



## **FEDERAL PLANNING MOVES INTO NEW PHASE**

**April 8, 2009** -Since the last Communiqué (February 2009), 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 as we move into the Implementation phase. The key events which have taken place over the past several months will be elaborated on in this communiqué.

### **TERMS OF REFERENCE – 2010 AVIATION COMMITTEE**

The aviation consultation 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. Each representative of the 2010 Aviation Committee has had the opportunity to present their respective views, concerns and recommendations regarding airspace restrictions to the Federal Aviation Technical Working Group. Following these discussions, aviation planners have relied upon the representatives to take the information back to their respective memberships ensuring that all operators were well versed on the rules and procedures related to specific operations. Despite this intention, many inquiries have been received by planners from operators complaining that no or little information has been disseminated by some representatives. It is imperative that information on airspace security measures be communicated by representatives of the 2010 Aviation Committee to affected members of industry in a timely manner. Planners are encouraging that the representatives at the presentations take an active leadership role in communication to operators facilitating a seamless ongoing planning process.

### **MEDIA INQUIRIES**

Olympic Security measures throughout the Olympic Theatre have received great media attention in the past several months. Media inquiries are inevitable because of the scope of an event the magnitude of an Olympic Games. Planners are requesting that any media responses related to aviation security planning which are communicated by members of the aviation community are accurate and timely. Misinformation or inaccurate releases to media can often have a domino effect which extends beyond just simple access to controlled airspace and can often times undo months of consultation/discussion.

### **NAV CANADA PLANNING UPDATE**

**NAV CANADA's Commitment to a Safe and Secure Games: -  
Project Deliverables:**

**Olympic Specialty for following services:**



- Sea to Sky Corridor – Provide VFR control service (augmented with MLAT surveillance and enhanced Wx services)
- VFR Monitor Positions (to enhance airspace security)
- Traffic Management (to maximize Olympic Sectors - operational safety & efficiency)

### **Equipment & Automated Systems:**

- MLAT Surveillance
- Weather Observation Equipment & Digital All Weather Camera's
- Eight PALS & Two ATIS Frequencies
- ASOCC Equipment – Two Positions
- EXCDS (FIMS)
  - Distribution/processing of VFR flight plans
  - EXCDS interaction with RCMP (Registration/Authorization) to support Olympic airspace security
  - SSR Code processing
- SASS - Enhanced traffic management for Portal Airports
- Additional Telecom Circuits
- *All equipment and system enhancements to be installed and tested by October 2009*

### **Safety Management & Training Plan:**

- Activities:
  - Hazard Identification and Risk Analysis (HIRA)
    - Sea to Sky Corridor Operations
    - New Equipment Installations & Operational implementation - MLAT & PALS
    - VFR Security Monitoring Positions
    - Air Defence Operations – Procedures & Communication Links
  - EXCDS VFR Flight Plan Processing & Authorization Link (Tracking and Distribution)
  - Traffic management process/ plan
  - Staffing Plan & Training Plan
  - ASOCC communications and operational interaction
  - Safety Analysis & Risk Control
  - Certification Process
  - System Safety Report

### **Traffic Management Plan:**

- Enhance overall Olympic Airport & System Capacity Interaction with Airport Reservation System



- Enhanced management of increased demand at Portal Airports required due to requirement to screen Aircraft prior to entry in to OCA

Interaction with Lower Mainland Airports Working Group (LMAWG) required:

Airport Reservation System (AIRRES) developing a reservation system to ensure:

- Efficient handling and management of visiting aircraft at a number of airports during the 2010 Winter Games.
- Airport Reservation Office (ARO) will be established, managed by YVR LAA
  - The system will apply to non-scheduled IFR and VFR itinerant aircraft and provide arrival and departure slots.
  - Reservations will be processed on a first come first serve basis for arrivals and departures at Portal airports and CYVR
  - Reservation Slots will be based on the following Airport constraints:
    - Runway Capacity
    - Aircraft Parking Space
    - Aircraft services including fuelling and deicing
    - CATSA Screening Security Requirements
    - Customs and immigration services
- The Reservation system will be in effect for the following airports
  - Vancouver (CYVR)
  - Abbotsford (CYXX) (Portal Airport)
  - Boundary Bay (CZBB)
  - Victoria (CYYJ) (Portal Airport)
  - Kelowna (CYLW) (Portal Airport)
  - Prince George (CYXS) (Portal Airport)
- Nav Canada (Vancouver Traffic Management Unit)
  - will assist with the creation and development of the Reservation System
  - will engage in both strategic and tactical communication with the ARO through out the Olympic time period
  - NAV CANADA's Traffic Management System will not interact directly with the Reservation System
- This will have a metering effect on overall airport demand.
- Where the Air Navigation System capacity is at or above the agreed capacity, necessary NAV CANADA 'Traffic Management Initiatives' (TMIs) should have minor effect on the Reservation System schedule
- Note: Where the Air Navigation System capacity is reduced (weather, staff, equipment failure, military operations), necessary TMIs will not take into consideration the Reservation System schedule.
- Traffic Metering within the Vancouver FIR (will be Tactical) and will use the following Traffic Management Tools:
  - Miles or Minutes in Trail
    - at most Meter Fixes during peak periods
  - Call For Release to CYVR and Portal airports



- during periods of high capacity/high demand
- Ground Delay Program for CYVR and Portal airports
  - during period of sustained excess demand
- Airspace Flow Program for Vancouver Terminal, East and XX sector
  - to monitor demand and balance entry fixes

### **Project Schedule:**

#### January – June 2009:

- Complete procedures design, proof of concept (simulation), operations, staffing and training plan, automated systems modifications

#### May – September 2009

- Safety Management Process
  - Safety Analysis & Risk Control
  - Certification Process
  - System Safety Report

#### May – September 2009:

- Equipment installation, system testing and certification
- Communication ‘out-reach’ on rules and procedures through:
  - AIP, AIC, Brochures, Presentations, Web

#### October 2009 – January 2010

- Final system and operational evaluations and training
- Continued communication out reach
  - Olympic VTA chart, final AIP Supplement, Olympic NOTAM

### **Project is on Time & on Track**

## **TRANSPORT CANADA CIVIL AVIATION UPDATE**

A.I.P. Canada Supplement – 2 July 2009

- Published on NAV CANADA Website
- Content:
  - Airspace Activation Period
  - Airspace Structure, Operating Rules and Procedures
    - Airspace coordinates
    - NOTAM terminology
    - Sea to Sky Corridor Info
    - General Flight Planning Info
  - Registration and Flight Authorization Program (General Info)
  - Lower Mainland Airport Reservation System General Info)



- Future Publications
  - Aeronautical Information Circular (AIC) – 30 July 2009
  - Published on NAV CANADA Website
  - Content:
    - Complete Registration and Flight Authorization Program
    - Final Screening Locations (CATSA) and Procedures
    - Lower Mainland Airport Reservation System (AIRRES)
    - Future Publications
  - A.I.P. Canada Supplement – 22 October 2009
  - Published on NAV CANADA Website, and hardcopy mail out
  - Complete package of information describing:
    - Airspace Structure, Operating Rules and Procedures
    - Operating Rules and Procedures – Sea to Sky Corridor
    - Registration and Flight Authorization Program
    - Final Screening Locations (CATSA) and Procedures
    - Lower Mainland Airport Reservation System (AIRRES)
    - NOTAM publication dates
  - 2010 Vancouver/Whistler Olympic Supplemental VTA Charts – November 2009
  - Pilots operating within the Olympic Class F restricted airspace will require the Olympic Supplemental VTAs in addition to the Vancouver VTA and VNC
  - Supplemental charts will describe the Olympic airspace, communication frequencies, reporting points, etc.
  - Charts will be available from NC beginning November 2009

#### THE XXI WINTER OLYMPIAD AVIATION PAMPHLET

- General/How to fly info:
  - Airspace Activation Period
  - Airspace Restrictions
  - Airports/Aerodromes Affected
  - Registration and Authorization
  - Olympic Control Area – Security Screening
  - Lower Mainland Airport Reservation System
  - Sea to Sky Corridor
  - Flight Planning
  - Customs
  - Aeronautical Information Publications

NAV CANADA Web Site



This will be the key website for Olympic Aviation information including AIP, AIC and NOTAMs. Links to Registration/Authorization and ARO web pages and portal airport web pages are being considered.

[www.navcanada.ca](http://www.navcanada.ca)

## **IMPLEMENTATION PHASE**

With less than a year remaining until the opening ceremonies, aviation planning is on pace to be finalized within the next several months. The successful consultation phase of the planning has now moved into the implementation phase which will involve operator options for continued operations within the framework of the airspace restrictions. Discussions will now take place at the operator level in each respective sector (i.e., Harbour Ops., Helicopter Ops., Essential Services, etc.). The aviation planning team, will be scheduling meetings over the next 2 months with these identified sectors and all operators which have a stake in that particular area. Representatives of the aviation planning team will be all encompassing including, but not limited to; ISU, Transport Canada, NAV CANADA and CATSA. The implementation meetings are not intended as a lobbying forum for rules and procedures to be modified. Additionally, aviation planners are working in a coordinated effort with the FAA to organize similar style meetings within the Pacific Region in the United States. Planners are encouraging the 2010 Aviation Committee members to take a proactive role in this phase and begin notifying affected operators of the plan and to have meetings prior to the implementation team's arrival.

## **INTEGRATED SECURITY UNIT WEBSITE**

After many months of work, the ISU now has a fully operational website available for all to utilize. To more effectively communicate some of the information concerning aviation meetings and updates, there will be a link to aviation placed on the website. The website address is located at:

[www.V2010ISU.com](http://www.V2010ISU.com)

The next meeting with the 2010 Aviation Committee is scheduled for **June 24, 2009**.