



Government  
of Canada

Gouvernement  
du Canada

Canada

## **THE 2010 WINTER OLYMPIC AND PARALYMPIC GAMES**

The Vancouver 2010 Olympic and Paralympic Games will take place over an eight week period during the months of February and March 2010. Athletes, dignitaries, spectators and media will come together from around the world, arriving predominantly by air. Therefore, special plans and security measures are being established in preparation for the expected increase in aviation activity.

### **AIRSPACE ACTIVATION PERIOD**

Activation and deactivation dates for Olympic airspace restrictions will coincide with the opening and closing of the Olympic and Paralympic Villages in Vancouver and Whistler, BC: January 29, 2010 and March 24, 2010. Airspace restrictions will remain in effect over the entire duration.

### **AIRSPACE RESTRICTIONS**

For safety and security reasons, Class F restricted airspace in the form of two conjoined Olympic Rings (see enclosed map for depiction of Olympic Rings) will be established within a 30 NM radius of the Vancouver International Airport and Whistler Athletes' Village, respectively. Within these rings there will be three Olympic Control Areas (OCAs), and, within the OCAs, seven Olympic Restricted Zones. Operations in the Olympic Restricted Zones will be limited to emergency and security aircraft.

Detailed information will be published in AIP Canada Supplements and NOTAMs.

A 2010 Vancouver/Whistler Olympic Supplemental VTA chart will be available for purchase from NAV CANADA in the fall 2009.

### **AIRPORTS/AERODROMES AFFECTED**

#### **Olympic Rings**

#### ***Canadian Airports/Aerodrome/Heliports Affected:***

Boundary Bay Airport	Pitt Meadows Regional Airport
Delta Air Park	Sechelt-Gibsons Airport
Fort Langley Airport	Squamish Airport
Gulf Island Float Bases	Vancouver Harbour (Float)
King George AirPark	Vancouver Harbour (Heliport)
Langley Airport	Various Heliports
Nanaimo Airport	Vancouver International Airport
Nanaimo Harbour (Float)	Whistler Heliport
Pemberton Regional Airport	

***United States Aerodromes Affected:***

Blaine Airport  
Meadow Mist Airport  
Point Roberts Air Park

**Olympic Control Areas (OCAs)**

**Airports/Aerodromes/Heliports Affected:**

Boundary Bay Airport	Vancouver Harbour (Helicopter)
Delta Air Park	Vancouver International Airport
Pemberton Airport	Whistler (Hospital) Heliport
Squamish Airport	Whistler (Municipal) Heliport
Vancouver Harbour (Float)	

**REGISTRATION AND AUTHORIZATION**

Prior to operating into and out of the OCAs and Olympic Restricted Zones, aircraft operators will be required to complete a registration and flight authorization process. Procedures will vary dependent upon aircraft classification and operations. Registration and authorization procedures and forms will be available for download from the Vancouver 2010 Integrated Security Unit (V2010ISU) web site [www.v2010isu.com](http://www.v2010isu.com) beginning in August 2009.

**OLYMPIC RINGS AND OLYMPIC CONTROL AREAS (OCAs) –  
FLIGHT PLAN REQUIREMENTS**

All aircraft intending to operate within the Olympic Rings (CYR185) or OCAs (CYR186, CYR187 and CYR188) will be required to be on an active IFR or VFR flight plan. To avoid delays, flight plans should be filed at least 60 minutes prior to departure. Flight itineraries will not be accepted. In addition, no random flights will be allowed; point-to-point operations must be specified within the flight plan. For example:

Departure Aerodrome:	CYPK (Pitt Meadows)
Route:	DCT CYNJ (Langley) DCT
Destination Aerodrome:	CYXX (Abbotsford)
Remarks:	One circuit (touch and go) at CYNJ

All pilots operating within the Olympic Rings, or intending to enter the Olympic Rings, must also obtain a discrete transponder code prior to departure. If this code is not assigned or is unavailable when the flight plan is filed, pilots must contact the NAV CANADA Vancouver Area Control Centre at **1-866-998-2010** prior to departure in order to be assigned a discrete transponder code.

In accordance with current procedures, IFR flights will be assigned a discrete transponder code upon receiving their IFR departure clearance.

## **OCA<sub>s</sub> - SECURITY SCREENING REQUIREMENTS**

All aircraft intending to operate within the OCA<sub>s</sub> and Olympic Restricted Zones will require security screening. Aircraft that do not meet federally mandated security programs will be subject to aircraft, crew and passenger security screening before permission will be granted to proceed to, or depart from, destinations within that airspace. Screening locations and procedures will be described in the new Transport Canada regulations, orders and measures.

## **AIRPORT RESERVATION SYSTEM**

Non-scheduled aircraft movements are expected to increase significantly during the 2010 Winter Olympic Games. This additional traffic has the potential to exceed airport capacities during peak periods.

An Airport Reservation System (AIRRES) will be established to manage non-scheduled air traffic demand, taking into consideration:

- runway capacity;
- aircraft parking space;
- aircraft services, including fuelling and de-icing;
- security requirements; and
- customs and immigration services.

An Airport Reservations Office (ARO) will manage AIRRES and will issue reservations on a “first-come-first-served” basis. Applications for reservations will be made through the ARO web site [www.2010airportreservations.ca](http://www.2010airportreservations.ca).

Airports requiring reservations for non-scheduled arrivals and departures will be published on the ARO web site.

## **SEA-TO-SKY CORRIDOR**

During the period of the 2010 Winter 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 Multilateration (MLAT) Surveillance. Weather services such as aerodrome observations and area forecasts will be available, and will include the use of strategically located aviation weather cameras.

The Sea-to-Sky corridor is narrow and situated within rising mountainous terrain. This geography makes for a challenging operating environment, particularly when ceilings and/or visibility decrease, requiring aircraft to descend 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 a route other than the Sea-to-Sky corridor. No IFR operations will be authorized within the Sea-to-Sky 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 will be categorized based on the following order of priority:

1. aircraft in emergency
2. security (Military/RCMP)
3. medevac
4. essential services
5. VIP/IPP (RCMP designated)
6. approved media
7. 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.***

## **CANADA BORDER SERVICES AGENCY (CBSA)**

Pilots arriving into Canada are responsible for complying with appropriate Canadian customs and immigration procedures. The receipt of a Flight Authorization from the V2010-ISU, a NAV CANADA arrival slot time or AIRRES does NOT imply that Canada Border Services Agency (CBSA) notification has been or will be made.

## AERONAUTICAL PUBLICATIONS

Detailed information regarding operating rules and procedures will be published in the following documents:

- ▶ AIP Canada Supplement
- ▶ 2010 Vancouver/Whistler Olympic Supplemental VTA Chart
- ▶ NOTAMs

## THE 2010 WINTER GAMES AVIATION PLANNING

The Royal Canadian Mounted Police (RCMP) is the federally mandated agency to lead security planning for the 2010 Olympic Winter Games. In order to do this, the RCMP formed the Vancouver 2010 Integrated Security Unit (V2010-ISU) in 2003. The V2010-ISU includes representatives from the RCMP, Vancouver and West Vancouver Police Departments and Canadian Forces. Other key public safety, security and air navigation service agencies have joined the partnership to plan for aviation transportation, including:

- ▶ Transport Canada
- ▶ North American Aerospace Defence Command (NORAD)
- ▶ NAV CANADA
- ▶ Canadian Air Transport Security Authority (CATSA)
- ▶ Canadian Border Services Agency (CBSA)
- ▶ Federal Aviation Administration (FAA)

The agencies are developing an integrated plan for modifications to existing airspace that address safety and security requirements.

## CONTACT US

For the most current information on aviation requirements for the 2010 Olympic Winter Games, please visit [www.navcanada.ca](http://www.navcanada.ca).

For more information regarding security measures please visit the Vancouver 2010 Integrated Security Unit web site at [www.v2010isu.com](http://www.v2010isu.com).

*This brochure is intended to provide information only and does not replace the official aeronautical publications such as the Canadian Flight Supplement (CFS) or the AIP Canada (ICAO).*

S E R V I N G   A   W O R L D   I N   M O T I O N



# 2010 Olympic Airspace

