



VANCOUVER 2010 WINTER GAMES

AVIATION PLANNING COMMUNIQUE #6

FEBRUARY 2009

FEDERAL PLANNING CONTINUES

February 23, 2009 - Since the last Communiqué (November 2008), federal aviation planners have continued to focus efforts on finalizing the rules and security enhancements which will provide for entry and exit procedures into the Olympic Control Area. The key events which have taken place over the past several months will be elaborated on in this communiqué.

CONSULTATION PROCESS AND COMMUNIQUES

There has been some confusion as to the consultation process and how it relates to the members of the 2010 Aviation Committee and their respective memberships. The process has been developed within the Federal Aviation Steering Committee over the past two years. The advanced consultation for an event such as the Olympics, is unprecedented in Canadian aviation history, and involves discussion of all concerns, objections and requests at the technical planning level and amending rules where applicable. Although not every suggestion or recommendation is adopted, all are thoroughly discussed. When finalization on planning is reached, the decisions are reported back to the 2010 Aviation Committee and then captured in the subsequent Communiqué. The Communiqués are intended to capture the spirit of the presentations to the 2010 Aviation Committee but were never meant to be interpreted word for word. This process will continue to be refined over the upcoming year.

OLYMPIC CONTROL AREA (OCA)

The overall design and concept of the OCA has not significantly changed during the planning phase from November to present. However, after discussions with NAV CANADA, it was determined that the Sea to Sky corridor is actually a transitional route for some types of aircraft and that the cap of 18, 000' MSL is too high. Based on this information, technical planners adjusted the controlled airspace up to 12, 500' MSL to allow the overhead transit of aircraft.

REVIEW OF AIRSPACE PROCEDURES FOR OLYMPIC RINGS AND OLYMPIC CONTROL AREA

As already identified in previous Communiqués, security enhancements within the OCA will be implemented with a consistent approach being applied equally to all 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. Security enhancements have not changed since with the exception of those highlighted below.

RINGS

Changes to Operations Within Olympic Rings

- Flight plans must specify point to point operations (no random flights)
- Upper air work (aerobatics, spins, stalls, forced approach, etc.) will be prohibited within the Olympic Rings

OCA

Cargo Operations

- Not anticipated, at this time, that there will be a requirement to stop at a designated portal
- Authorization must be obtained from V2010-ISU
- No passengers permitted
- Crew must be registered with V2010-ISU
- All flights subject to random checks by Transport Canada Inspectors and/or RCMP

Sea to Sky Corridor

- Fixed wing and helicopter operations will be permitted into Squamish. Helicopter operations only will be permitted within the corridor between Squamish and Pemberton.
- Fixed wing operations will be permitted into Pemberton however access must be via an alternate route.
- 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 in Emergency
 - Security (Military/RCMP)
 - Medivac
 - Essential Services
 - IPP (Internationally Protected Persons)
 - Approved Media
 - Commercial Operations

Airspace Restrictions

- Airspace restrictions may be amended or augmented during specific periods during the Games time such as Opening and Closing Ceremonies and Medal Presentations.
- All new airspace restrictions or amendments to airspace restrictions will be communicated through NOTAMs



Delta Airpark Operations

- Operational plan revisited in late 2008
- Security mitigation does not meet baseline requirements established for OCA
- Operations from Delta Airpark will be prohibited during airspace restrictions
- Owners and operators will have option of moving their aircraft to alternate locations prior to January 29, 2010

REGISTRATION PROCESS UPDATE

Air and cabin crew who possess a valid Restricted Area Identity Card (RAIC) will be exempted from registration, along with passengers traveling on commercial aircraft equipped with locking cockpit door(s) that arrive from Transport Canada scheduled airports where passenger and baggage screening has been conducted by qualified personnel. All other individuals wishing to enter Class F OCA airspace on board an aircraft must be registered in advance with the V2010-ISU.

Individuals must consent to a background security check, and if they refuse consent or elect not to submit the requested information they will not be authorized to enter the OCA on board an aircraft. Flights in OCA airspace will be individually authorized by the ISU, and flight plan details and complete manifests must be submitted to the ISU 24 to 72 hours prior to departure. Advance registration for regionally-based aircrew, cabin crew and support personnel is scheduled to begin in August 2009.

A complete list of CATSA screening facilities will be released in the near future, and all crew, passengers and baggage must be screened at one of those facilities prior to entering the OCA. The picture ID listed during registration will be validated at that time. The ISU is exploring the possibility of gateway airports in the US, and assessing the viability of TSA-recognized security programs (DASSP) to process international corporate flights.

Expedited procedures will be developed for Emergency Response, MedEvac, Law Enforcement, Public Utility and other flights that are required to operate in the OCA on short notice. Special procedures for Boundary Bay flight schools will be enacted as well.

Forms will be available for download from an ISU Aviation Planning web site, and selectively authorized operators may be permitted to submit information directly to the ISU through an online database.

CATSA OLYMPIC SCREENING LOCATIONS

As promised at the January 21, 2009 meeting, the following list identifies the proposed CATSA screening locations for the Olympic Games period. This list provides the locations of enhanced or new CATSA sites and is yet to be finalized however few changes to those listed are anticipated.



<u>Enhancements to existing screening sites & Security Portals</u>	<u>New temporary screening sites</u>
Abbotsford Airport	Boundary Bay Airport
Kelowna Airport	Langley Airport
Victoria Airport	Nanaimo Harbour
Prince George Airport	Pemberton Airport
Vancouver International Airport – Main terminal	Pitt Meadows Airport
Vancouver International Airport - South Terminal	Squamish Airport
	Vancouver Harbour Helicopter
	Vancouver Harbour Floatplane
	Vancouver Southside - Helipad
	Vancouver Southside - River
	Vancouver Southside – FBO/GA Areas
	Victoria Harbour Floatplane
	Victoria Harbour Helicopter
	Whistler Helipad
	Port Hardy Airport

NOTE: Screening services in Victoria Harbour are for pre-approved scheduled and charter operators only. Transient aircraft may be screened at all other sites listed above

PUBLICATIONS

The following publication dates will incorporate final planning parameters.

A.I.P. Canada Supplement (July 2009) Part 1 Content

- Dates for Restrictions
- Airspace Description
- Basic Operating Rules and Procedures
- Supplemental Map Information
- NOTAM Issue Dates

A.I.C. Information Circular (August 2009) Part 2 Content

- Complete Registration Process
- Final Screening Locations
- NOTAM Issue Dates

NEXT STEPS

Implementation details continue to be honed, and over the next few months planners will be meeting with groups of operators (Flight Schools, Heli-Skiing, General Aviation, etc.)



to mutually develop plans specific to their operations. 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 Olympic Games for us all. The next presentations to the 2010 Aviation Committee will take place on March 18, 2009 and June 24, 2009.