

PROVINCE OF BRITISH COLUMBIA • B.C. AVIATION COUNCIL
MINISTRY OF PARKS



**VOLUNTARY FLIGHT GUIDELINES
FOR
GARIBALDI PROVINCIAL PARK
JUNE 1990**

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BRITISH COLUMBIA AVIATION COUNCIL

VOLUNTARY FLIGHT GUIDELINES FOR GARIBALDI PROVINCIAL PARK

INTRODUCTION

Aircraft flights into and over Garibaldi Provincial Park has been an ongoing issue for many years. The noise from aircraft landings, general aviation flights and sightseeing tours in this popular wilderness area, just a half hour flight north of Vancouver, has caused concern among hikers and mountaineers.

Over the past two years the Ministry of Parks has been working on a management plan to deal with all aspects of park management, including the issue of aircraft noise. During public review of the plan, many people expressed concern about the impact of aircraft noise on park visitors and wildlife, and some suggested a ban or some form of control on overflights.

In Canada, there are some restrictions on aircraft landings in Provincial and Federal Parks published in INOV, No. 10/CRCC.46. There are no specific regulations published on aircraft overflights. Other Parks Services have experienced similar situations, and have implemented flight restriction regulations that organize air traffic over parks in a manner that reduces noise impact on park visitors on the ground, while continuing to allow commercial and general aviation access.

To that end, an Ad Hoc Committee was formed in an attempt to address the issue on a *non regulatory* basis. Commercial aircraft operators using the park and the B.C. Aviation Council were invited by the Ministry to join the Committee to discuss the issue and suggest measures that could be adopted voluntarily.

Through a series of ad hoc committee meetings over a two year period, voluntary flight guidelines for overflights and landings were drafted, and other groups, particularly recreational flyers, were involved in the latter stages of the process. It is intended that compliance with these voluntary measures will reduce the impact of aircraft noise on

park visitors, and thus forestall any requirement for regulations to be enacted.

FLIGHT-FREE ZONES

Four flight-free zones are established over specific areas where aircraft should not fly below a specified minimum altitude (see Fig. 1). The purpose of the flight-free zones is to provide areas where low-level flights and landings will not occur, and visitors can experience the park essentially free from aircraft noise intrusions. These zones are defined on the basis of prominent geographic landmarks, heavily used areas of the park and sensitive environments. The three flight-free zones of Diamond Head, Black Tusk, and Singing Pass will have a specified overflight minimum altitude of 9,000 ft. above sea level with a 1,000 ft. minimum horizontal distance from obstacles.

LOW ALTITUDE FLIGHT CORRIDORS

Low altitude flight corridors are established where aircraft flights should be at a minimum of 500 ft. above ground level and 500 ft. horizontal distance from obstacles (see Fig. 2). The purpose of the low altitude flight corridors is to provide visual access to park features from aircraft in a manner that minimizes the noise impact on visitors and wildlife.

LANDINGS

Landings in the park are regulated by the Park Act and require a park use permit.

Aircraft landings, except in the case of disabled access on Cheakamus Lake, an emergency, or park management needs are prohibited under these guidelines in the proposed Nature Conservancy area, the Diamond Head, Black Tusk and Singing Pass flight-free zones, and on any lake in the park.

Landings of helicopters for the purpose of helicopter skiing in the existing Park Use Permit area will continue. Consideration will be given to permit

Continued...

Aviation Management Plan

1 Nature Conservancy
Flight-free Zone *

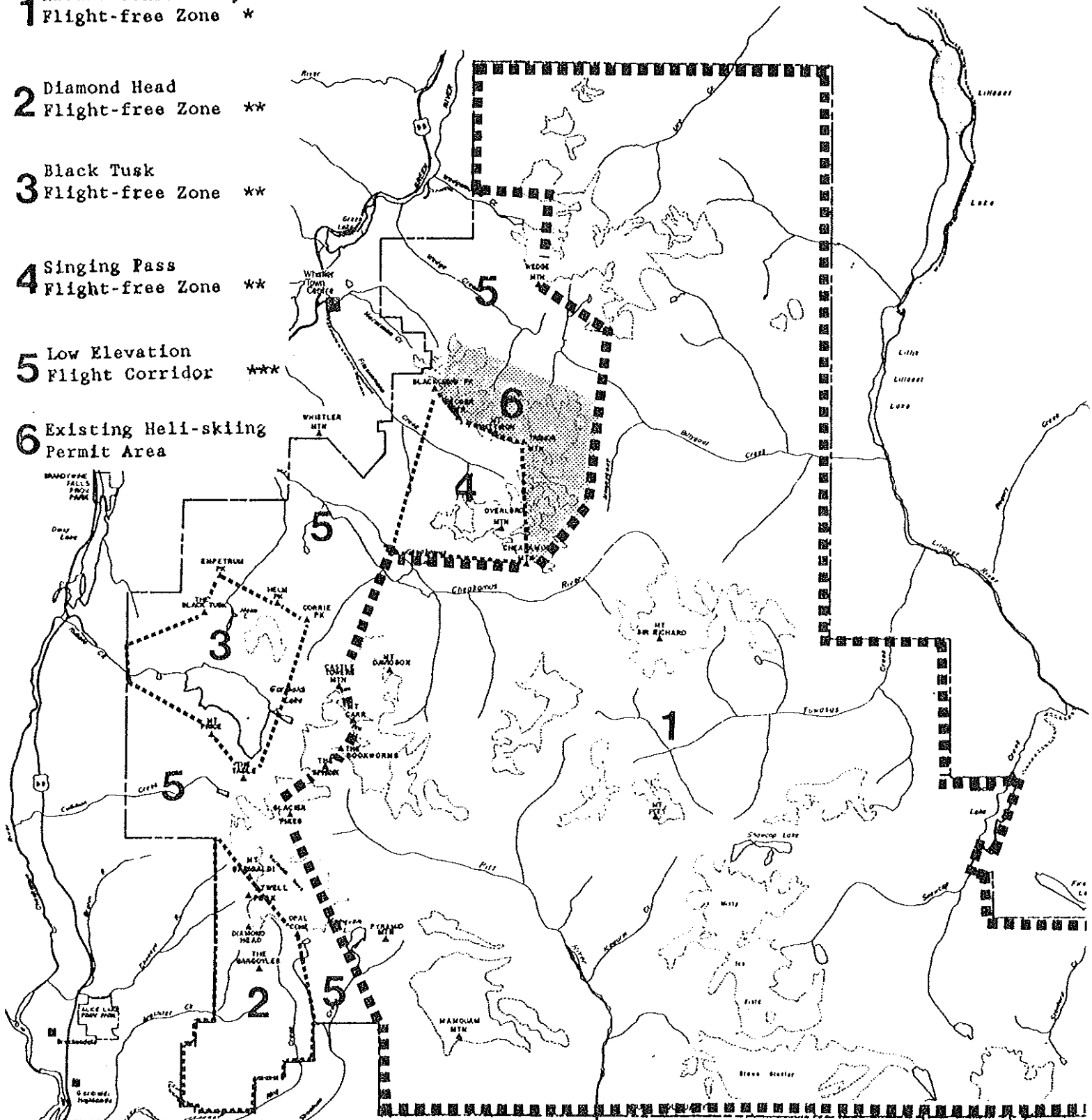
2 Diamond Head
Flight-free Zone **

3 Black Tusk
Flight-free Zone **

4 Singing Pass
Flight-free Zone **

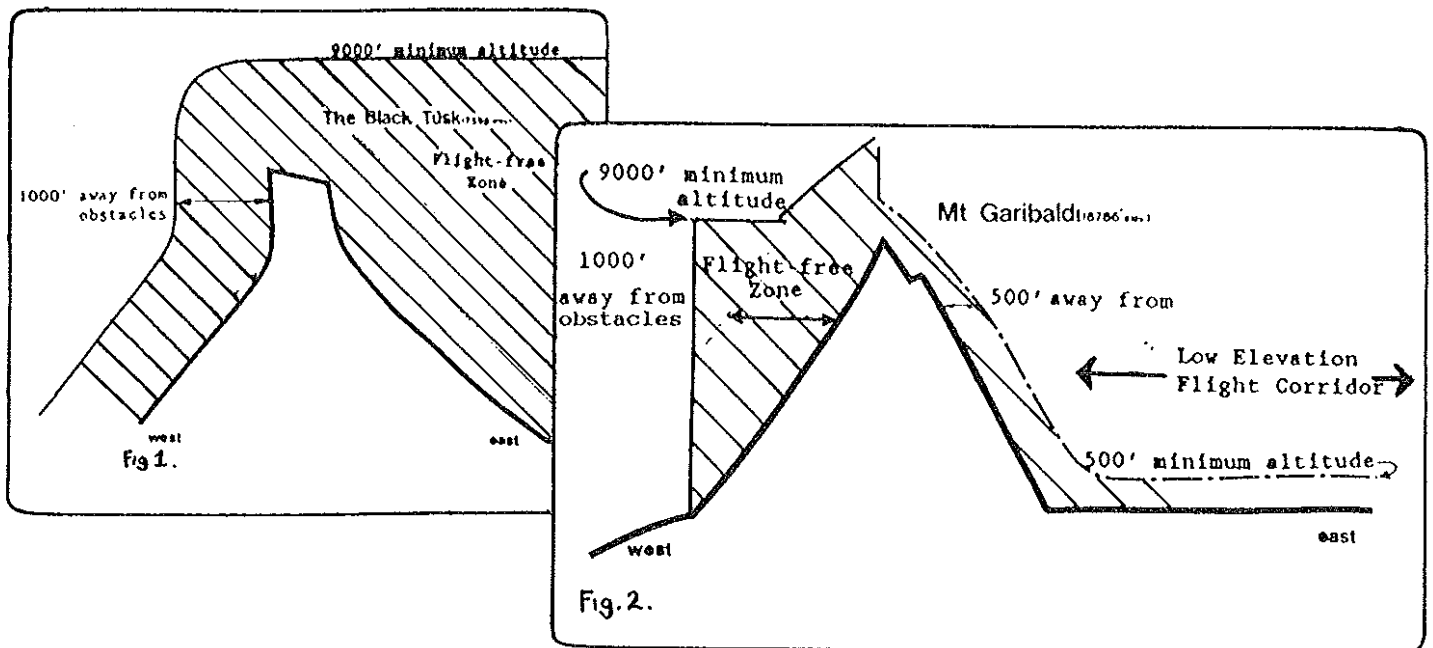
5 Low Elevation
Flight Corridor ***

6 Existing Heli-skiing
Permit Area



* 6000' asl minimum altitude and 1000' away from obstacles
 ** 9000' asl minimum altitude and 1000' away from obstacles
 *** 500' minimum altitude above ground and 500' away from obstacles

GOLDEN EARS PROVINCIAL PARK
0 2 4 6 8 10 kilometers



requests for landing in the low altitude flight corridors area for non-recreational uses such as:

- commercial filming, including still, motion photography or video tape, undertaken with the intent of monetary return or for use as public education, entertainment, promotional or advertising material;
- research, including the study of park resources or recreational use, or any research that may enhance the ministry's understanding or management of any aspect of the park; and
- conducting a single occurrence, disabled access, special event such as a wedding, memorial or art expedition.

Approval of these landing requests will be subject to the following criteria:

- the activity or event would have no adverse environmental impact such as damage to vegetation or harassment of wildlife; and
- all park development and use areas, including campgrounds, trails, parking lots and huts are avoided.

Air access by disabled persons to Cheakamus Lake will require proof of a valid SPARC (Social

Planning & Research Council of B.C.) placard when making application for a landing permit.

APPLICATION

These Flight Guidelines for Garibaldi Provincial Park are effective immediately. It should be understood that with the exception of the required permits for landings, compliance with these guidelines is voluntary, but all pilots are encouraged to comply with them to the best of their ability in an effort to minimize disturbance of the public on the ground, and to promote high standards of aviation ethics. Nothing in these guidelines shall hinder or preclude pilot discretion in the safe operation of aircraft into or over the park.

For more information please contact:

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North Vancouver, B.C. V7G 1L3
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or

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