



AIP CANADA (ICAO) SUPPLEMENT 37/09

THE VANCOUVER 2010 WINTER OLYMPIC AND PARALYMPIC GAMES

The 2010 Winter Olympic and Paralympic Games will take place over an eight (8) week period during the months of February and March 2010. This is the second AIP Supplement issued for the 2010 Games. This Supplement encompasses the information published in AIP Supplement 21/09; it includes changes to information, as well as new information regarding Olympic airspace. This Supplement is divided into the following twelve (12) sections:

AIRSPACE RESTRICTIONS - OLYMPIC GAMES:

- Section 1 – Olympic Airspace Activation Period
- Section 2 – Airspace Structure, Operating Rules and Procedures
- Section 3 – V2010 ISU - Registration and Flight Authorization Program
- Section 4 – Airport Reservation System (AIRRES)
- Section 5 – Flight Planning
- Section 6 – Temporary Screening Locations
- Section 7 – Canada Border Services Agency (CBSA) Requirements
- Section 8 – Sea-to-Sky Corridor Procedures

AIRSPACE RESTRICTIONS - PARALYMPIC GAMES:

- Section 9 – Paralympic Airspace Activation Period
- Section 10 – Airspace Structure, Operating Rules and Procedures

AIRSPACE RESTRICTIONS – OLYMPIC AND PARALYMPIC TORCH RELAYS

- Section 11 – Torch Relay Airspace Restrictions

PUBLICATIONS - OLYMPIC AND PARALYMPIC GAMES

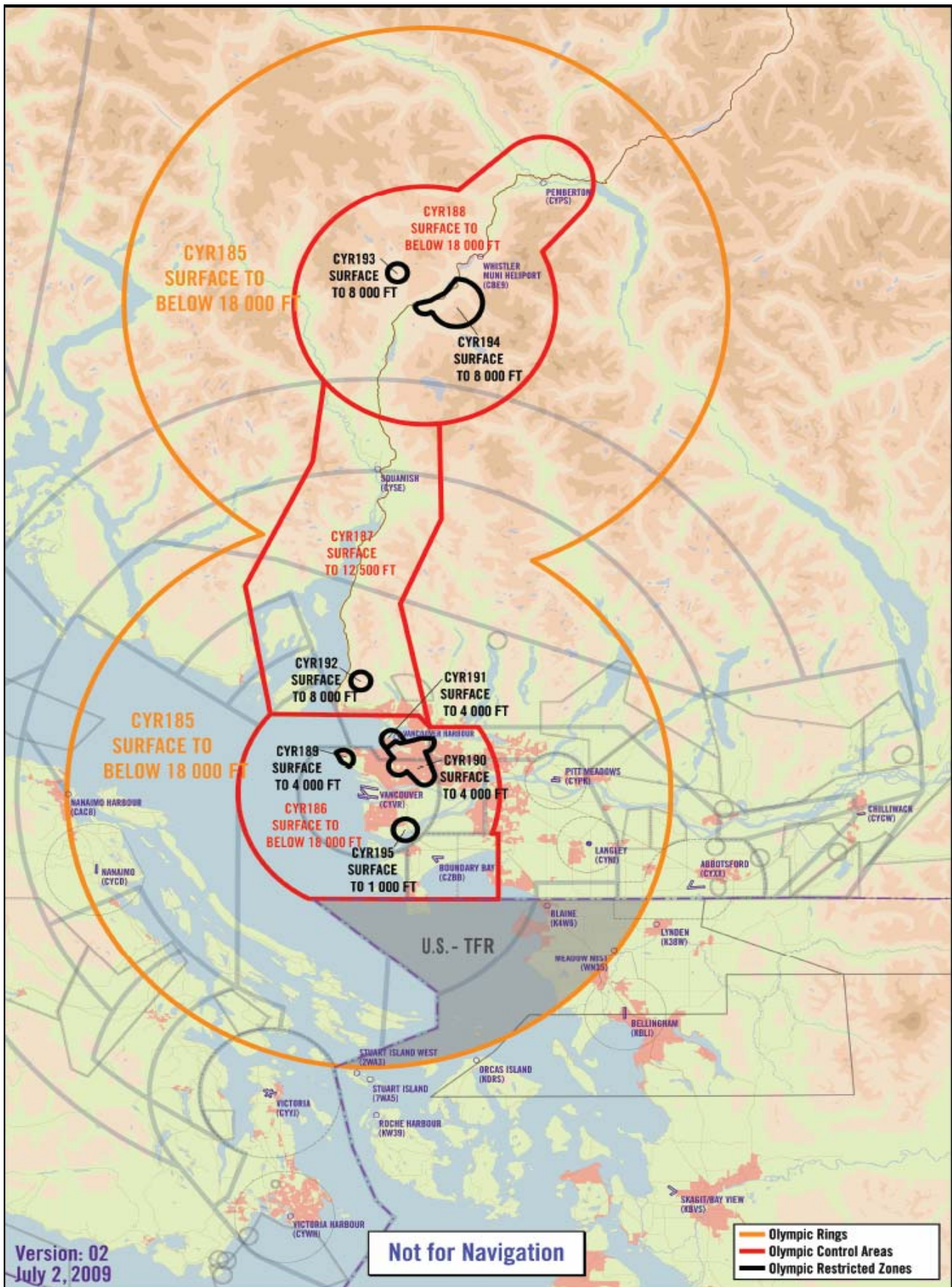
- Section 12 - Publications

AIRSPACE RESTRICTIONS - OLYMPIC GAMES

1.0 OLYMPIC AIRSPACE ACTIVATION PERIOD

The planned activation period for the Olympic/Paralympic airspace will coincide with the opening and closing dates of the Athlete Villages in Vancouver and Whistler, BC: January 29, 2010 (opening Olympic Athletes' Village) to March 24, 2010 (closing Paralympic Athletes' Village).

Olympic Airspace Structure and Procedures will be in place from January 29, 2010, to March 3, 2010. Specific times of restrictions will be described in NOTAMs.



2.0 AIRSPACE STRUCTURE, OPERATING RULES AND PROCEDURES

2.1 CYR185 (OLYMPIC RINGS)

For safety and security reasons Class F restricted airspace in the form of two (2) conjoined Olympic Rings will be established within a 30 nautical mile (NM) radius of the Vancouver International Airport (CYVR) and Whistler Athlete's Village, respectively.

2.1.1 STRUCTURE

CYR185

The airspace within the area bounded by a line beginning at:

49°39'41.92"N 123°27'15.15"W	thence clockwise along the arc of a circle of 30 miles radius centered on
50°05'01.00"N 123°02'24.00"W	to
49°36'53.74"N 122°46'18.72"W	thence clockwise along the arc of a circle of 30 miles radius centered on
49°11'42.00"N 123°10'55.00"W	Vancouver Int'l ARP \ to
49°00'08.17"N 122°28'46.90"W	thence westerly along the Canada/USA bdr \ to
48°41'51.15"N 123°15'19.14"W	thence clockwise along the arc of a circle of 30 miles radius centered on
49°11'42.00"N 123°10'55.00"W	Vancouver Int'l. ARP to
49°39'41.92"N 123°27'15.15"W	point of beginning.

Excluding: The airspace within CYR186, CYR187, CYR188, CYR189, CYR190, CYR191, CYR192, CYR193, CYR194, and CYR195.

Designated Altitude: Surface up to but not including 18,000 feet.

Authorizing Agency: Royal Canadian Mounted Police (RCMP).

Operating Rules: In addition to the Class F procedures the operating rules for the applicable underlying Class of airspace will apply.

TFR (U.S. Airspace)

The airspace within the area bounded by a line beginning at:

49°00'08.17"N 122°28'46.90"W	thence clockwise along the arc of a circle of 30 miles radius centered on
49°11'42.00"N 123°10'55.00"W	Vancouver Int'l ARP to
48°41'51.15"N 123°15'19.14"W	thence easterly along the Canada/USA bdr \ to
49°00'08.17"N 122°28'46.90"W	point of beginning.

A portion of the South 30 NM Olympic Ring overlies U.S. airspace. All airspace restrictions, rules and procedures specific to the Olympic Rings will also apply to that portion of U.S. airspace. The Federal Aviation Administration (FAA) will be issuing a NOTAM describing the TFR and operating procedures congruent with Canadian NOTAMs.

Canadian Airports/Aerodromes Affected:

- *Vancouver International Airport*
 - *North Terminal*
 - *South Terminal*

- *River Operations*
- *Vancouver Harbour (Float)*
- *Vancouver Harbour (Heliport)*
- *Boundary Bay Airport*
- *Langley Airport*
- *Pitt Meadows Airport*
- *Delta Airpark*
- *King George Airpark*
- *Fort Langley*
- *Sechelt-Gibsons*
- *Nanaimo*
- *Nanaimo Harbour*
- *Various Heliports*
- *Gulf Island Float Bases*
- *Squamish*
- *Whistler Heliport*
- *Pemberton*

United States Aerodromes Affected:

- *Meadow Mist*
- *Point Roberts*
- *Waldronaire*

NOTE: CYAs located within Olympic Airspace will be cancelled by NOTAM from January 29, 2010 until March 24, 2010.

**2.1.2 CYR185 - OPERATING RULES AND PROCEDURES
(JANUARY 29 to MARCH 24, 2010)**

1. All aircraft except for approved military and police operations will be required to be on an active IFR or VFR flight plan; no flight itineraries. Flight plans must specify point-to-point operations. Random flights within CYR185 will not be authorized.
2. All aircraft will require a functioning transponder and will be required to squawk a discrete transponder code assigned by NAV CANADA prior to departure and at all times while operating within CYR185.
3. All aircraft entering and operating within CYR185 will be required to establish and maintain two-way radio communications with Air Traffic Services (ATS). Applicable VFR frequencies will be published on Supplemental Olympic VTA Charts. (Charts will be available October 2009.)
4. The following operations will be prohibited within CYR185:
 - Solo flights by student pilots.
 - Aerobatic flights including stalls, spins and steep turns.
 - Forced landing and precautionary landing practice.
 - Unmanned air vehicles and model aircraft operations.

All traffic within CYR185 will be monitored by surveillance radar and any unauthorized aerial activity within the restricted airspace will be subject to intercept by military aircraft. It is incumbent on all aviators to review the ***Canadian Flight Supplement, Section F – Emergency Procedures – Interception of Civil Aircraft***, to ensure they know and understand their responsibilities if intercepted.

2.2 CYR186, CYR187 and CYR188 (OLYMPIC CONTROL AREAS)

Due to the proximity of specific airports, floatplane terminals and heliports, and the existence of flight routes passing near or over Olympic and Paralympic facilities, three (3) Olympic Control Areas (OCAs) will be established within the Olympic Rings. Operators will be required to meet more stringent security measures and procedures in order to gain access to this airspace.

2.2.1 STRUCTURE

CYR186 (OCA South)

The airspace within the area bounded by a line beginning at:

49°07'14.71"N 122°52'17.99"W	to
49°07'14.71"N 122°51'19.49"W	to
49°00'07.50"N 122°51'19.49"W	thence along the Canada/USA bdry\to
49°00'07.50"N 123°19'54.97"W	thence clockwise along the arc of a circle of 13 miles radius centered on
49°11'42.00"N 123°10'55.00"W	Vancouver Int'l ARP to
49°20'11.18"N 123°25'57.17"W	to
49°20'08.72"N 123°15'37.38"W	to
49°20'04.85"N 123°03'25.40"W	to
49°18'50.00"N 123°01'44.09"W	to
49°18'50.00"N 122°54'20.04"W	thence clockwise along the arc of a circle of 13 miles radius centered on
49°11'42.00"N 123°10'55.00"W	Vancouver Int'l ARP to
49°07'14.71"N 122°52'17.99"W	point of beginning.

Excluding: The airspace within CYR189, CYR190, CYR191 and CYR195.

Designated Altitude: Surface up to but not including 18,000 feet.

Authorizing Agency: Royal Canadian Mounted Police (RCMP).

Operating Rules: In addition to the Class F procedures the operating rules for the applicable underlying Class of airspace will apply.

Airports/Aerodromes Affected:

- *Vancouver International Airport*
 - *North Terminal*
 - *South Terminal*
 - *River Operations*
- *Vancouver Harbour (Float)*
- *Vancouver Harbour (Helicopter)*
- *Boundary Bay Airport*
- *Delta Airpark*

CYR187 (OCA Sea to Sky Corridor)

The airspace within the area bounded by a line beginning at:

49°47'41.00"N 123°19'44.00"W	to
49°56'25.41"N 123°18'02.26"W	thence counterclockwise along the arc of a circle of 13 miles radius centered on
50°04'46.00"N 123°02'35.00"W	to
49°51'51.39"N 123°00'19.16"W	to
49°41'30.00"N 123°00'00.00"W	to

49°32'15.00"N 123°06'14.00"W to
49°18'50.00"N 123°01'44.09"W to
49°20'04.85"N 123°03'25.40"W to
49°20'10.99"N 123°25'56.81"W to
49°34'06.00"N 123°29'55.00"W to
49°47'41.00"N 123°19'44.00"W point of beginning.

Excluding: The airspace within CYR192.

Designated Altitude: Surface up to 12,500 feet.

Authorizing Agency: Royal Canadian Mounted Police (RCMP).

Operating Rules: Class C airspace weather rules apply.
Class G airspace weather rules apply where the aircraft is a helicopter. When operating below 1000 feet AGL, helicopters may operate in flight visibilities below one (1) mile if authorized in the air operator certificate.

Aerodromes Affected:

- *Squamish Aerodrome*

CYR188 (OCA North)

The airspace within the area bounded by a line beginning at:

50°17'20.18"N 122°57'28.01"W to
50°21'38.66"N 122°49'50.81"W thence clockwise along the arc of a circle of 5
miles radius centered on
50°18'09.00"N 122°44'16.00"W Pemberton ARP to
50°14'33.29"N 122°38'51.10"W to
50°10'30.93"N 122°44'27.55"W thence clockwise along the arc of a circle of
13 miles radius centered on
50°04'46.00"N 123°02'35.00"W to
50°17'19.41"N 122°57'28.01"W point of beginning.

Excluding: The airspace within CYR193 AND CYR194

Designated Altitude: Surface up to but not including 18,000 feet.

Authorizing Agency: Royal Canadian Mounted Police (RCMP).

Operating Rules: Class C airspace weather rules apply.
Class G airspace weather rules apply where the aircraft is a helicopter. When operating below 1000 feet AGL, helicopters may operate in flight visibilities below one (1) mile if authorized in the air operator certificate.

Aerodromes/Heliports Affected:

- *Whistler (Municipal) Heliport*
- *Whistler (Hospital) Heliport*
- *Pemberton Aerodrome*

2.2.2 CYR186, CYR187 AND CYR188 - GENERAL OPERATING RULES AND PROCEDURES (JANUARY 29 to MARCH 3, 2010)

1. All aircraft except for approved military and police operations will be required to be on an active IFR or VFR flight plan; no flight itineraries. Flight plans must specify point to point operations. Random flights will not be authorized.

2. All aircraft will require a functioning transponder and will be required to squawk a discrete transponder code assigned by NAV CANADA prior to departure and at all times while operating within the airspace.
3. All aircraft entering and operating within the airspace will be required to establish and maintain two way radio communications with Air Traffic Services (ATS). Applicable VFR frequencies will be published on Supplemental Olympic VTA Charts. (Charts will be available November 2009.)
4. All aircrew must be registered with the V-2010 ISU. Additional information will be published on the ISU Aviation Planning web site.
5. Operators and/or flight crew will be required to submit a Flight Authorization Request for each flight to the V-2010 ISU, except for scheduled passenger-carrying flights (CAR 705) that meet the requirements of the Air Carrier Security Measures.
6. All persons, including aircrew and goods, must be screened in accordance with Transport Canada regulations, orders, measures and directions.
7. Aircraft operating under most TSA approved standard security programs will be allowed access to CYR186, CYR187 and CYR188.
8. The following operations will be prohibited:
 - Parachuting
 - Parasailing
 - Paragliding
 - Hang Gliding
 - Rocket Launches
 - Radio Controlled Aircraft
 - Unmanned Air Vehicles
 - Hot Air Balloons
 - Dirigible Aircraft
 - Agricultural Operations
 - Sight Seeing
 - Aerial Advertising/Banner Towing
 - Flight Training, except for circuit training authorized by V-2010 ISU at Boundary Bay Airport (CZBB), and
 - General Aviation, except for arrivals and departures at Boundary Bay Airport (CZBB) authorized by V-2010 ISU.

All traffic within the airspace will be monitored by surveillance radar and any unauthorized aerial activity within the restricted airspace will be subject to intercept by military aircraft. It is incumbent on all aviators to review the **Canadian Flight Supplement, Section F – Emergency Procedures – Interception of Civil Aircraft**, to ensure they know and understand their responsibilities if intercepted.

2.3 CYR189, CYR190, CYR191, CYR192, CYR193, CYR194 and CYR195 (OLYMPIC RESTRICTED ZONES)

Olympic Restricted Zones will be established over all Olympic Villages, and competition and training venues in the Vancouver and Whistler areas. These Zones will be implemented for both security and public safety reasons in the event of an aircraft failure and for airspace capacity issues.

The size and shape of the zones will be dependent on location; however the radius will normally range from 0.5 to 1.0 NM.

2.3.1 STRUCTURE

CYR189 (UBC)

The airspace within the area bounded by a line beginning at:

49°14'30.34"N 123°13'56.64"W to
49°15'04.00"N 123°15'09.00"W to
49°16'00.95"N 123°15'54.94"W thence clockwise along the arc of a circle of 1
mile radius centered on
49°15'20.00"N 123°14'48.00"W to
49°14'30.34"N 123°13'56.64"W point of beginning.

Designated Altitude: Surface to 4,000 feet.

Authorizing Agency: Royal Canadian Mounted Police (RCMP).

Operating Rules: In addition to the Class F procedures the operating rules for the applicable underlying Class of airspace will apply.

CYR190 (Athlete's Village/GM Place/BC Place - Center coordinates: N49°16'26".30 W123°06'27")

The airspace within the area bounded by a line beginning at:

49°16'29.46"N 123°08'20.25"W to
49°17'17.70"N 123°06'56.00"W to
49°17'04.42"N 123°06'12.00"W to
49°17'38.50"N 123°02'59.38"W to
49°17'37.16"N 123°01'12.68"W thence clockwise along the arc of a circle of
1.0 miles radius centered on
49°17'09.06"N 123°02'33.68"W to
49°16'09.55"N 123°02'22.35"W to
49°13'58.14"N 123°01'07.62"W thence clockwise along the arc of a circle of
1.0 miles radius centered on
49°13'32.20"N 123°02'30.18"W to
49°12'57.07"N 123°03'44.39"W to
49°14'01.22"N 123°05'11.83"W thence clockwise along the arc of a circle of 1
mile radius centered on
49°14'36.61"N 123°06'25.77"W to
49°15'28.66"N 123°07'11.27"W to
49°15'45.72"N 123°07'34.57"W to point of beginning.

Designated Altitude: Surface to 4,000 feet.

Authorizing Agency: Royal Canadian Mounted Police (RCMP).

Operating Rules: In addition to the Class F procedures the operating rules for the applicable underlying Class of airspace will apply.

CYR191 (Vancouver Harbour)

The airspace within the area bounded by a line beginning at:

49°18'02.55"N 123°06'15.99"W to
49°17'11.77"N 123°05'22.15"W to
49°17'04.42"N 123°06'12.00"W to
49°17'17.70"N 123°06'56.00"W to
49°16'29.46"N 123°08'20.25"W to
49°16'53.47"N 123°08'45.86"W thence clockwise along the arc of a circle of 1
mile radius centered on
49°17'29.00"N 123°07'32.00"W to
49°18'02.55"N 123°06'15.99"W point of beginning.

Designated Altitude: Surface to 4,000 feet.

Authorizing Agency: Royal Canadian Mounted Police (RCMP).

Operating Rules: In addition to the Class F procedures the operating rules for the applicable underlying Class of airspace will apply.

CYR192 (Cypress Mountain)

The airspace within the area bounded by a circle of 1 mile radius centered on N49°23'50.00" W123°12'14.00".

Designated Altitude: Surface to 8,000 feet.

Authorizing Agency: Royal Canadian Mounted Police (RCMP).

Operating Rules: Class G airspace weather rules apply where the aircraft is a helicopter. When operating below 1000 feet AGL, helicopters may operate in flight visibilities below one (1) mile if authorized in the air operator certificate.

CYR193 (Callaghan Nordic Site)

The airspace within the area bounded by a circle of 1 mile radius centered on N50°08'14.00" W123°06'50.00".

Designated Altitude: Surface to 8,000 feet.

Authorizing Agency: Royal Canadian Mounted Police (RCMP).

Operating Rules: Class G airspace weather rules apply where the aircraft is a helicopter. When operating below 1000 feet AGL, helicopters may operate in flight visibilities below one (1) mile if authorized in the air operator certificate.

CYR194 (Creekside and Sliding Center)

The airspace within the area bounded by a line beginning at:

50°07'34.91"N 122°57'44.24"W	thence clockwise along the arc of a circle of 2.6 miles radius centered on
50°04'59.00"N 122°57'44.00"W	to
50°04'02.99"N 123°01'30.08"W	thence clockwise along the arc of a circle of 1.0 mile radius centered on
50°04'46.00"N 123°02'35.00"W	to
50°04'35.08"N 123°04'07.00"W	to
50°04'54.40"N 123°03'38.77"W	to
50°05'13.00"N 123°01'45.00"W	to
50°06'04.00"N 122°59'28.00"W	to
50°07'34.91"N 122°57'44.24"W	point of beginning.

Designated Altitude: Surface to 8,000 feet.

Authorizing Agency: Royal Canadian Mounted Police (RCMP).

Operating Rules: Class G airspace weather rules apply where the aircraft is a helicopter. When operating below 1000 feet AGL, helicopters may operate in flight visibilities below one (1) mile if authorized in the air operator certificate.

CYR195

The airspace within the area bounded by a circle of 1.2 mile radius centered on N49°07'40.00" W123°05'23.00".

Designated Altitude: Surface to 1000 feet.

Authorizing Agency: Royal Canadian Mounted Police (RCMP).

Operating Rules: In addition to the Class F procedures the operating rules for the applicable underlying Class of airspace will apply.

2.3.2 CYR189, CYR190, CYR191, CYR192, CYR193, CYR194 AND CYR195 GENERAL OPERATING RULES AND PROCEDURES (JANUARY 29 to MARCH 24, 2010)

1. All aircraft except for approved military and police operations will be required to be on an active IFR or VFR flight plan; no flight itineraries. Flight plans must specify point-to-point operations. Random flights will not be authorized.
2. All aircraft will require a functioning transponder and will be required to squawk a discrete transponder code assigned by NAV CANADA prior to departure and at all times while operating within the airspace.
3. All aircraft entering and operating within the airspace will be required to establish and maintain two-way radio communications with Air Traffic Services (ATS). Applicable VFR frequencies will be published on Supplemental Olympic VTA Charts. (Charts will be available October 2009.)
4. All aircrew must be registered with the V-2010 ISU. Additional information will be published on the ISU Aviation Planning web site.
5. All flights into the Olympic Restricted Zones must be authorized by V-2010 ISU on an individual mission basis.
6. All persons, including aircrew and goods, must be screened in accordance with Transport Canada regulations, orders, measures and directions.
7. Access will be limited to the following aircraft: approved military, police operations and emergency/life saving flights (includes medevac/organ flights), search and rescue, approved essential service aircraft, state aircraft on official business, approved media aircraft, and aircraft carrying VIP/IPP (RCMP Designated).

NOTE: Access to CYR191 (Vancouver Harbour) will include approved/authorized commercial helicopter and float operations.

3.0 V2010 ISU - REGISTRATION AND FLIGHT AUTHORIZATION PROGRAM

3.1 GENERAL INFORMATION

Except as exempted below, all personnel on board an aircraft entering or operating within CYR186, CYR187 and CYR188 (OCA) airspace must register with V2010 ISU Registration and Flight Authorization (R&FA) prior to OCA penetration. Additionally, except as exempted below, all aircraft wishing to penetrate or depart from a location within the OCA shall request and receive a flight authorization (FA) code from R&FA prior to departure.

R&FA forms will be available for download from the R&FA web site, www.V2010rfa.com, and should be completed and submitted electronically to R&FA in their original format. Instructions, special procedures and contact information are available on the web site as well, and privacy regulations pertaining to the registration process have been captured and published to ensure that all individuals' rights are protected.

3.2 REGISTRATION EXEMPTIONS

The following individuals will be exempted from the registration process:

1. Personnel on board DND or Law Enforcement flights authorized by the V2010 ISU.
2. Emergency (attended) medical evacuation (MedEvac) patients;

3. VVIP, IPP and State Officials exempted by the Department of Foreign Affairs and International Trade (DFAIT);
4. Commercial flight crew whose employers require 100% of their personnel to conform to a Restricted Area Identification Card (RAIC) program recognized by TC;
5. Commercial passengers who;
 - a. have been processed through a domestic CATSA screening facility at a TC Class 1, 2 or Other airport or an international airport screening facility recognized by TC, and;
 - b. are traveling on board commercial aircraft that conform to TC-legislated locking-cockpit-door requirements and procedures (>20 passengers); and
6. Commercial passengers traveling on board aircraft that do not conform to TC-legislated locking-cockpit-door requirements and procedures (20 or less passengers) that are manifested in accordance with guidelines issued by R&FA.

3.3 FLIGHTS EXEMPT FROM SUBMITTING FLIGHT AUTHORIZATION REQUESTS

The following flights will be exempted from submitting flight authorization requests:

1. DND or Law Enforcement flights authorized by the V2010 ISU;
2. Commercial passenger flights that;
 - a. conform to Transport Canada (TC) legislated locking-cockpit-door requirements (>20 passengers), and
 - b. operate through CATSA screening facilities at TC Class 1, 2 or Other airports;
3. VVIP, IPP and State aircraft exempted by DFAIT; and
4. Any flight tasked/authorized by the ISU Theater Command Center (TCC).

3.4 FLIGHTS PREAUTHORIZED BY R&FA

Scheduled commercial passenger flights that do not conform to Transport Canada legislated locking-cockpit-door requirements (CAR 705.45) will be preauthorized to enter CYR186, CYR187 AND CYR188 (OCA) provided the following requirements are met:

1. Have been security screened at a designated CATSA facility; and
2. Adhere to manifest submission requirements directed by R&FA.

4.0 AIRPORT RESERVATION SYSTEM (AIRRES)

4.1 GENERAL

Projections for the 2010 Winter Olympic Games indicate that non-scheduled aircraft movements could be in the 500 to 600 range during peak days. The additional non-scheduled activity has the potential to exceed airport capacities during those peak periods.

Accordingly, an airport reservation System (AIRRES) will be established to manage non-scheduled air traffic demand. Reservations will be issued based on system capacity to provide efficient management of non-scheduled arrivals and departures at airports serving 2010 Winter Games visiting aircraft.

The intent is to ensure that a high standard of service will be provided to visiting aircraft throughout the period of the Winter Games by avoiding congestion and system saturation that otherwise would impose significant delays and possible diversions if demand is not matched to system capacities.

4.2 OPERATIONAL CONCEPT

An Airport Reservations Office (ARO) will manage AIRRES, and will issue airport reservations on a “first-come first-served” basis. Reservations will be issued on the basis that capacity and required services are available at the destination airport. This system is not part of NAV CANADA’s air traffic flow management system.

Applications for reservations will be made through an ARO Web site (www.2010airportreservations.ca). The issuance of an airport arrival or departure reservation will not provide any guarantee with respect to weather or air traffic control delays, but in the event that delays force the aircraft to arrive/depart in a different block hour, the arrival or departure reservation will remain in effect. Non-scheduled aircraft not in possession of a reservation will not be permitted access to, or departure from, a designated reservation airport during the Winter Games.

Airports within the Lower Mainland area requiring reservations for non-scheduled arrivals and departures are: Vancouver (CYVR), Boundary Bay (CZBB) and Abbotsford (CYXX).

The ARO will also manage bookings through the three “portal airports” located in British Columbia: Abbotsford (CYXX), Kelowna (CYLW) and Victoria (CYYJ). Departures from the portal airports to Vancouver International Airport will require a reservation for their arrival at CYVR.

Links to the destination airport sites are provided on the ARO Web site (www.2010airportreservations.ca). Aircraft operators are advised to contact the Fixed Base Operators of their choice at the proposed arrival airport to ensure that required services will be available.

5.0 VFR FLIGHT PLANNING PROCEDURES

5.1 GENERAL

Pilots of VFR aircraft within Canadian and US Domestic Airspace departing, arriving or transiting inside or through CYR185 in Canada or the US TFR (30 NM Olympic Ring), must adhere to the operating rules and procedures that will be in place during the Games, including the filing of VFR flight plans and use of transponder codes; no flight itineraries will be accepted.

VFR flight plans for flights departing, arriving or transiting the 30 NM Olympic Ring (CYR 185) must be filed with a NAV CANADA Flight Information Centre (FIC), or an FAA Flight Service Station (FSS). Flight plans filed with DUATS providers in Canada or the USA do not meet the security requirements of the 2010 Winter Olympics.

Aircraft must contact the Vancouver Area Control Centre (ACC) prior to entering the Olympic Ring or prior to departing from an aerodrome or point within the Olympic Ring to receive a transponder code.

Route of flight is required for aircraft entering the Olympic Ring. The suggested procedure is to file a navigational fix such as an aerodrome or NAVAID outside the Olympic Ring to the destination point within the Olympic Ring. Aircraft transiting the Olympic Ring should identify a navigational fix prior to entering and a navigational fix for exiting the Olympic Ring.

Route of flight is required for aircraft departing from an aerodrome or point within the Olympic Ring to a navigational fix or aerodrome outside the Olympic Ring.

5.2 DEPARTURE PROCEDURES:

Within Canada:

Pilots of VFR aircraft departing locations within Canadian Domestic Airspace and within CYR185 (30 NM Olympic Ring) must file a VFR flight plan with the Kamloops FIC at least 60 minutes prior to the proposed departure time. The flight plan must include VFR route of flight information as specified above.

Pilots departing an airport with a NAV CANADA facility will be provided a transponder code. Pilots departing

from all other sites must contact Vancouver ACC at 1-866-998-2010 at least 30 minutes prior to the proposed departure time to receive a transponder code.

Pilots must contact the Kamloops FIC with all changes to flight plans. Changes to the proposed departure time are especially important.

Within the United States:

Pilots of VFR aircraft departing within US Domestic Airspace and within the Olympic TFR (30 NM Olympic Ring), must file a VFR flight plan with the FAA FSS at least two hours prior to the proposed departure time. The flight plan must include VFR route of flight information as specified above.

Pilots must contact the Vancouver ACC at 1-866-998-2010 at least 30 minutes prior to the proposed departure time to receive a transponder code.

Pilots must contact the FAA FSS with all changes to flight plans. Changes to the proposed departure time are especially important.

5.3 ARRIVAL OR TRANSITING PROCEDURES

Within Canada:

Pilots of VFR aircraft arriving in or transiting through CYR185 (30 NM Olympic Ring) must file a flight plan with the Kamloops FIC at least one hour prior to entering. The flight plan must include VFR route of flight information as specified above.

Pilots who have not already received or are not using a transponder code from a NAV CANADA facility are to, upon departure; contact *Pacific Radio* (Kamloops FIC) on frequency 122.375, 123.15 or 122.5 at least 15 nautical miles prior to entering CYR185 (30 NM Olympic Ring).

Pilots are responsible to ensure that any change(s) to the flight plan are forwarded to the Kamloops FIC, especially changes to the proposed departure time.

Within the United States:

Pilots of VFR aircraft arriving or transiting within the Olympic TFR (30 NM Olympic Ring) must file a flight plan with the FAA FSS at least two hours prior to departure. The flight plan must include VFR route of flight information as specified above.

To receive a transponder code for flight into or through the Olympic TFR (30 NM Olympic Ring) pilots must contact the Vancouver Olympic Monitor at least 15 nautical miles prior to entering. Aircraft arriving or transiting from the east are to contact Vancouver ACC on frequency 124.675. Aircraft arriving or transiting from the west are to contact Vancouver ACC on frequency 133.425.

6.0 TEMPORARY SCREENING LOCATIONS

6.1 ACTIVATION PERIOD

The proposed activation period* for screening persons and goods for the Olympics will coincide with the opening and closing dates of the Athlete Villages in Vancouver and Whistler, BC: January 29, 2010 to March 3, 2010. Specific times will be described in proposed regulations.

Screening requirements will be in effect 24/7 over the designated period and aviation security rules will apply throughout. The following proposed temporary screening locations have been identified to handle various types of traffic in and out of CYR186, CYR187 and CYR188 (OCAs). All persons and goods are subject to Canadian Air Transport Security Authority (CATSA) screening.

6.2 PORTAL AIRPORTS

The following airports have been identified as proposed portal airports. Portal airports will handle Fixed Base Operations (FBO) traffic, such as Corporate (CAR 604) and Charter aircraft.

Locations	Airport Code	Screening Hours of Operations (PST)
Abbotsford Airport	CYXX	0730-2300
Kelowna Airport	CYLW	0630-2200
Calgary Airport	CYYC	0630-2200 (MST)
Victoria Airport	CYYJ	0630-2200

6.3 TEMPORARY SCREENING LOCATIONS

The following proposed aerodromes will be designated under the CATSA Act to handle commercial operations as identified in proposed *Vancouver 2010 Aviation Security Regulations**, for the duration of the Olympic Airspace Restrictions:

Locations	Airport Code	Screening Hours of Operations (PST)
Boundary Bay Airport	CZBB	0630-2200
Langley Airport	CYNJ	0830-1830
Nanaimo Harbour	CAC8	0630-1800
Departure Bay	CAC8	0630-1800
Pemberton	CYPS	0630-1800
Pitt Meadows Airport	CYPK	0730-2300
Port Hardy	CYZT	0630-1800
Powell River	CYPW	0630-1800
Vancouver Airport – FBO	CYVR	0630-2200*
Vancouver Airport - Floatplane	CAM9	0630-1800
Squamish Airport	CYSE	0630-1800
Vancouver Downtown – Helijet Facility	CBC7	0630-2200
Vancouver Harbour	CYHC	0630-1800
Victoria Harbour (PPR)	CYWH	0630-1800
Victoria Harbour – Helijet Facility (PPR)	CBF7	0630-2200
Whistler	CBE9	0630-1800
Vancouver Airport - Helijet Facility	CYVR	0630-2200

***** *Aviation security requirements in effect throughout the period of the Vancouver 2010 Olympic Games are contained in proposed Vancouver 2010 Aviation Security Regulations, which will be published in final form in Canada Gazette: <http://www.gazette.gc.ca/index-eng.html>******

*Three locations have been identified at Vancouver International Airport Southside to handle Fixed Base Operations (FBO) traffic. One FBO will remain open 24/7 to handle traffic.

Hours of Operation may be extended due to weather or unforeseen circumstances.

6.4 UNITED STATES (US) SCREENING

The Transportation Security Administration (TSA) has worked with Transport Canada, the RCMP and the FAA to establish US Gateway Airports that will enable access to CYR186. The FAA will issue NOTAMs applicable to their airspace congruent with Canadian NOTAMs and will articulate waiver procedures for these gateway airports in these NOTAMs. The following procedures will be in place:

1. Aircraft operating under most TSA-approved standard security programs will be allowed access to CYR186.
2. *Ronald Reagan Washington National Airport* (DCA) Access Standard Security Program (DASSP) participants will be allowed access to CYR186 via Olympic gateway airports or established DASSP gateway airports.
3. In addition to the Canadian portal airports the United States has established the following gateway airports to allow aircraft that are not on a TSA Standard Security Program to enter CYR186:
 - a. Spokane International Airport (KGEG);
 - b. Boise Air Terminal/Gowen Airport (KBOI); and
 - c. Reno/Tahoe International Airport (KRNO).
4. More details on gateway procedures will be published in future advisories and the NOTAM for the event.

7.0 CANADA BORDER SERVICES AGENCY (CBSA)

7.1 CBSA REQUIREMENTS

Pilots arriving into Canada remain responsible to comply with appropriate customs and immigration procedures and reporting requirements for the CBSA, as are currently in place. This reporting extends to both people and goods coming to Canada and in some cases will also include exports. During the Olympic and Paralympic timeframes, the receipt of a Flight Authorization from the V-2010 ISU, a NAV CANADA arrival slot time or Airport Reservation (AIRRES), does NOT imply that CBSA notification has been or will be made. Not reporting to CBSA in the appropriate manner will delay processing at the first point of arrival. This will in turn jeopardize ATC traffic timeframes and airport reservation times.

CBSA reserves the right to meet all flights at the first point of arrival and to examine passengers and cargo in accordance with Canadian legislation.

For further information on your obligations regarding reporting to CBSA, please refer to the general website at:

<http://www.cbsa-asfc.gc.ca/menu-eng.html>.

Or for more specific information regarding Transborder General Aviation – Telephone Reporting and CANPASS Programs, please refer to:

<http://cbsa-asfc.gc.ca/publications/dm-md/d2/d2-5-10-eng.html>.

7.2 CBSA SITES, OPERATING TIMES AND SERVICES

VICTORIA AIRPORT (CYYJ)	0600-2200 PST
<p>Services include:</p> <ul style="list-style-type: none"> • Airport of Entry for flights with 120 or less passengers, including crew (450 with staged off-load) – main terminal/ 15 or less at Fixed Base Operation • Full range of immigration service available (main terminal) • Duty free shop in close proximity <p>Commercial clearance 08:30 to 16:30 Monday to Friday (except holidays) – main terminal</p>	
CALGARY AIRPORT (CYXC)	0600-2200 MST
<p>Services include:</p> <ul style="list-style-type: none"> • Airport of Entry authorized airport of entry for clearance of all classes of scheduled and non-scheduled aircrafts (passenger and cargo) / 15 or less at Fixed Base Operation • Site where self-service kiosk uses iris recognition to verify membership of CANPASS Air members (main terminal) • Full range of immigration service available (main terminal): 08:00-01:00, 7 days a week • NEXUS AIR - NEXUS at Air - authorized point of entry for members of the joint Canada/U.S. NEXUS Air Program (main terminal) • Duty free shop in close proximity <p>Commercial clearance n/a</p>	
KELOWNA AIRPORT (CYLW)	0600-2200 PST
<p>Services include:</p> <ul style="list-style-type: none"> • Airport of Entry for flights with 30 or less passengers, including crew (120 with staged off-load) – main terminal/ 15 or less at Fixed Base Operation • Duty free shop in close proximity <p>Commercial clearance 08:30-16:30 Monday to Friday (except holidays) – main terminal</p>	
ABBOTSFORD INTERNATIONAL AIRPORT (CYXX)	0700-2300 PST
<p>Services include: Airport of Entry for flights with 15 or less passengers, including crew.</p>	
VICTORIA HARBOUR (CYWH)	0600-1800 PST
<p>Clearance includes: Airport of Entry for seaplanes with 15 or less passengers, including crew</p>	
DEPARTURE BAY (BRECHIN POINT) (CAC8)	0600-1800 PST
<p>Clearance includes: Airport of Entry for seaplanes with 15 or less passengers, including crew.</p>	
PITT MEADOWS AIRPORT (CYPK)	0700-2300 PST
1.0 CANPASS only	
LANGLEY AIRPORT (CYNJ)	0800-1830 PST
1.0 CANPASS only	

8.0 SEA TO SKY CORRIDOR PROCEDURES

The airspace within the Sea to Sky Corridor is currently designated Class G uncontrolled airspace. During the period of the Games NAV CANADA will provide a 'VFR' control service within the 'Sea to Sky' corridor, extending from Bowen Island to Squamish, Whistler and Pemberton. This service will be augmented by latest technology 'Multilateration' (MLAT) Surveillance. Weather services such as aerodrome observations and area forecasts will be available, and will include the use of strategically located Digital All Weather Cameras (DAWC).

The 'Sea to Sky' Corridor is narrow and situated within rising mountainous terrain. This makes for a very challenging operating environment; particularly when ceilings and/or visibility decrease and aircraft are forced down into a more confined airspace. Aircraft operations will therefore be metered on a tactical basis, dependent on weather conditions and available ramp space at Squamish, Pemberton and Whistler Heliport.

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. No IFR operations will be authorized within the Corridor, including Pemberton.

In view of the potential demand for service in the 'Sea to Sky' Corridor, a priority system will be implemented. The system is under development and will be categorized based on the following order of priority:

- Aircraft in emergency
- Security (Military/RCMP)
- Medevac
- Essential Services
- VIP/IPP (RCMP Designated)
- Approved Media
- Commercial operations

NOTE: Pilots planning to operate within this airspace should have extensive experience operating within mountainous terrain and must be familiar with operational procedures that will be implemented during the Games period.

*****SEE THE NORTH OLYMPIC VTA FOR CORRIDOR PROCEDURES, FREQUENCIES, REPORTING POINTS AND ROUTES*****

AIRSPACE RESTRICTIONS – PARALYMPIC GAMES

9.0 PARALYMPIC AIRSPACE ACTIVATION PERIOD

Paralympic Airspace Structure and Procedures will be in place from March 4, 2010, to March 24, 2010. Specific times of restrictions will be described in NOTAMs.

10.0 AIRSPACE STRUCTURE, OPERATING RULES AND PROCEDURES

10.1 CYR185 (OLYMPIC RINGS)

The airspace structure, operating rules and all procedures applicable to CYR185, as described in paragraphs 2.1.1 and 2.1.2, including VFR Flight Planning Procedures, AIRRES, and CBSA requirements will remain the same as described above.

10.2 CYR186, CYR187 and CYR188 (OLYMPIC CONTROL AREAS)

The airspace structure, operating rules and procedures will be as described above for Olympic Airspace, except for **SECTION 6 – TEMPORARY SCREENING LOCATIONS**. These procedures **WILL NOT** apply during the Paralympic Games Period.

10.3 CYR189, CYR190, CYR191, CYR193, CYR194 and CYR195 (OLYMPIC RESTRICTED ZONES)

The airspace structure, operating rules and all procedures will remain the same as described above in paragraphs 2.3.1 and 2.3.2.

NOTE: CYR192 will not be in effect during the Paralympic Period. See NOTAMs for the specific date and time that CYR192 will be cancelled.

AIRSPACE RESTRICTIONS – OLYMPIC AND PARALYMPIC TORCH RELAYS

11.0 TORCH RELAY AIRSPACE RESTRICTIONS

The 2010 Olympic Torch Relay will begin November 30, 2009, with the Arrival Ceremony in Victoria, BC. The route will extend across Northern Canada to the East Coast then across Southern Canada to arrive in Vancouver for the Olympic Opening Ceremonies on February 12, 2010.

The 2010 Paralympic Torch Relay will begin in Ottawa on March 3, 2010, and will conclude at the Paralympic Opening Ceremony in Vancouver on March 12, 2010.

Airspace restrictions may be in effect at various locations and times during the Relays and will be specified in Regional NOTAMs as required.

PUBLICATIONS - OLYMPIC AND PARALYMPIC GAMES

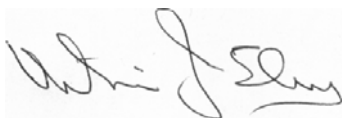
12.0 PUBLICATIONS

12.1 NOTAMS

NOTAMs will be issued late December 2009 amending the Designated Airspace Handbook (DAH) TP 1820, and placing into effect the Olympic and Paralympic Class F airspace restrictions.

12.2 CHARTS

Pilots intending to operate within the Olympic and Paralympic Class F airspace will require new Olympic Charts in addition to the Vancouver VTA and VNC. The charts will describe in detail the Class F airspace, communication frequencies, reporting points, etc. Charts will be available from NAV CANADA November 2009.



Martin J. Eley
Director General
Civil Aviation