



VANCOUVER 2010 WINTER GAMES

AVIATION PLANNING COMMUNIQUE # 3

APRIL 2008

FEDERAL PLANNING PROGRESSES

April 22, 2008 – Since the last Communiqué (December, 2007), federal planners have been very focused on completing the airspace structure and procedures for the 2010 Games. The “Olympic Airspace” design is firmed up and entry and exit procedures have been drafted and subsequently discussed with the 2010 Aviation Committee. Additionally, the Sea-To-Sky Corridor Safety Risk Assessment has now been completed.

During this work, planners continue to apply the overarching principles of developing a safe and secure 2010 air transportation system with procedures that will minimize disruptions to daily operations. With that in mind, here are the confirmed details to date:

THE OLYMPIC AIRSPACE

The “Olympic Airspace” will be designated Class F restricted airspace and structured using a 3 ring concept, or three levels of restrictions.

- Outer Olympic Ring (least restrictive)
- Inner Olympic Control Area
- Inner Olympic Restricted Zones (most restrictive)

OLYMPIC RINGS

With YVR International Airport as the center in the south theatre, and Whistler Athlete’s village in the north theatre, the Olympic Rings will radiate out to include certain airports to the east, west and north. The Rings will also extend to the Canada-US border to the south. All aircraft entering this outer ring will be required to be on a flight plan, be transponder equipped and in continuous contact with Air Traffic Services.

Procedures to and from the Fraser Valley Airports within the Ring will be designed to minimally disrupt daily operations. Some security requirements will be in place but these too should have minimal impact on such activities as flight training and local General Aviation flights.

OLYMPIC CONTROL AREA

The two previously proposed 12 Nautical Mile Olympic Control Areas have now been merged to encompass the areas around YVR International Airport, the Sea-To-Sky



Corridor and the Resort Municipality of Whistler. Specific operating rules designed to minimize impact continue to be discussed at the technical planning level. As a result of a security workshop facilitated by the V2010-ISU on March 31, 2008, suggestions on security mitigation made by the 2010 Aviation Committee will be discussed by FATWG in May. Airspace procedures into and out of YVR International Airport, for example, will remain unchanged albeit pre-authorization and screening will be required before access to the Olympic Control Area is approved. Some flying activities will be prohibited such as para-gliding and hang gliding. Pre-approval processes for aircraft destined for YVR or other places within the Olympic Control Area are being designed and will be published well in advance of the Games. **Attached Diagram 1

OLYMPIC RESTRICTED ZONES

The dimensions of the Olympic Restricted Zones are still under consideration. Access to the Olympic Restricted Zones will be limited to police, military, state and emergency response aircraft only.

PORTAL AIRPORTS

The concept of portal airports, continues to be planned with a view to satisfying security requirements for entry into the Olympic Control Area. The intent is to minimize disruptions to scheduled, charter and general aviation flights, however, some disruptions can be expected. Detailed planning of this element continues; with release of the rules and procedures anticipated for the June 2008 presentation to the 2010 Aviation Committee.

SEA-TO-SKY CORRIDOR

The Safety Risk Assessment of the Sea-To-Sky Corridor has been completed. Several recommendations have been made regarding enhancements to the corridor, and planners are standing by for a decision.

THANK YOU

On behalf of Transport Canada, thank you to all the industry associations that took the time to participate on the Sea-to-Sky Corridor Risk Assessment. The local knowledge and representation from the various facets of aviation were most useful and provided much detail to build the scenarios for the Assessment. This input contributed to the quality of the product and the comprehensive identification of latent risks within the Corridor.

NEXT STEPS

With the draft planning nearing completion, details will be honed over the next few months, taking into consideration the suggestions that have been put forth by the 2010



Aviation Committee. The next presentation to the 2010 Aviation Committee will be held in mid to late June 2008 at which time the finalized rules and procedures for arrival/departure to the OCA will be delivered. Later in the year, work will begin on the Aeronautical Information Circulars that will describe the operating rules, procedures and registration process.

WHO'S WHO

Federal Aviation Steering Committee

- The Vancouver 2010 Integrated Security Unit, led by the RCMP
- Transport Canada
- Canadian Forces
- North American Aerospace Defense Command (NORAD)
- NAV CANADA
- Canadian Border Services

Federal Aviation Technical Working Group

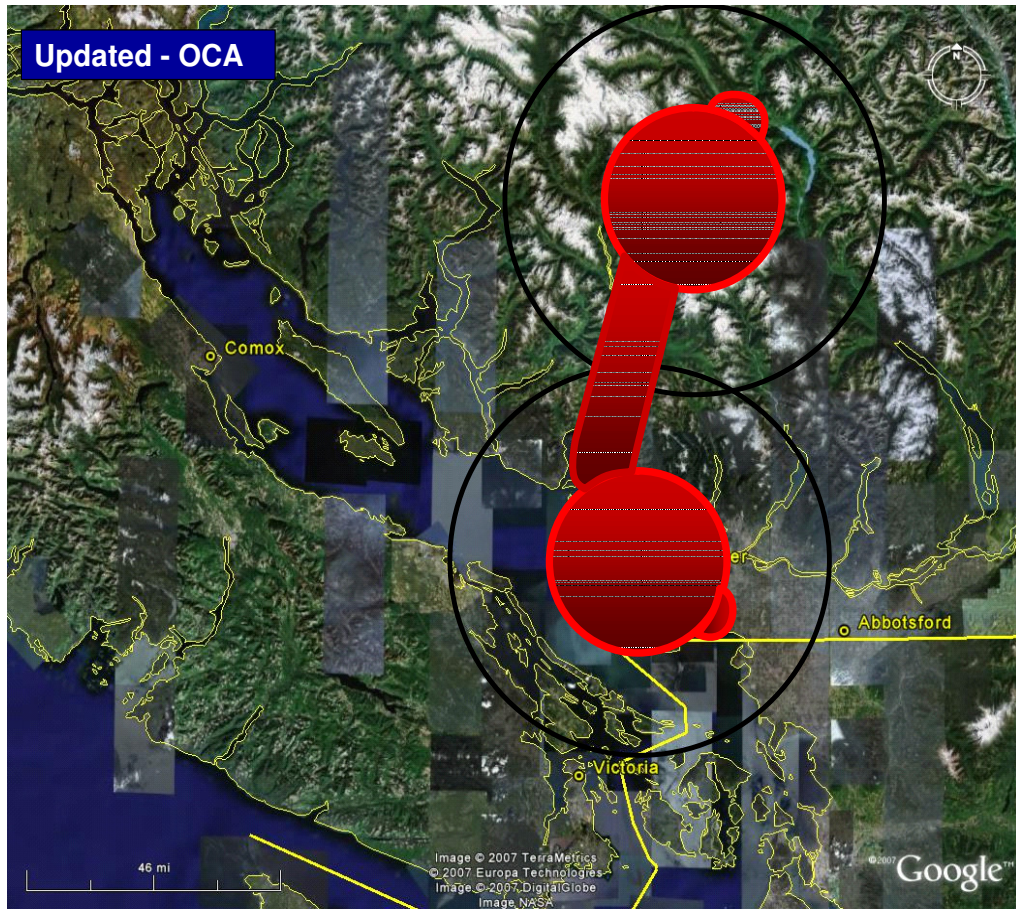
- The Vancouver 2010 Integrated Security Unit, led by the RCMP
- Transport Canada
- Canadian Forces
- NORAD
- NAV CANADA
- Canadian Border Services Agency
- Canadian Air Transport Security Authority
- US Federal Aviation Administration

2010 Aviation Committee

- Air Transportation Association of Canada (National)
- YVR International Airport
- Resort Municipality of Whistler
- Transport Canada
- BC Air Ambulance Service
- Vancouver Organizing Committee (VANOC)
- Lower Mainland Airports Working Group
- Air Transportation Association of Canada (Regional)
- BCAC
- Helicopter Association of Canada
- Canadian Owners & Pilots Association
- Canadian Business Aviation Association



Diagram 1



**Sea to Sky Corridor including, Boundary Bay and Pemberton Aerodrome extensions. Diagram is not to scale and exact width of corridor restricted area has not yet been determined.