENTRES D'AVITAILEMENT / Clusters:
- 04 GARAGE 1 / Garage 1
- 05 BUREAU 1 / Office 1
- 06 ICAR - GARAGE 2 / Garage 2
- 07 ICAR - BUREAU 2 / Office 2
- 08 ICAR - GARAGE 3 / Garage 3
- 09 ICAR - BUREAU 3 / Office 3
- 10 ICAR - POSTE D'ACCUEIL / ICAR Reception Station
- 11 CENTRALE THERMIQUE / Central Heating Plant
- 12 POSTE DE TRANSFORMATION "B" / Power Distribution Plant "B"
- 13 TOUR DE CONTRÔLE / Control Tower
- 14 CASERNE DE POMPIERS / Fire Hall
- 15 REMISE DE SABLE (CDS) / Sand Shed (CDS)
- 16 CENTRE DES SERVICES / Service Center
- 17 ENTREPÔT DE VÉHICULES LOURDS (CIRSIC) / Heavy Vehicle Warehouse (CIRSIC)

- 18 CENTRE DE DÉGIVRAGE / De-icing Centre
- 19 POSTE DE RELÈVEMENT DES EAUX USÉES / Sewage Lift Station
- 21 LIEN PIÉTONNIER / Pedestrian Walkway
- 26 QUARANTAINE / Quarantine
- 30 NOLISEMENT HÉLICOPTÈRES et / and FBO
- 31 ÉDIFICE "A" (CARGO) / Building A (Cargo)
- 32 ÉDIFICE "B" (CARGO) / Building B (Cargo)
- 33 ÉDIFICE "C" (CAC CANADA) / Building C (CAC Canada)
- 34 ÉDIFICE "D" (CARGO) / Building D (Cargo)
- 35 CUISINE (PRODUCTIONS MOULINS LAFAYETTE) / Kitchen Building (Productions Moulins Lafayette)
- 36 BÂTIMENT (AVIANOR SIÈGE SOCIAL) / Building Avianor (Headquarter)
- 37 BÂTIMENT (GROUPE AVIANOR) / Building (Groupe Avianor)
- 38 COMMISSION SCOLAIRE DE MONTRÉAL - ÉCOLE DE FORMATION AÉRONAUTIQUE / Aeronautic Training Institute
- 39 ENTREPÔT ET BUREAUX / Warehouse And Office
- 40 SWISSPORT (Réservoirs T-1 à T-4) / CAFAS (Tanks T-1 to T-4)
- 41 SWISSPORT (sous-station) / CAFAS (Substation)
- 42 SWISSPORT (Edifice) / CAFAS (Building)

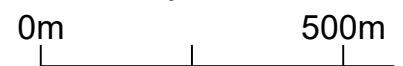
- 43 HÔTEL / Hôtel SYSCOMAX IMMOBILIER INC.
- 70 GARAGE (Y.R. PAQUETTE INC.) / Garage (Y.R. Paquette Inc.)
- 71 GUÉRITÉ ALPHA / Alpha Guardhouse
- 72 GUÉRITÉ BRAVO / Bravo Guardhouse
- 86 STATION MÉTÉOROLOGIQUE / Meteorological Station
- 87 STATION DE POMPAGE D'EAU POTABLE / Pumping Station
- 88 ÉDIFICE "E" (CARGO) (PHOENIX INNOVATION ADMINISTRATION INC.) / Building E (Cargo) (Phoenix innovation administration Inc.)
- 91 SÉPARATEUR D'HUILE / Oil Separator
- 100 ZONE D'IDENTIFICATION DES BAGAGES / Identification Baggage Shelter
- 113 ÉDIFICE (GARAGE) (CENTRE DU CAMION K.L. MAINVILLE INC.) / Building (Garage)
- 114 ABRÍ ANTI-BOMBE ADM / Anti-Bomb Shelter
- 115 GUÉRITÉ CHARLIE / Charlie Guardhouse
- 116 SOUS-STATION DU RELÈVEMENT DES EAUX USÉES / SOUS-STATION DU RELÈVEMENT DES EAUX USÉES
- 119 SOUS-STATION DU RELÈVEMENT DES EAUX USÉES
- 120 INVESTISSEMENTS NOLINOR et/and AVIANOR
- 130 L-3 COMMUNICATIONS M.A.S. (CANADA) Inc.
- 145 GARAGE (NEXTRI INC. (MONACO)) / Garage

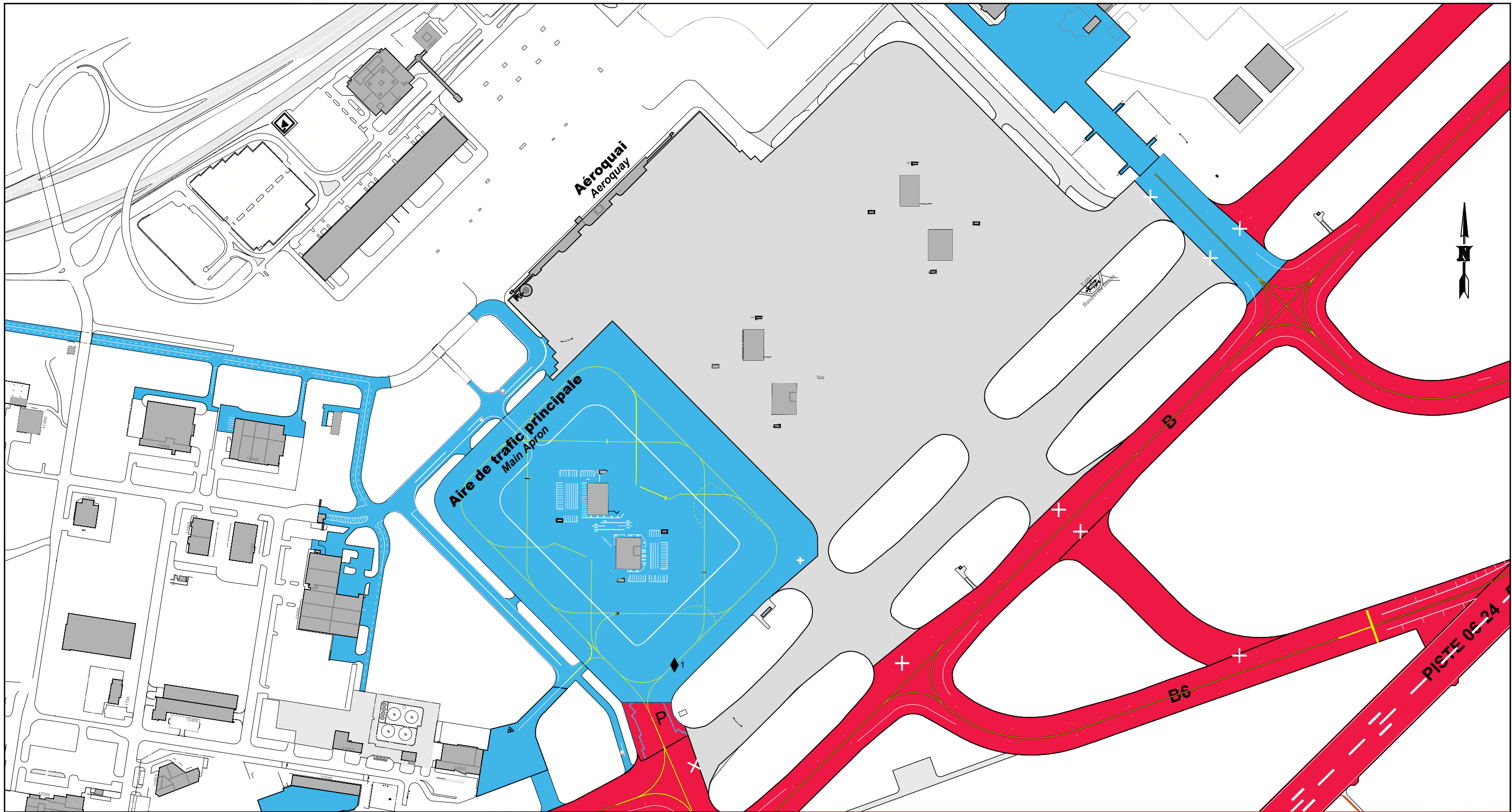
- 150 BÂTIMENT (FEDERAL EXPRESS) / Building (Federal Express)
- 181 ANNEXE (Bâtiment A) (AVIANOR INC.) / Annexe (Building A)
- 500 A.B.C.D.E.: USINE (Airbus) / Factory (Airbus)
- 501 BÂTIMENT (MONTONI) / Building (Montoni)
- 502 BÂTIMENT (Airbus) / Building (Airbus)
- 503 BÂTIMENT (TURBOMECA) / Building (Turbomeca)
- 504 BÂTIMENT (MÉCHACHROME INTERNATIONAL INC.) / Building (Mecachrome International Inc.)
- 505 BÂTIMENT (L. & G. CLOUTIER AÉRONAUTIQUE INC. / TÉTRAN) / Building (L. & G. Cloutier Aéronautique Inc. / Téttran)
- 513 BÂTIMENT (PRATT & WHITNEY) / Building (Pratt & Whitney)
- 514 STATION DÉLUGE (PRATT & WHITNEY) / Flood Station (P & W)
- 515 BÂTIMENT (SOUS-STATION "C") / Building (Electrical Substation "C")
- 516 BÂTIMENT (CPE Petit équipement) / Building (Nursery)
- 517 BÂTIMENT (ÉNERGIE P38 INC.) / Building (Energie P38 Inc.)
- 524 BÂTIMENT (STÉLIA AÉRONAUTIQUE CANADA INC.) / Building (Stélia Aéronautique Canada Inc.)

- 525 BÂTIMENT (BELL CANADA) / Building (Bell Canada)
- 526 SÉPARATEUR D'HUILE ATI / Oil Separator ATI
- 527 SÉPARATEUR D'HUILE ATC / Oil Separator ATC
- 528 BÂTIMENT (PAMA MANUFACTURING / Building
- 529 BÂTIMENT (MIRAJET 2015 INC., HANGAR B1) / Building (Mirajet 2015 Inc.)
- 530 BÂTIMENT (MIRAJET 2015 INC., HANGAR B2) / Building (Mirajet 2015 Inc.)
- 533 BÂTIMENT (SOUDURE ALARIE INC. / MÉTAUTEK) / Building (Soudure Alarie Inc. / Métautek)
- 534 BÂTIMENT (USINE PRO-AMINO) / Building (Factory Pro-Amino)
- 535 BÂTIMENT (GESTION TANO / TRANSIT NORD PLUS) / Building (Gestion Tano / Transit Nord Plus)
- 536 BÂTIMENT (PLACEMENT DANIEL FLOIOT INC.) / Building (Placement Daniel Fliot Inc.)
- 539 BÂTIMENT MÉCANIQUE BARRIÈRE HYDRAULIQUE / Building
- 540 BÂTIMENT HUB / Building
- 541 BÂTIMENT LOCATIF / Rental Building
- 542 BÂTIMENT PMR / Building

FRÉQUENCES / Frequencies
 . Mirabel sol / Ground: 121,8
 . Tablier / Pad: 122,4
 . Centre de dégivrage / De-icing Centre: 122,25

LÉGENDE / LEGEND
 Clôture / Fence



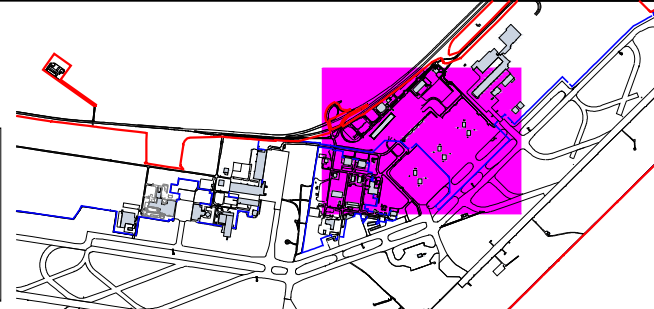


Aire de trafic principale
Main Apron

Aéroquai
Aeroquay

PISTE 06-24

◆ Point d'attente



PRÉLIMINAIRE N.B. : Le ou les plans ne sont fournis par YMX (ADM) qu'à titre indicatif seulement. YMX (ADM) ne peut garantir leur exactitude de sorte que le destinataire doit les utiliser avec réserve; il lui incombe d'en vérifier le contenu en effectuant les relevés supplémentaires appropriés et en faisant les demandes de localisation (tel que Info Excavation, NAV Canada, Ville de Mirabel, etc) avant toute excavation, forage ou construction sur le terrain d'YMX

YMX Aérocity
Internationale
de Mirabel

ADM Aéroports
de Montréal

Titre du dessin POINTS D'ATTENTE / HOLDING POINTS (Tablier principal / Main Apron)		
Demandé par	Dessiné par G. Louis-Jacques	Projet no.
Directeur / Direction K. Beauchamp	Date 13 octobre 2021	Échelle; 1 : 5 000
		Numéro de plan Y026G0004

APPENDIX D – PHONETIC ALPHABET

LETTER	WORD	PRONUNCIATION
A	ALPHA	AL fah
B	BRAVO	BRAH VOH
C	CHARLIE	CHAR lee
D	DELTA	DELL tah
E	ECHO	ECK oh
F	FOXTROT	FOKS trot
G	GOLF	GOLF
H	HOTEL	hoh TELL
I	INDIA	IN dee ah
J	JULIET	JEW lee ETT
K	KILO	KEY loh
L	LIMA	LEE mah
M	MIKE	MIKE
N	NOVEMBER	no VEM ber
O	OSCAR	OSS cah
P	PAPA	pah PAH
Q	QUEBEC	keh BECK
R	ROMEO	ROW me oh
S	SIERRA	see AIR rah
T	TANGO	TANG go
U	UNIFORM	YOU nee form
V	VICTOR	VIK tah
W	WHISKEY	WISS key
X	X-RAY	ECKS ray
Y	YANKEE	YANG key
Z	ZULU	ZOO loo

NOTE:

Syllables written in capitals in the above list must be emphasized.

NUMBER	PRONUNCIATION
0	ZE-RO
1	WUN
2	TOO
3	THREE
4	FOW-er
5	FIVE
6	SIX
7	SEV-en
8	AIT
9	NIN-er

NOTE:

1. For numbers as well, syllables written in capitals must be emphasized. For example, the two syllables which make up the digit “0” (ZE-RO) are both stressed whereas for the number “4” (FOW-er), only the first syllable is stressed.
2. Each digit of each number, with the exception of whole thousands, shall be pronounced separately. Multiples of a thousand shall be transmitted by pronouncing each digit followed by the word “thousand”.

EXAMPLES:

NUMBER	PRONUNCIATION
10	ONE ZERO
75	SEVEN FIVE
100	ONE ZERO ZERO
583	FIVE EIGHT THREE
12000	ONE TWO THOUSAND
38143	THREE EIGHT ONE FOUR THREE

3. Numbers with decimals shall be pronounced as follows:

NUMBER	PRONUNCIATION
118.1	ONE ONE EIGHT DECIMAL ONE
465.2125	FOUR SIX FIVE DECIMAL TWO ONE TWO FIVE

APPENDIX E – PHONIC TECHNIQUES

STANDARD WORDS AND EXPRESSIONS

WORDS OR EXPRESSIONS	MEANING
Acknowledge	Let me know that you have received and understood the message.
Affirmative	Yes, or permission granted.
Confirm	Is my version correct?
Correction	An error has been made in the transmission (or message indicated). The correct version is...
How do you read?	Can you hear and understand me?
I say again	I shall now repeat my instructions for clarification.
Negative	No, or permission not granted, or that is not correct or I do not agree.
Read back	Repeat all of this message back to me exactly as received after I have given "OVER" (Do not use the word "REPEAT")
Roger	I have received all of your last transmission.
Say again	Repeat all or the following part of your transmission. (Do not use the word 'repeat'.)
Speak slower	Indicates that you are speaking too quickly and that your message is difficult to understand.
Stand by	Wait and listen. I shall call you again.
Verify	Check text with originator and send correct version.
What is your message request?	Repeat or specify the nature of your message or request.
Hold short	Remain at a safe distance of approximately 200 feet from an intersection.
Hold abeam	Means "vis-à-vis"

STANDARD PHRASEOLOGY

Standard phraseology has been developed to transmit authorizations, instructions and messages efficiently using as few words as possible; the aim being to minimize the risk of misunderstanding. Below are some examples involving Montréal Ground and/or Apron Control:

a) Authorization request and response

- Vehicle operator: "MONTRÉAL GROUND, (vehicle call sign)"
- Ground control: "(vehicle call sign), MONTRÉAL GROUND"
- Vehicle operator: "(vehicle call sign) FROM (starting point), TO (destination)"
- Ground control: "(vehicle call sign) PROCEED TO (location)"

If authorization to proceed is denied, response from ground control will begin with 'NEGATIVE'. For example:

- Ground control: "(vehicle call sign) NEGATIVE! HOLD YOUR POSITION"

b) Authorization request when accompanying a non-radio-equipped vehicle

- Vehicle operator: "MIRABEL-RADIO, (vehicle call sign) PLUS ONE, REQUEST PERMISSION TO PROCEED FROM (starting point) TO (destination)"

It is necessary to use the expression "plus one" or "plus two", etc., to indicate to Ground Control the number of vehicles in the convoy.

c) Sample instructions from ground control

- Tower: "Proceed to Runway 10-28 for inspection. Advise when off runway."
- Tower: "Hold short of Runway 06."
- Tower: "Truck eight three. Ground control. Leave runway (runway number) at (location) and advise when off runway."

d) Radio check communications

- Vehicle operator: "Montréal Apron, staff two seven, radio check."
- Montréal apron: "Staff two seven, Montréal apron, radio check", *or*
- Montréal apron: "Staff two even, Montréal apron."
- Staff two seven: "One, two, three, four, five; five, four, three, two, one."
- Montréal apron: "Read you five."

PHRASEOLOGY – LEARNER’S GUIDE

This section is intended to facilitate the learning of standard radio transmission phraseology used in airport manoeuvring areas and forms the basis of the practical test candidates must successfully pass to obtain a Type “D” or “D/A” Airside Vehicle Operator’s Permit for towing. The following principles and statements are meant to be adapted to actual operator locations and situations.

Prior to initiating transmission, the caller shall make certain that he/she is not interrupting a transmission already in progress.

The caller shall, at all times, listen for radio transmissions in progress and be ready to respond to instructions, expected or unexpected, from the control unit.

Each digit of each number shall be pronounced separately:

EXAMPLE:

500 = five zero zero

38143 = three eight one four three

HOWEVER, if the number consists of four or more digits, the last three of which are zeroes, pronunciation is as follows:

3000 = three thousand, not three zero zero zero

12000 = one two thousand

INITIAL CALL

The initial call always begins with station called identification followed by caller identification:

Staff 656 seeks to communicate with the control tower at Montréal:

ex.: **«Montréal ground, staff 656»**

Staff 656 seeks to communicate with apron control:

ex.: **“Montréal apron, staff 656”**

After the initial call, **Montréal Ground** can be shortened to just **“Ground”**.

SUBSEQUENT TRANSMISSIONS

All subsequent transmissions shall begin with station called identification, followed by caller identification and purpose of the transmission.

EXAMPLE:

“Montréal ground, staff 656, from Exeaire to Air Canada base.”

“Staff 656, Montréal ground, proceed on Romeo, hold short of runway 24 left.”

“Montréal ground, staff 656, hold short of runway 24 left.”

“Staff 656, Montréal ground, cross runway 24 left, proceed on Alpha to base.”

“Montréal ground, staff 656, cross runway 24 left, proceed on Alpha to base.”

In short, a request to proceed from Point A to Point B may include up to six call components:

Initial call

- | | |
|--------------------|----------------------|
| 1. Station called | ex.: Montréal ground |
| 2. Calling station | ex.: Staff 656 |

Subsequent contact

- | | |
|---|--|
| 3. Station called | ex.: Montréal ground |
| 4. Calling station | ex.: Staff 656 |
| 5. Exact identification of starting point:
<i>(where I am, using prepositions such as "from", "on" or "at", as the case may be):</i> | ex.: on Alpha-Charlie, or
on main apron short of Echo |
| 6. Exact identification of destination:
<i>(where I am going using the preposition "to"):</i> | ex.: to main apron
ex.: to Road 310 |

Other examples

- "Montréal ground, staff 656"
- "Staff 656, Ground"
- "Apron, staff 656, from North 1 to Foxtrot"
- "Montréal ground, staff 656"
- "Staff 656, Montréal ground"
- "Ground, staff 656, on apron, short of Echo, to Road 310"

IMPORTANT NOTE

Controllers will always specify whether one may cross a runway or taxiway, or whether one must hold short of a runway or taxiway. Thus, an instruction such as "Proceed on Echo" **never** implies an authorization to cross runway 10-28 or runway 06L-24R. If specific mention "**cross runway XX**" is not included in an authorization, one must hold short of the runway. When in doubt, always request confirmation from the controller.

READ-BACK

Restrictions issued by the control unit shall be **read back in full** upon receipt.

EXAMPLES:

1. "Montréal ground, ADM 23"
"ADM 23, Montréal ground"
"ADM 23, short of Romeo on Road 500, to Air Canada base"
"ADM 23, proceed on Romeo, hold short of Runway 24 left"
"Ground, ADM 23, cross runway 28 and contact apron on other side"
2. "Montréal ground, Staff 656, short of Romeo on Road 500, to Air Canada base"
"Staff 656, ground. Negative, stand by"
"Ground, Staff 656, standing by"

CLEAR CALLS

Whenever an operator clears a runway, taxiway or apron, he or she is required to advise the control unit.

"Ground, Staff 656, clear of runway 24 left, on Alpha"

APPENDIX F – SURFACE MARKINGS

GENERAL

F.01 Surface markings are used to guide aircraft and vehicle traffic within airport movement areas. The present appendix describes and illustrates the markings used, markings with which all vehicle operators shall be familiar.

LINE COLOURS

F.02 The following four (4) colours are used to indicate the type of surface marking:

- a) **Yellow** lines are used for aircraft movements;
- b) **Red** lines are used to define aircraft safety, and **Red dashed** lines delimit the no-parking areas;
- c) **White** lines are used to define vehicle corridors and ground service equipment standby areas («staging»), and for runway markings;
- d) **Double white** lines are used to distinguish aircraft traffic areas from vehicle parking areas and corridors;
- e) **Blue** lines are used to define vehicle parking spaces.

TAXIWAYS AND APRON

F.03 There are 2 different types of **MANDATORY STOPS** painted on the surface:

- a) A **red rectangle** with a white outline.



- b) A **red octagon**, with a white outline, illustrating two (2) white aircraft in the centre. This sign indicates to the driver that he is about to cross a taxiway or guide line.

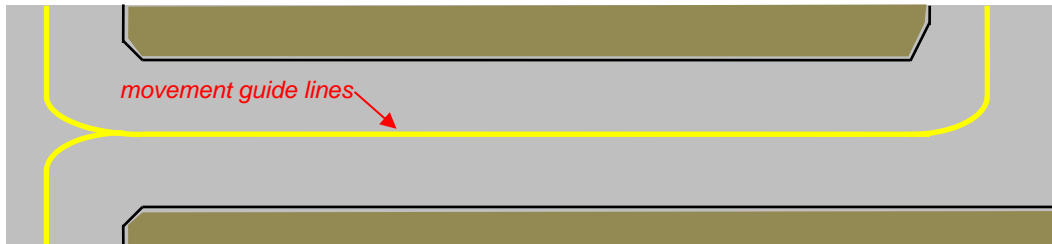


F.04 GUIDE LINES AND SURFACE MARKINGS

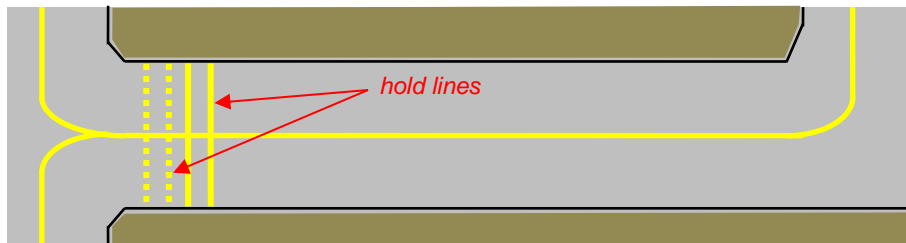
- a) **Yellow lines** are used to guide aircraft movement. By maintaining the nose wheel on the line, the pilot and/or tow crew ensures that the wings of the aircraft remain a safe distance from any known obstacles (buildings, light standards, etc.) and other aircraft at all times.

These lines appear as follows:

- a-1 **Aircraft movement guide lines** are single solid yellow lines and are found on the apron as well as airport taxiways:

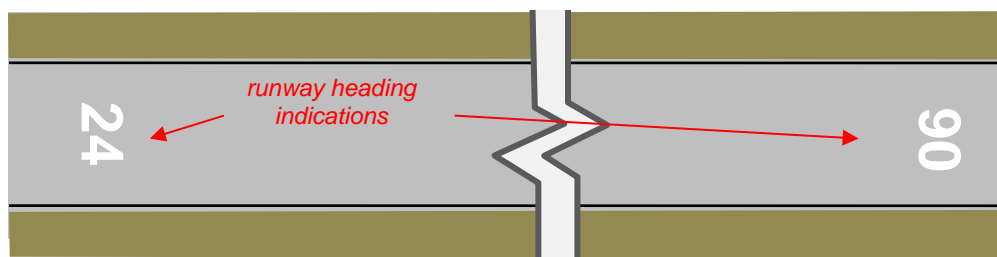


- a-2 **Hold lines** comprise two solid plus two broken yellow lines across the width of a taxiway, at the edge of a runway. All aircraft and vehicles shall come to a complete stop behind the solid lines and shall obtain authorization from the ground control unit:

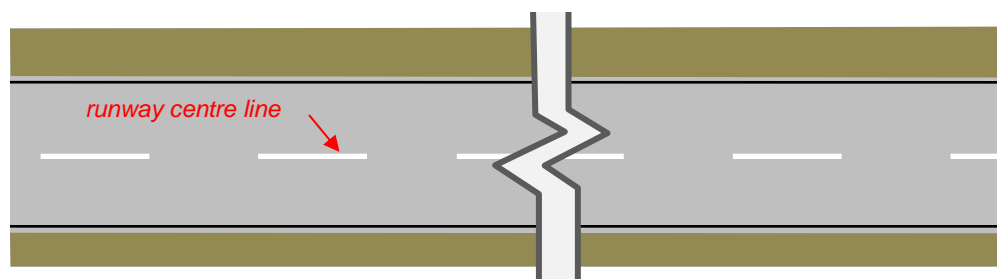


- b) Each **end of the runway** is marked by a number, in tens of degrees, corresponding to the runway heading in relation to a magnetic compass. For example, the magnetic compass of an aircraft will read 240 degrees when an aircraft lines up with the centre line of the runway bearing the number «24».

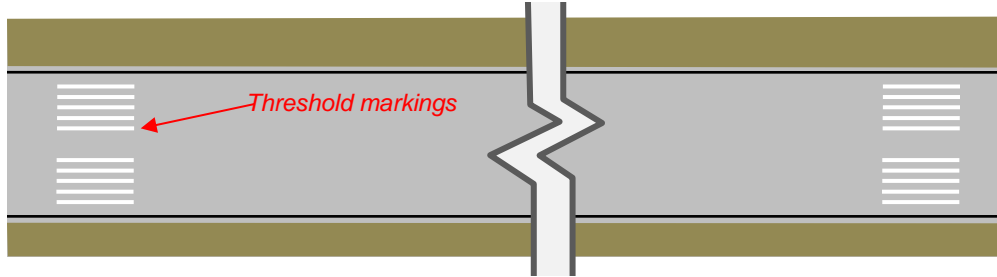
The numbers are painted in white and are designed to be legible on approach. When there are two (2) parallel runways, they are identified by the number corresponding to the compass direction and one or other of the letter "R" (right) or "L" (left) painted beneath the number.



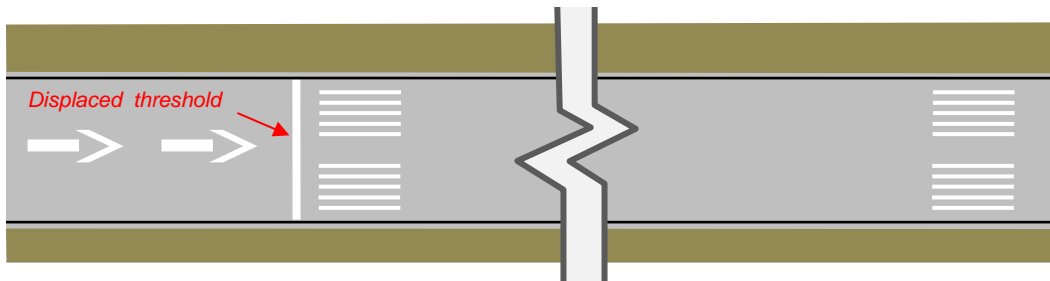
- c) The **centre line** of the runway is marked by a broken white line comprising series of smaller lines 100 feet in length and spaced 100 feet apart.



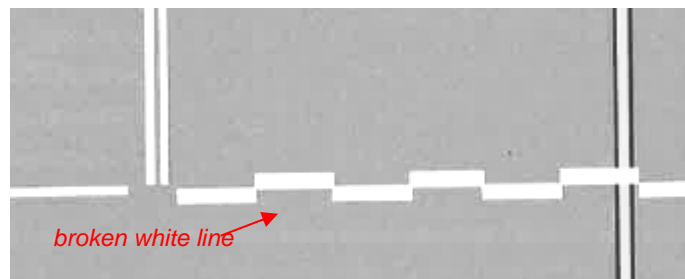
- d) **Threshold markings** indicate the beginning of the usable portion of a runway for the landing of aircraft and comprise a series of white lines parallel to the edge of the runway. Their number and number of groups vary in accordance with the width of the runway.



- e) The **runway threshold** may, for whatever reason, be displaced from the end of the runway. In instances of the like, white lines are painted close together to form arrows pointing to a solid bar painted across the runway to indicate the beginning of the portion of the runway usable by aircraft.



- f) The **broken white line** indicates to the pilot that he is approaching a taxiway.



- g) **Pushback and/or hold points on the Trudeau apron** are identified by means of square yellow markings inside a black square with a yellow border, painted on the ground. These squares may bear a number from 1 to 11, a letter, or a combination of the two.



APPENDIX G – EDGE LIGHTING

GENERAL

G.01 Edge lighting is an important component of airside signage at an airport. All vehicle operators are required to know what the different lights mean to avoid proceeding into a restricted area, and to know how to use these lights to guide vehicle movement within the airport manoeuvring areas.

TYPES OF LIGHTS

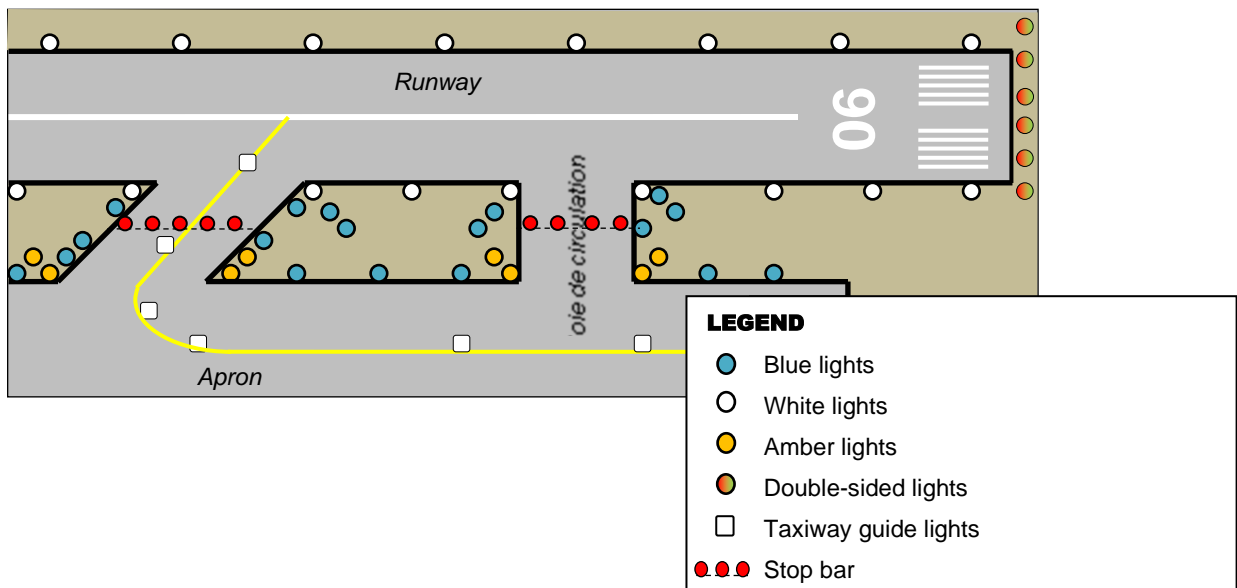
G.02 Different coloured edge lights are used as follows:

- a) **blue** lights are used to mark the edges of aprons and taxiways;
- b) **amber** lights are used at the intersection of aprons and taxiways;
- c) **red** lights mean entry is forbidden without prior authorization;
- d) **white** lights are used to mark the edges of runways;
- e) **double-sided** lights, **one red and the other green**, are used to mark the ends of runways. The red side faces onto the runway while the green faces in the direction of the approach thereto;
- f) **white** lights and **white-red** lights set into the runway pavement along the guide line indicate the touchdown zone and runway centre line;
- g) **runway guard lights: flashing amber lights** used to protect access to all runways.
- h) *see below: surface traffic guidance system*

SURFACE TRAFFIC GUIDANCE SYSTEM

G.03 A surface traffic guidance system is used at Montréal–Trudeau, mainly in low visibility conditions. The principal components of this system are as follows:

- a) **Stop bars: red lights** set into Runway 06L / 24R and protecting access to it. No person shall proceed beyond the stop bars without prior authorization from the control unit;
- b) **Intersection lights: amber lights** set into the taxiway indicate that one is approaching another taxiway and serve as a hold point;
- c) **Centre line lights: green lights** set into the runway and designed to guide aircraft.



APPENDIX H – AIRSIDE TRAFFIC SIGNS

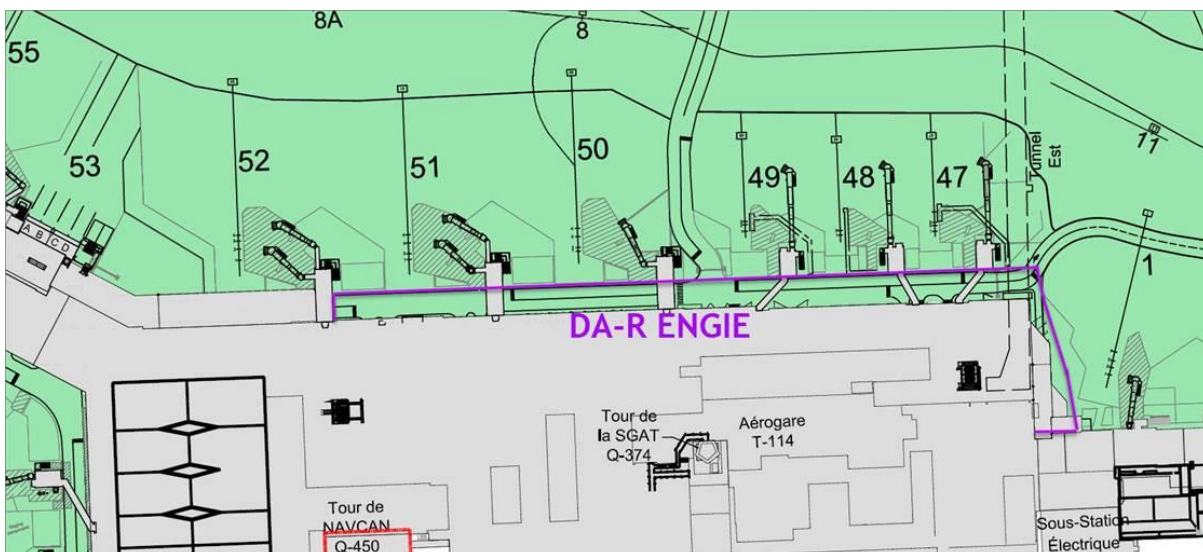
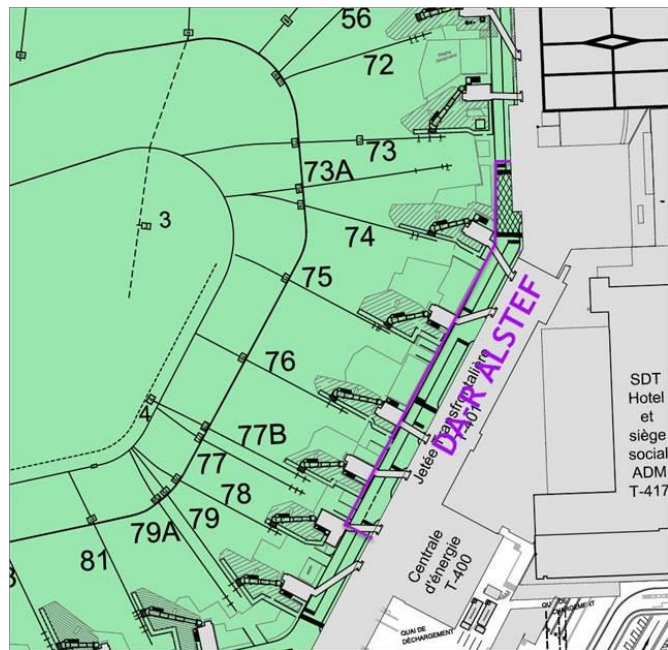
GENERAL

H.01 All vehicle operators seeking to obtain an airside vehicle operator’s permit shall be familiar with the meaning of all airside traffic signs.

VEHICLE CORRIDORS

H.02 Traffic signs used airside and in vehicle corridors on the apron are generally the same as those used on provincial public roadways in Canada.

H.03 The following traffic sign indicates the end of the taxiway for the «D/A R Permit» on the apron. This one applies for the ALSTEF and ENGIE companies.



MANOEUVRING AREAS

H.04 The signs used in manoeuvring areas serve to convey information or instructions, depending on their location, shape, colour and position, as well as the used of symbols, letters and/or numbers

- 1) **RUNWAY DESIGNATOR SIGN** indicates that one must hold short of the runway ahead. The number indicated on the sign is the number of the runway ahead.



- 2) **DESIGNATOR SIGNS** indicate a position, direction, destination or runway exit.

- a) **Yellow lettering on a black background** indicates the taxiway on which the vehicle is proceeding or stopped.



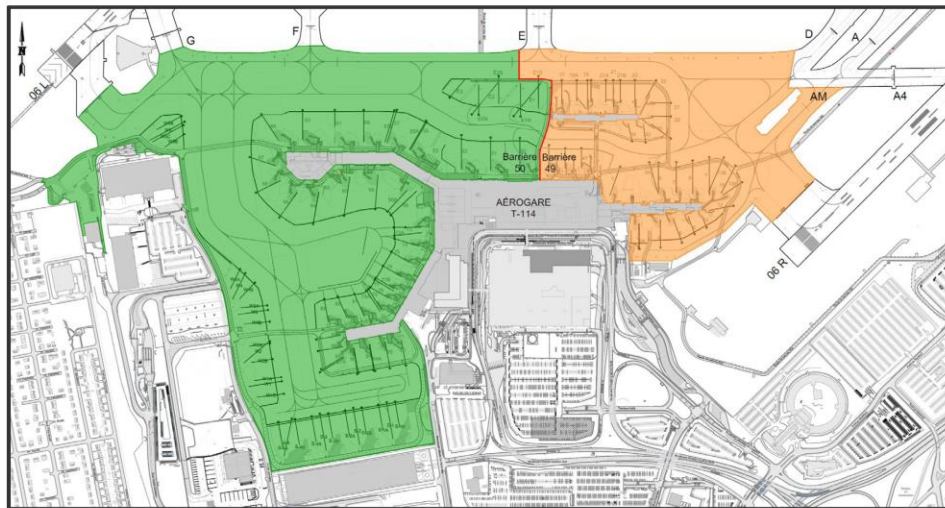
- b) **Black lettering on a yellow background** indicates the direction of an upcoming taxiway or runway.



APPENDIX I – SEPARATION OF THE APRON

ECHO

WEST APRON	 	EAST APRON
122.275 MHz	 	122.075 MHz
NEW FREQUENCY	 	FREQUENCY



	Apron Separation Limit
West Apron	122.275 MHz Frequency
East Apron	122.075 MHz Frequency