



FEDERAL PLANNING MOVES INTO FINAL PHASE

October 15, 2009 - Since the last Communiqué (June 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 airspace as we continue past the Implementation phase and into the operator based town hall meetings. The key events which have taken place over the past several months will be elaborated on in this communiqué.

SCREENING LOCATION UPDATE

As reported throughout the past several months and as contained in previous Communiqués, the finalized screening sites have been identified. The technical planners at the Federal Aviation Technical Working Group, supported by the Federal Aviation Steering Committee went through lengthy deliberations over the site selection. Based on this analysis and critical input from Industry representatives, additional screening locations were added to accommodate identified traffic. To date, all CATSA and RCMP resources to staff the additional or enhanced sights have been exhausted and there are no additional sights anticipated. Discussions with the Transportation Security Administration (TSA) and Customs Border Protection (CBP) have continued to progress regarding the placement of United States Gateway locations. As previously reported, the Integrated Security Unit has endorsed the DCA Access Standard Security Program (DASSP) and the security measures attached to this program in the 26 locations that are currently in existence today. The Gateway locations identified for corporate/business general aircraft not enrolled in the DASSP program have been confirmed as Spokane, WA, Boise, ID and Reno, NV.

OPENING/CLOSING CEREMONY RESTRICTIONS

Technical planners have worked within the conceptual guiding principles identified early in the process stating the there would be minimal disruption to the aviation industry to the extent possible. Under this philosophy, planners have ensured that there would be no “closed airspace” throughout the Olympic and Paralympic time frame. For the opening and closing ceremonies, there will be some restrictions to operations with the exception of commercial operations which will operate business as usual. The only restrictions will be:

- harbour operations and,
- VFR flight training (IFR flight training will be permitted)

during prescribed hours during both the opening and closing ceremonies which will be clearly communicated in NOTAMs.



TRANSPORT CANADA SECURITY UPDATE

Transport Canada's role in the aviation security plan for Vancouver 2010 is to provide the necessary support, which includes the regulatory process of Gazetting which facilitates the drafting of the new Olympic regulations. On August 9, 2009 Transport Canada met with affected industry operators and stakeholders where a draft Canada Gazette I was presented. Industry stakeholders had up to September 17, 2009 to provide feedback on Gazette part I. A preliminary draft of Canada Gazette II was presented to the Minister's office with some suggested changes in the language and/or content. Pending the conclusion of the consultation process, the new refined version of Gazette II will be presented to the Minister of Transport (October 15, 2009), where following approval will go to Treasury Board (projected November 5, 2009). Once Cabinet approval has been received, the Canada Gazette II will go to publication which has been projected to be November 25, 2009.

IMPLEMENTATION PHASE SWITCHES GEARS TO TOWN HALL MEETINGS

Representatives of the aviation planning team including, ISU, Transport Canada, NAV CANADA and CATSA have met with most sectors of the aviation industry over the past several months. The meetings, referred to as "Implementation phase" meetings were intended to incorporate planning done to date which is specifically tailored to meet the unique requirements of each sector of the aviation industry. As we move into the final stages of planning, the aviation planning team will now be concentrating on town hall meetings at regional airports within the 30 NM rings and beyond. The week of November 23rd has been selected as the week where a majority of these meetings will take place. The presentation team including those listed above will be coming to local airports during this week to provide comprehensive operator based briefings. Included with the planning team for attendance at these meetings will be NORAD fighter pilots who will be presenting intercept rules and procedures for pilots. Briefing times are still being accepted for this time frame, so please contact: Sgt. Cam Kowalski at the V2010-ISU to arrange a meeting time and location. Please contact Sgt. Kowalski via cam.kowalski@rcmp-grc.gc.ca

AIRSPACE INCURSIONS

Based on a suggestion from COPA, an airspace incursion workshop was held at the ISU offices on June 18 to discuss strategies on how to best communicate airspace restrictions to all operators intending on using Vancouver/Whistler airspace during the 2010 Olympic and Paralympic Games time frame. The workshop provided a forum for open and engaging dialogue amongst security planners and industry representatives. Despite this workshop along with 3 years of collaborative planning with members of the British Columbia aviation industry, some operators are publicly stating their intent to disregard



the rules, procedures and NOTAMs outlining security parameters created for the protection of the public, athletes and spectators. Intentional airspace incursions will absolutely not be tolerated, and in fact all airspace incursions will be actively investigated. If prosecution is warranted following an incursion, it may include but not be limited to: NORAD intercept, Transport Canada Sanctions, possible arrest and prosecution under the Criminal Code. Operating rules and procedures have been clearly articulated to operators, industry and stakeholders and will expected to be abided by.

NORAD INTERCEPT PROTOCOL PRESENTATION

As part of the defence of the 2010 Olympic Games, CF-18's will be used primarily in the air policing role to ensure control of the air traffic inside the restricted areas. When called upon, CF-18 pilots will conduct aerial intercepts during all weather conditions, day or night. Intercept procedures will be in accordance with Canadian Flight Supplement (CFS), section F (Emergency). Initially, the CF-18 pilot's priorities will be to fly a safe and effective intercept, provide positive identification of the aircraft, establish communication (by radio and visual signals) and attempt to determine the intentions of the aircraft. It is recognized that danger is increased whenever two or more aircraft come within close proximity of each other. It is imperative that pilots of intercepted aircraft indicate their compliance to direction as soon as possible upon interception, and continue to fly smoothly. In the briefing provided on September 29, 2009, there was amplification of the CF-18 perspective of flying intercepts as well as a recap of relevant intercept procedures, as laid out in CFS section F. As stated, CF-18 pilots will be part of the town hall meeting team so they can elaborate on these procedures if required.

INTEGRATED SECURITY UNIT WEBSITE REMINDER

The ISU's fully operational website is available for all to utilize for aviation based updates or clarifications. To more effectively communicate some of the information concerning aviation, there will be a link to aviation placed on the website which will include Registration and Flight Authorization information. The website address is:

www.V2010ISU.com

The next meeting of the 2010 Aviation Committee is scheduled for **January 7, 2010**.