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Sergeant Cam Kowalski
Lead Aviation Planner
Vancouver 2010 Integrated Security Unit
11141 #5 Road
Richmond, British Columbia
V7A 4E8

Sergeant Kowalski:

The members of the Helicopter Association of Canada collectively account for 80% of the civil helicopters in Canada today. Roughly 90% of British Columbia's helicopters and 82% of Alberta's helicopters are operated by HAC members.

Through Steve Flynn of Blackcomb Helicopters and Ken Glaze of Helijet International, HAC has been following the security planning for the Vancouver 2010 Olympics. We have some appreciation for the enormity of the task and we acknowledge the efforts of the ISU to accommodate the needs of the Canadian civil helicopter community.

Recently our members were briefed on the latest plan as it relates to the use of the Whistler heliport, and they have raised a number of concerns that we wanted to convey to you on behalf of our operator members.

Unlike past Winter Olympic venues, Whistler heliport is the only proposed landing area, which will mean intense periods of demand on a facility with very limited capacity. Our members are well aware that Whistler's mountainous terrain and the weather during the period of the games may serve to aggravate the capacity limitations presented by the heliport.

We are in the process of surveying our operator-members to estimate the demand for access to Whistler during the Olympic period, but you will appreciate the difficulty of making accurate estimates while operators are still in the process of securing scheduled service or casual charter work for the Olympic period. We do understand that this information is more useful to you early in the process, but we expect the information to be more readily available as we move closer to the games. A number of members including London Air Services, Helijet International, Blackcomb Aviation and Whistler Heli-ski *have* been able to provide us with a preliminary estimate of their demand. We also know that there will be demands for access from American helicopter operators, which are difficult for us to estimate. We have enlisted

Bringing the Industry Together
430-55 Metcalfe Street, Ottawa, ON K1P 6L5
Tel: (613) 231-1110 • Fax: (613) 236-2361 • www.h-a-c.ca

the assistance of the *Helicopter Association International* (HAI) to help gauge demand for access by American and international operators.

Even based on a preliminary survey of operators, it has become clear to HAC that the availability of helipads and particularly CATSA's screening capacity will be a choke point for helicopter traffic moving in and out of Vancouver Harbor heliport, but particularly for operations at Whistler. We are concerned that the use of the itinerant pads, the Blackcomb pads and the Whistler Heli-skiing pads will quickly overwhelm the screening capacity, particularly during peak periods of demand. Considering only the scheduled use of London Air Services' two AW 139's with 15 passengers each and Helijet's S-61 and S-76 that carry 24 and 12 passengers respectively, and the Blackcomb Aviation fleet, we are concerned that the planned screening capacity will be inadequate, particularly during high profile events and other peak periods of demand.

We are concerned that while screening capacity for some of the feeder sites will be 120 passengers per hour, the planned screening capacity in Whistler - one of only two Olympic host sites, is planned to be only 60 passengers per hour. Our members believe that screening capacity of 60 passengers per hour will be woefully inadequate and significant delays and financial losses are certain to occur. Our members believe that Whistler should have a high screening capacity since the heliport will be receiving traffic from a wide variety of other sites. Our members have also articulated similar concerns over the screening and holding facilities in Vancouver Harbour owing to the use of medium and heavy helicopters at these facilities.

Members who were invited to comment on the current proposals for Whistler also offered the following comments and suggestions:

1. Screeners should be instructed to attach a priority to passengers who are about to board an aircraft on the pad to avoid extended occupancy times and the attendant delays for other arriving aircraft;
2. Sierra Helicopters has access to land between the heliport and the Cougar gravel pit for use by helicopters wishing to shut-down. This area could provide a potential parking area for itinerant helicopters, or for contingency operations. Admittedly aircraft departing the area would have to stage through Whistler to pick up screened passengers, but it could provide an attractive alternative to landing at another more remotely-located facility, particular under adverse weather conditions;
3. Our members have identified the requirement for a 'quarantined' hold area for screened passengers and a separate area for their screened checked-bags. This will be particularly important during cold weather operations. They have also suggested the use of 'quarantined' buses as a potentially 'scalable' contingency plan since the buses can arrive and depart as required according to screening demand;
4. Our members have indicated that the screening of heli-skiers is likely to slow the screening process considerably, and that consideration should be given to an alternative screening process dedicated to their needs during peak periods of demand. Naturally any delays in the screening process could cause other operators to miss their slots in YVR;

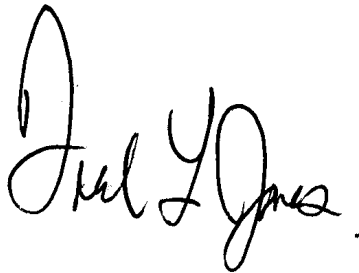
5. Preparations should be made for the storage, handling and movement of screened bags, so that departures can take place in a timely way;
6. Our members have indicated a concern over the availability of parking facilities for vehicles at the heliport. Available parking at the heliport could be quickly overwhelmed by a very few essential users, including CTV, Shaw Cable, EHS services, and the RCMP, to name only a few;
7. Our members have indicated a concern that CATSA screeners should be made available at the Whistler heliport during all daylight hours to maximize the limited screening and heliport capacity, and to help spread demand.

A number of our members have indicated that the restrictions to the airspace, and the attendant delays and lost business may be quite costly to affected operators while the restrictions are in place. HAC's efforts have been focused on mitigating these losses, and maximizing the potential opportunities that the Olympics present. However, we have advised our members to track their lost business with a view to claiming against the Federal government during the post-Olympic period for the losses that occurred which were beyond their control.

In closing, this association and its members are particularly concerned over CATSA's screening capacity and the potential that it will have a significant detrimental impact on the capacity of the Vancouver Harbor and Whistler heliports to serve the Olympic Games.

If you have any questions or concerns, please do not hesitate to contact this office directly.

Sincerely,

A handwritten signature in black ink, appearing to read "Fred L. Jones". The signature is fluid and cursive, with a large initial "F" and "J".

Fred L. Jones BA LLB
President & CEO

Cc HAC Board of Directors
Ken Glaze Helijet International Inc.
Steve Flynn Blackcomb Aviation
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