



## VANCOUVER 2010 WINTER GAMES

### AVIATION PLANNING COMMUNIQUE #5

NOVEMBER 2008

#### FEDERAL PLANNING CONTINUES

**November 7, 2008** - Since the last Communiqué (July 2008), federal aviation planners continue to focus on finalizing the rules and security enhancements which will create the entry and exit procedures into the Olympic Control Area. There have been several key events which have taken place over the past several months which were crucial to planners and will be elaborated on further in this Communiqué.

Planners continued developing security enhancements that will require all aircraft accessing the Olympic Control Area to comply with a level of screening for all persons and goods during the Games. This is a consistent approach to be applied equally to all operators and includes floatplanes, helicopters, air taxis, private and business aircraft. These enhancements may have some impact on specific segments of the aviation industry. The following are the latest details:

#### OLYMPIC CONTROL AREA

Early in the aviation planning process, 2010 aviation planners created the 12 NM airspace (ring) in the South (Lower Mainland), which conformed to the current dimensions of the Positive Control Zone for YVR. In a non-related NAV CANADA study of the Vancouver IFR and VFR airspace and procedures, NAV CANADA adopted the recommendation that the Vancouver Control Zone be expanded from 12 NM to 13 NM. As a result of this study, there will be a new VTA produced by NAV CANADA, which expands the Vancouver Control Zone from 12 NM to 13 NM. To maintain consistency, it is imperative that the Olympic airspace mirror authorized publications and accordingly, the South and North 12 NM OCA rings are being modified to 13 NM to align with the new dimensions.

The rules will remain the same as previously presented with one exception. The following additional activity will be prohibited in the Olympic Control Area:

- No IFR Operations (Sea to Sky to Pemberton)

#### REVIEW OF PROCEDURES FOR OLYMPIC CONTROL AREA

As identified in previous Communiqués, security enhancements within the Olympic Control Area will be applied consistently to all operators and include but are not limited to: float planes, helicopters, air taxis, private and business aircraft.



Security measures, procedures and restrictions are similar to those experienced internationally at other major events. Security enhancements have not changed since July 31<sup>st</sup> with the exception of those highlighted below.

### **Float Plane Operations**

- Operators will be required to publish a flight schedule.
- All persons and goods boarding an aircraft designed for entry into the OCA must be screened by CATSA.

### **Helicopter Operations**

- All persons and goods boarding a helicopter designed for entry into the OCA must be screened by CATSA.
- \*\*With the decision to install Multilateration in the Sea-To-Sky Corridor, an approved tracking system installed on aircraft operating in the Corridor will *no longer* be required.

### **Cargo Operations**

- Security requirements are under development in conjunction with Transport Canada Security.

### **Business Aircraft Operations (CAR 604)**

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

### **Non-Screened Charter Operations**

- Charter aircraft must be screened at a 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 and originating from non-designated airports will need to be screened in order to access the OCA (YVR)
- Routings and schedules must be amended 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.
- A security plan must be submitted to the V2010-ISU for approval.
- 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.

## ANS ENHANCEMENTS

As a result of extensive work done by Transport Canada in the area of risk assessments which were conducted over the past year, there will be new ANS enhancements in the Sea to Sky Corridor. An overview of these enhancements are:

Transport Canada completed the 'Safety Risk Assessment' of the Sea to Sky Corridor in early 2008. The Risk Assessment identified the hazards associated with the anticipated increase in air traffic in the corridor during the 2010 Winter Games. One of the resulting recommendations is for NAV CANADA to extend their Air Navigation Service into this area for the duration of the games.

Through consultation with Transport Canada, NAV CANADA will provide a 'VFR' control service throughout the Sea to Sky Corridor. It will extend from Bowen Island to Pemberton for the duration of the Vancouver 2010 Olympic and Paralympic Winter Games. VFR Control Service will be augmented by the latest technology 'Multilateration' (MLAT) Surveillance.

In addition, improved aviation weather observation services at Squamish and Pemberton aerodromes and Whistler heliport will be implemented. Digital Aviation Weather Cameras will also be installed at these locations and at other strategic locations throughout the corridor to provide current ceiling and visibility information. They will assist NAV CANADA controllers and pilots with flight operations in the Corridor.

Since much of Sea to Sky Corridor is narrow and situated within significantly high terrain, it has limited manoeuvring area. Aircraft operations, will therefore, need to be metered on a tactical basis, with overall corridor volume being dependant on ceiling and visibility conditions and aerodrome ramp space at Squamish, Pemberton and Whistler Heliport.

In view of the potential demand for service in the Sea to Sky Corridor, a priority system will be implemented and based on the following:

Aircraft declaring an emergency;  
Security (Military/RCMP);  
Medivac;  
Essential Services;  
VIP/IPP (Based on RCMP Protocols only);  
Approved Media; and  
Commercial Operations



Authorization will be determined & provided by the Integrated Security Unit.

Pilots intending to operate in the Sea to Sky Corridor will be required to attend a familiarization session prior to being issued an authorization. Familiarization will include terrain & weather limitations, airspace restrictions and operating procedures.

### **AIRSPACE RESTRICTION PERIOD INCLUDE OLYMPIC AND PARALYMPIC GAMES**

After many discussions, the Federal Aviation Technical Working Group made a recommendation to the Federal Aviation Steering Committee that the currently proposed airspace rules and procedures will remain in place for the entire duration of the Vancouver 2010 Olympic and Paralympic Winter Games. The dates are January 29 through to March 24, 2010. The defined period is necessary for the security of both events.

### **NEXT STEPS**

Implementation details continue to be finalized, and over the next few months aviation planners will be reviewing the 2010 Aviation Committee's input. We look forward to your continued assistance in delivering a safe and secure aviation transportation system for 2010 Olympic and Paralympic Winter Games.

The next meetings with the 2010 Aviation Committee are scheduled for January 21, 2009 and March 18, 2009.