
NATIONAL UPDATE 2010-12

As of July 6, 2010

G8/G20 Summit

During the recent G8/G20 summits, hosted in Huntsville and Toronto, several of our stations and the sisters and brothers of this Local whom work in those stations, ensured a window of enhanced safety and security for the users of the Canadian ANS and international participants of the conferences, despite hasty preparations.

Two stations specifically, and our members assigned to the London FIC and Timmons AAS need special mention to signify their commendable efforts considering the increased complexity, workload and preparations required before and during the summits

“Everything went much smoother than I believe was anticipated. It was one of the busiest times I have ever seen at the FIC,” indicates Shaun Rowbotham, union steward for London FIC. “Considering our members only received the procedures two weeks prior to the event via mandatory briefings, along with the handy direction to ***‘Be familiar with the AIP supplement and subsequent NOTAM’*** that served as the airspace modification procedure briefing, I believe that our members in London and Timmins have performed exceptionally under the aforementioned circumstances and ought to be officially commended.”

Rowbotham continues, “Mark, please thank your members on behalf of the FIC. We received nothing less than excellent help and communication from your members when requested, knowing full well they were very busy.”

After the summits were over, a colonel from DND flew into the London airport and awarded the FSS a plaque for the tremendous job performed by them at the FIC. David Lloyd, FSS Liaison, accepted the award on behalf of the FIC. At that time the Company was hosting a Meet and Greet BBQ at the airport. Colonel Hill and his B412 Griffon crew joined the FSS, approximately 150 local pilots and a WestJet crew for the event.

At Timmins FSS, it was just as busy with a different complexity due to the fact that Deerhurst Resort (Huntsville) is approximately 24 miles north of the Muskoka airport where Timmins provides RAAS for Muskoka. During the summit, two security rings; one a 15-mile no-fly zone and the other a 30-mile

restricted area were implemented as part of the overall security of the meeting site. Muskoka fell within the 30-mile ring, and became a hub of military, RCMP and support aircraft for the event.

Traffic dramatically increased during the summit involving a wide range of aircraft including F18s, Auroras, Sea Kings, and American medium-lift C17s to what seemed to be the entire RCMP fleet of PC12s, Caravans, C206s and helicopters. Several VIP flights arrived or departed the airport, including the Prime Minister - Stephen Harper; President Obama's Marine 1; the French President and the Governor General of Canada. Timmins FSS also worked closely with the military as they had personnel on site, monitoring traffic and liaising with our members to ensure that all traffic that were not event related were conforming to the strict rules governing the restricted airspace. There were a couple of instances where aircraft attempted to enter the restricted areas without the proper requirements.

"Our members in Timmins were very diligent and professional in reminding pilots of the various NOTAMS and restrictions, thus preventing unnecessary intercepts. This allowed those critical resources to remain at the ready in the event they were called upon for legitimate reasons," commented Mark Telewiak, union steward for Timmins FSS.

Prior to the event, PAR radar was installed for use by the event aircraft. FSS worked very closely with the military controllers and were told that the PAR would only be used in the event of a cloud break or an intercept. In actuality, it was used for EVERY military IFR approach. Co-ordinating with the military controllers for traffic information was a challenge because once an aircraft began a PAR approach, the aircraft was no longer monitoring the MF and the military controller, due to workload, was only able to give periodic position reports. Complexity of traffic and workload were substantially increased, due to most aircraft requiring 3-4 contacts to other agencies for various reasons.

Telewiak continues, "Everything went smooth and worked very well due to the professionalism and dedication of each and every FSS in Timmins. There was virtually no advance communication of the role Timmins FSS would be required to play." This was due to the late release of airspace restrictions by the Integrated Security Unit.

FSS were given a booklet one day before the event started containing a few highlighted sections on what to do with an unknown aircraft and some call signs. Scheduling was normal, weekend staffing for the event and FSS worked the event single-stand, meaning the specialist working the Muskoka RAAS had to do everything, including co-ordinating with the Military Liaison Officer (MLO), London FIC and Simcoe ACC sector and handling incoming

phone calls regarding the event and working traffic. “Timmins FSS received rave reviews and thanks from the MLOs, the RCMP, numerous military users and two supervisors at Toronto ACC Simcoe for our assistance and co-operation for this once-in-a-career event,” Telewiak concludes, “To date, no thanks or acknowledgement of good work or recognition have been received from management at any level.”

On behalf of all Local 2245 members, the Executive Board congratulates those members assigned to Timmins FSS and London FIC for a job well done. This is an excellent example of the dedication and professionalism contained within the FSS group and an excellent example of the critical role we play within the Canadian Air Navigation System.

The Executive Board – Air Traffic Specialists Local 2245 CAW-Canada