



VANCOUVER 2010 WINTER GAMES

AVIATION PLANNING COMMUNIQUE # 4

JULY 2008

FEDERAL PLANNING CONTINUES

July 31, 2008 – Since the last Communiqué (April 2008), federal aviation planners have focused efforts on finalizing the rules and security enhancements which will provide for entry and exit procedures into the Olympic Control Area. The “Olympic Airspace” design was initially drafted, presented to, and discussed with the 2010 Aviation Committee in March 2008. The “Olympic Airspace” design has now been formalized following the most recent presentation to the 2010 Aviation Committee in June 2008.

Planners continued to apply the overarching principles of developing a safe and secure 2010 air transportation system with procedures that would minimize disruptions to daily operations. Maintaining a consistent delivery of security enhancements requires that all aircraft accessing the Olympic Control Area comply with a certain level of screening for all persons and goods during the Games. This is a consistent approach being applied equally to operators which includes float planes, helicopters, air taxis, private and business aircraft and does mean that some aspects of the aviation community will be impacted. With that in mind, here are the confirmed details to date:

OLYMPIC CONTROL AREA

The two previously proposed 12 Nautical Mile Olympic Control Areas have now been merged to encompass the areas around Vancouver International Airport, the Sea-To-Sky Corridor, the Resort Municipality of Whistler and Pemberton (see Diagram 1*). Specific operating rules designed to minimize impact have been discussed at the technical planning level and some modifications have been made as a result. Airspace procedures into and out of Vancouver International Airport (YVR), for example, will remain unchanged albeit pre-authorization and screening will be required before access to the Olympic Control Area is approved. 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.

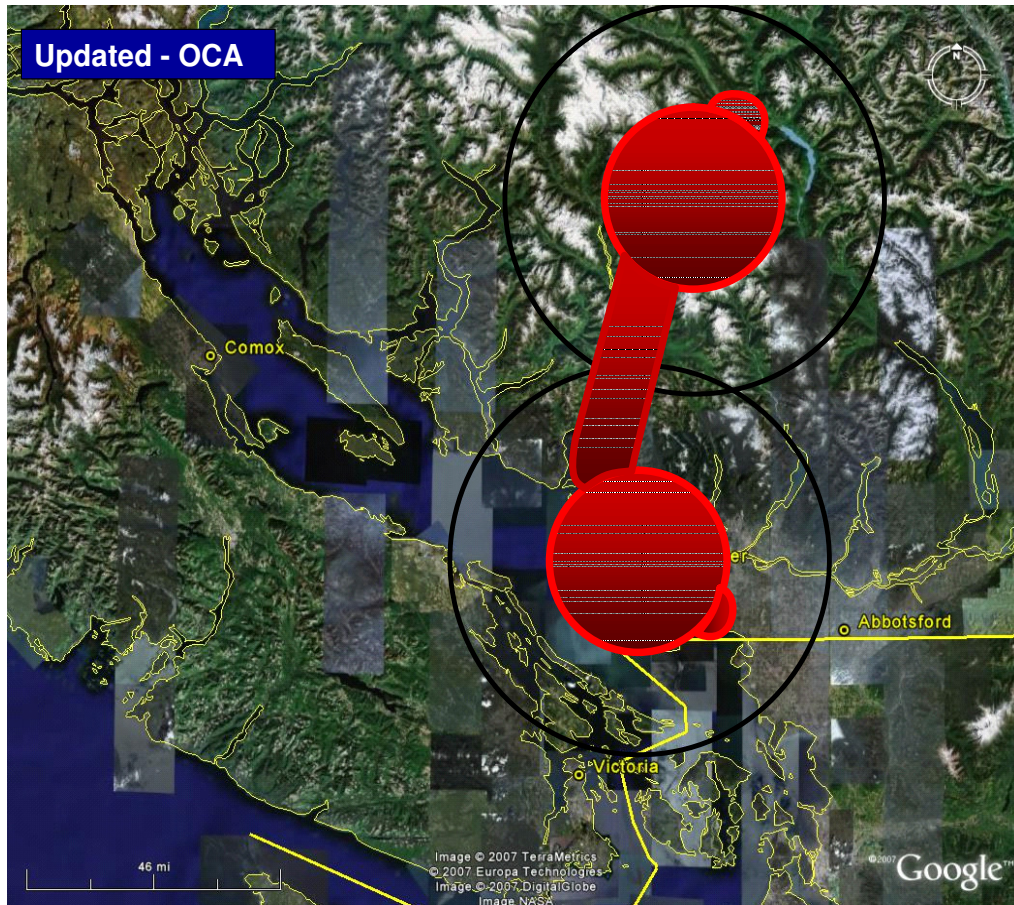
The following activities will be prohibited in the Olympic Control Area:

- No ultra-light or gliding operations
- No hang gliding or parachuting
- No aerobatic flight



- No hot air balloons or dirigibles
- No agricultural operations
- No sight seeing flights
- No aerial advertising or banner tow operations
- No Unmanned Air Vehicles
- No flight training (unless conditions below are met)
- No GA

* 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.



SECURITY PORTAL AIRPORTS

Portal airports, continued to be a point of discussion over the past several months with the vision of satisfying security requirements for entry into the Olympic Control Area. Planners considered the many points voiced by the business community (CAR604) regarding security measures already in place, but after much discussion and deliberation, it was felt by the technical planners that there were no tangible security plans that satisfied the screening requirements that are applicable for all other areas of the aviation industry. Therefore it was determined by technical planners, supported by the Federal Aviation Steering Committee that all business and charter aircraft that have a destination of YVR, must stop at a security portal airport **in order to be screened. Current discussions are ongoing with respect to the following four British Columbia airports as security portals:

- A) Prince George – YXS
- B) Victoria – YYJ
- C) Abbotsford – YXX
- D) Kelowna – YLW

Following screening, the aircraft will be able to continue on to their destination of YVR. The procedure of how these particular aircraft will be provided with their transponder code continues to be developed as part of the authorization process to be presented in October of 2008.

**Preliminary discussions have taken place with the United States regarding possible security portal locations within the US. No formal decisions have been made at this time.

BOUNDARY BAY AIRPORT

The intent of technical planners from the start of the planning process was to maintain the current state of operations at Boundary Bay airport with careful consideration given to the airport's proximity to Olympic Venues and YVR. There is a strong likelihood that Boundary Bay airport will be used in some capacity as a parking facility for business aircraft, however given the security restrictions accessing the Olympic Control Area there is a requirement for screening of aircraft departing Boundary Bay. Due to this screening requirement planners had to then consider and incorporate the use of CATSA into this location. Although Boundary Bay will have CATSA physically located at their operation, Boundary Bay will not be considered or utilized as a Security Portal as defined above.



SUMMARY OF PROCEDURES FOR OLYMPIC CONTROL AREA

As already identified in this communiqué, security enhancements within the Olympic Control Area will be a consistent approach being applied equally to operators which includes: float planes, helicopters, air taxis, private and business aircraft. Security measures, procedures and restrictions are similar to those experienced internationally at other major events. The exact security provisions designed for each area of the aviation industry have been presented at the June 24, 2008 briefing. All flights must have been previously authorized by the V2010 Integrated Security Unit.

A general overview of the security enhancements follows for identified Aviation Community categories. As briefed in June, ISU Planners will meet with representatives of each sector to review specifics unique to their operations.

Float Plane Operations

- Publish flight schedule
- Persons and goods screened by CATSA

Helicopter Operations

- Persons and goods screened by CATSA
- Approved tracking system installed on aircraft operating in the Sea to Sky corridor

Cargo Operations

- Still under development in conjunction with Transport Canada Security

Business Aircraft Operations (CAR 604)

- Arrival and departure dates required
- Number, names and dates of birth of all passengers
- All goods and passengers must be screened at a designated security portal prior to entry to OCA or have been screened at departure point acceptable to TC Security

Non-Screened Charter Operations

- Charter aircraft must be screened at departure point acceptable to TC Security/or an identified security portal prior to entering the OCA
- Charter aircraft departing the OCA must be screened by CATSA

Terminal to Terminal Passenger Carrying Operations

- Flights operating into YVR South that are unscreened originating from non-designated airports
- Will need to be screened in order to access the OCA (YVR)
- Must amend routing and schedules to go through a designated airport where CATSA screening is available to meet this security requirement
- Then treated as a screened flight operating between terminals



Flight Training

- A flight authorization must be obtained from the V2010-ISU to the flight training school allowing for training operations
- A security plan must be submitted for review by V2010-ISU/TC Security
- Procedures will be established (corridors) to allow flight training aircraft the ability to depart and arrive at Boundary Bay
- A licensed flight instructor will be on board for all training flights (no solo flights by student pilots permitted)
- No passengers will be permitted during training flights

NEXT STEPS

With this portion of the planning complete, implementation details will be honed over the next few months, taking into consideration the suggestions that have been put forth by the 2010 Aviation Committee. We look forward to your assistance in the successful implementation of the security and safety requirements and enhancements that will ensure a safe and secure 2010 Winter Games for us all.

The next presentation to the 2010 Aviation Committee will be held on October 15, 2008 at which time it is anticipated that the Authorization/Registration process will have been completed. Additionally, work will have begun on the Aeronautical Information Circulars that will describe the operating rules, procedures and registration process.

THE AVIATION PLANNING PARTICIPANTS

Six agencies are planning security for aviation transportation:

- 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

The aviation technical planning team includes:

- 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