



FEDERAL PLANNING MOVES INTO FINAL PHASE

June 26, 2009 -Since the last Communiqué (April 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 continue through the Implementation phase. 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 meetings and as contained in Communiqué #6, 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 continued analysis and critical input from Industry representatives, additional screening locations have been added to accommodate identified traffic. The additional locations in Powell River and Departure Bay will incorporate traffic flow into Vancouver from the communities of Powell River as well as the Gulf Islands. Additionally, the Security Portal located at Prince George Airport has been changed to Calgary International Airport to accommodate business/corporate aircraft. With the addition of these identified changes and additions, all CATSA resources have been allocated for screening measures. 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 recognized 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 by the US authorities for corporate/business general aircraft not enrolled in the DASSP program have been identified as Spokane, WA, Boise, IA and Reno, NV.

PARALYMPIC GAMES RESTRICTIONS

There has been much discussion over the airspace restrictions which have incorporated the Paralympic Games time frame through to the end of the game on March 24, 2010. The planning which was the basis for this security posture was formulated on past Olympic Games and a medium threat level to allow for scalability. Over the past several months, the aviation planning team has conducted a comprehensive analysis of the security measures planned for the Paralympic time frame and the associated threat level. Based on this analysis, the threat level planning has been lowered from medium to low for the 2010 Paralympic Games. Accordingly, the Airspace Control Measures, to reflect the low threat level, have been adjusted as follows:



- Restriction period: 0001 hrs. on March 4, 2010 to March 24, 2010
- Requirements for aircraft departing or arriving within the 13 NM rings area will no longer have to be screened (unless already screened according to Transport Canada standards).
- Removal of controlled airspace around Pemberton Airport
- All other rules which pertain to the Olympic Rings (30 NM) will still be applicable including flight authorization.

NOTE: If the threat level changes at any time prior to or during the Paralympic Games time frame, the original measures will be reinstated.

TRANSPORT CANADA SECURITY UPDATE

Based on the security threat level of low for the Paralympic Games time period, Transport Canada has adjusted their Regional and National planning efforts to reflect this trajectory. The focus over the past several months for Transport Canada Security has been the formalization of the security measures for the new screening requirements. The requirements propose to expand existing security regulations to new segments of industry which may include alternatives to screening for emergency/essential service flights. The new proposed regulations are targeted to be published in the *Canada Gazette* Part I in August 2009 and Part II in October/November 2009.

CATSA UPDATE

As part of the comprehensive Olympic deployment plan, CATSA will be mobilizing approximately 175 screening officers from out of Province to staff the new temporary screening locations. Staffing for each location will primarily consist of 3 screening officers with some having 4 based on traffic volumes. Additionally, Portable Screening Units will be deployed in some locations where there are no facilities available to accommodate screening operations. Other screening locations will be established in FBO's and other aerodrome facilities. It is anticipated that the passenger processing throughput will be on average 60 passengers per hour. Passenger education initiatives will be required to assist in this endeavour. CATSA will continue to develop processes in conjunction with the RCMP based on co-location delivery at all new CATSA screening locations.

IMPLEMENTATION PHASE

Representatives of the aviation planning team including, ISU, Transport Canada, NAV CANADA and CATSA have been meeting with many sectors of the aviation industry over the past several months. The meetings, referred to as "Implementation Phase" were intended to incorporate planning done to date which is specifically tailored to meet the unique requirements of each sector of the aviation industry. The meetings which have included presentations to: CBAA, Essential Services, Helicopter Operations – YVR, Heli-skiing, Flight schools, Cargo operations and Olympic media have been extremely



well attended and received. 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. In addition to implementation phase meetings with final sectors remaining, the aviation planning team will be conducting town hall meetings at regional airports within the 30 NM rings and beyond. 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. The intention is for these meetings to take place in the fall of 2009.

INCURSION WORKSHOP

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. Some unique communication methods were discussed and will continue to be developed over the next several months. Any formalized initiatives will be published on the Integrated Security Unit website as set out below.

INTEGRATED SECURITY UNIT WEBSITE REMINDER

The ISU's fully operational website available for all to utilize. 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 located at:

www.V2010ISU.com

The next meeting of the 2010 Aviation Committee is scheduled for **September 29, 2009**.