

Helicopter Operations

Edmonton International Airport



History

Helicopter operations are not new to Edmonton International Airport (EIA), as helicopters have operated from the facility over the course of its history. These operations have mostly been on an unscheduled basis. Current helicopter activities consist of ad hoc flights generally operating on the north side of the airport. Many of these flights are military training flights or helicopter charters, which collectively amount to almost daily operations with occasional multiples per day. Thus far EIA has yet to receive a single complaint pertaining to rotary wing operations.

Why have things changing

The redevelopment of Edmonton City Centre Airport has necessitated the relocation of both Canadian Helicopters and STARS. Both of these organizations have reviewed their operational and business requirements and selected EIA. While the move will increase helicopter operations at EIA, it will be beneficial both locally and regionally. Both of these organizations are important partners with recognizable brands that will bring valued services to the region.

STARS is an integral emergency response provider whose services are highly respected and appreciated throughout the region. Its distinctive red helicopters are easily recognizable and a well-understood sign that someone, somewhere is in need of essential medical services. To maintain their Edmonton base of operations, there is really only one option – EIA.

Canadian Helicopters is one of Canada's largest helicopter service providers, with bases throughout the country and their western head office (which also oversees its US operations) in Edmonton. The company provides a broad range of helicopter services, including emergency medical services, infrastructure maintenance, utilities, oil and gas, forestry, mining and construction, and helicopter transportation services. It also oversees three flight schools, one of which is currently based in Edmonton, and provides third-party repairs and maintenance services. Ensuring Canadian Helicopters remains in the region and continues to expand its operations is important to local industry and the greater regional economy. As such, the relocation and expansion of the company's operations at EIA is a very positive development.

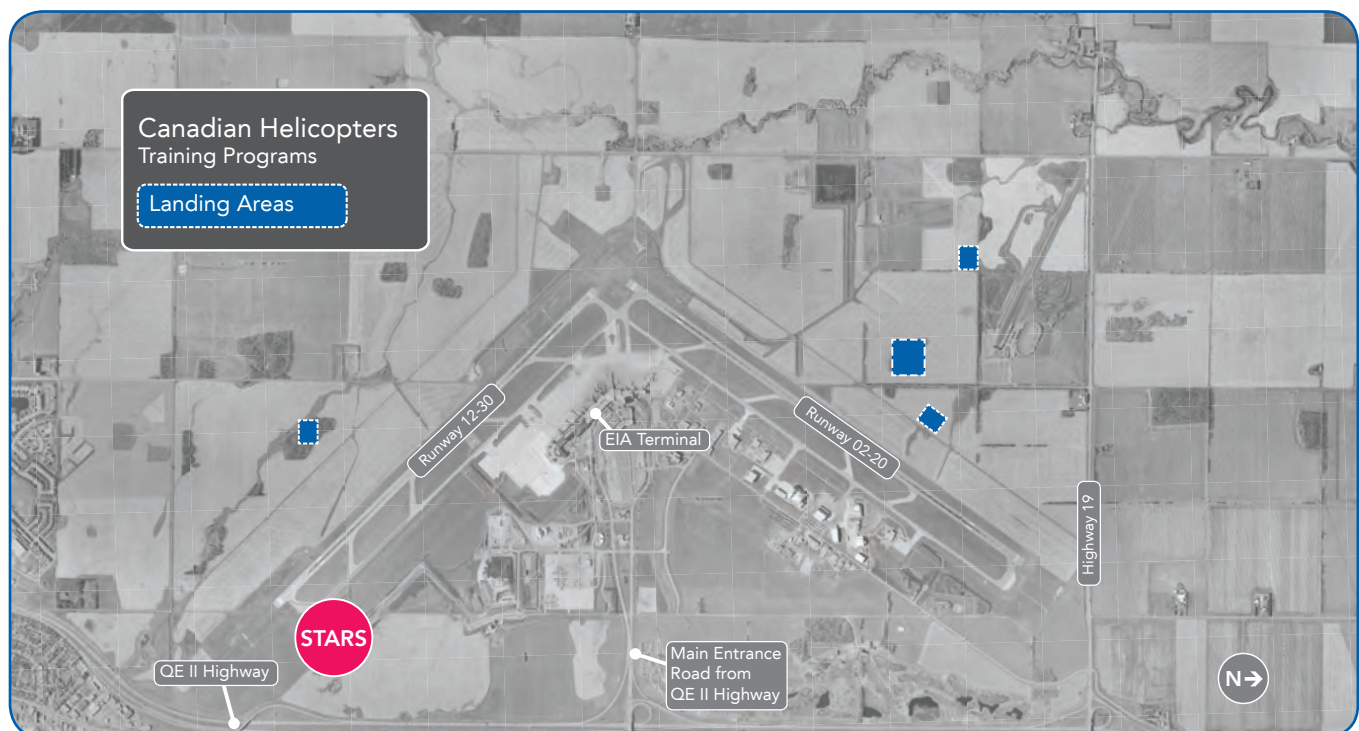
STARS Operations

What does STARS do?

STARS provides emergency helicopter transport for critically ill and injured patients. STARS helicopters fly directly from their EIA base to their pickup locations and from there directly to receiving care facilities before returning to base. They do not provide air ambulance-type services, which involve picking up patients and bringing them back to EIA for transportation from there to hospital.

When will they start?

STARS began operations out of EIA on October 5, 2012.



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What will they be doing in the air?

The STARS operation, although less invasive than before from a frequency (number of movements) perspective, is operated on a 24/7 basis.

Due to the vital importance of STARS' activities, the safest but most efficient routes to the various STARS destinations are used.

On departure, the helicopters are placed on their intended courses after reaching an elevation of 100 feet. Southbound helicopters may be assigned a flight path over the City of Leduc.

On arrival, helicopters make their approach and landing based on wind conditions and runway availability.

Where will they be doing it?

The STARS base is located along the east side of Runway 12/30, close to the south-eastern end of the runway, as shown in the main map.

Will things change over time?

This is difficult to determine as STARS' activities vary according to specific needs, but as the region grows the need for trauma response services is likely to increase.

What factors were taken into consideration during the process of determining their activities?

EIA collaborated with STARS and NAV CANADA to understand their typical operations and optimal departure/approach paths, flight frequencies and operating procedures.

Canadian Helicopters Operations

Generally, what services does Canadian Helicopters provide?

Canadian Helicopters has a large fleet of helicopters throughout Canada. They support a variety of demanding industries including oil & gas/mineral exploration, military support, hydro/utilities, forest management, construction, air ambulance, and search & rescue.

What will they be doing at EIA?

In order to maintain the proficiency of its pilots, Canadian Helicopters conducts annual training for each of its Pilots. This training is conducted by highly experienced and qualified Check and Training Pilots employed by the company. The primary purpose of this training is to ensure that emergency and normal operating procedures and skills of each pilot meet or exceed the Company's and Transport Canada's commercial pilot requirements. A good portion of this training is accomplished enroute or during what is known as "upper air exercises". However some normal and emergency procedures; i.e. simulated engine failures, require

the pilot to demonstrate the approach and landing phases of the exercise. This will be accomplished using the designated areas at EIA.

When will Canadian Helicopters commence operations out of EIA?

Flight training will begin in early 2014, after which their activities will be concentrated on an annual basis between mid-November and mid-June.

What will they be doing in the air?

Flight activities will typically occur (but are not limited) from Tuesday to Friday during daylight hours.

Training is only permitted during Visual Flight Rules (VFR) conditions. This means flight training would only occur during clear days where ground and objects can be viewed without relying on flight instruments.

The company possesses three helicopters, which could make two to three trips per day, each trip being about an hour in the air.

Helicopters will traverse the airport at 800 to 1000 feet above ground, to get to the designated training areas on airport property. The training exercises occur from 1000 feet above ground down to ground level. Circuits (repositioning for the next training exercise) occur above 1000 feet above ground.

Where will training activities take place?

Three areas have been designated on EIA for helicopter training activities in the northern quadrant and one area in the southern quadrant of the airport property (see map).

The northern locations are the preferred locations for training. These areas will be used to conduct specific training maneuvers, like landings, take-offs, and replicating emergency situations. The activities in these locations will include circuits to reposition for the next exercise, that will carry the helicopters to the north of the airport property (past Highway 19), at elevations at or beyond 1000 feet above ground.

The southern location southwest of runway 12/30 will be limited to landing and takeoff exercises in confined spaces. Circuits that would take helicopters off EIA property are not allowed for activities using the southern location.

Helicopter activities will also occur to the north of EIA, for other aspects of training that are not related to the areas on airport property. Those activities will be conducted at heights at least 1000 feet above ground and in accordance with Transport Canada Regulations.

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Will Canadian Helicopters' activities at EIA change over time?

In the future, training time in the air could be reduced by up to 50 percent through the use of a computerized flight simulator that is currently in development.

What was considered, to mitigate the impacts associated with their activities?

During the planning for the Canadian Helicopter activities at EIA, numerous stakeholders participated in voluntary operational discussions, demonstration flights, and risk assessment sessions, during which various factors were considered, including:

- Proximity to residential areas around EIA
- Proximity to other built-up areas on EIA property
- Safety of both flight and ground operations
- Impact to fixed wing commercial operations
- Unique helicopter training needs
- Efficiencies of training and operations
- Existing site features

From the discussions, helicopter operating areas and procedures were designed to limit the impact of aircraft operations on our surrounding neighbors, the City of Leduc and other local municipalities, while maintaining a safe aviation environment.

What might impacts around EIA look or sound like?

As STARS provides emergency ambulance services, their activities cannot be related to any scheduled service. If STARS is needed to the south of EIA, and depending on their intended destination, helicopters may overfly the City of Leduc. Noise impacts would be short in duration, as helicopters will be climbing and moving away from the airport as quickly as possible.

Canadian Helicopters activity at EIA may be audibly noticeable during daytime hours to people on and immediately north of airport property and around Highway

19, as helicopter activity will be concentrated on the north side of the airport lands. The aircraft used for training have fairly small noise footprints, and will be operating at speeds and heights that allow the sound made to disperse quickly.

With the primary training area being approximately 5.5 km from the shared southern property boundary with Leduc, the resultant helicopter noise shouldn't be perceptible within Leduc proper. Flight trials conducted during the planning phase revealed that only faint helicopter sounds could be heard on the ground at the property boundary during all phases of flight (arrival, departure and circuit).

There is also a training area just west of Runway 12/30, which is the runway adjacent to the City of Leduc. This training area will be restricted to confined area landings, which necessitate flight paths on airport lands away from the edge of the City of Leduc. Helicopter noise may be perceptible to the community in Leduc living along the southern boundary of the airport, however the training activities will be quite infrequent and durations will be short.

How will public feedback from the new activities be considered?

Minimizing impacts has already been considered during the planning of these new activities, through establishing new operational procedures, limitations, and operating parameters. We have provided information to interested stakeholders through our prior efforts, this briefing document that can be found on the Edmonton Airports corporate website, and via our noise information booth.

And as the helicopters start to fly, public complaints will be handled the same way as other aircraft-related concerns, with any complaints on helicopter activities specifically brought to the attention of the EIA Noise Advisory Committee (NAC) for consideration. Canadian Helicopters has committed to attend NAC meetings so as to ensure they understand how the neighboring communities are being affected by their activities.