

SAVE VICTORIA HARBOUR

September 23, 2010

HIGHLIGHTS SHEET -- QUALATECH AERO REPORT

Victoria Harbour Water Airport (CYWH), certified in 2000, is the busiest water airport in Canada (third in the world) and busier than a significant number of certified Canadian land-based airports [p.18].

Transport Canada:

- owns and operates the Victoria Harbour water airport,
- regulates both the aviation and marine activities in the harbour, and
- manages and polices the harbour through the Harbour Master and the Harbour Patrol,

and is responsible for establishing policies, rules, regulations and standards to ensure safe air and marine operations in Victoria Harbour.

Recent Safety Studies

(1999) Transport Canada's "Systems Safety Review (Risk Assessment)" contained a number of flaws and is now obsolete [p. 22].

(2002) "Management Review of Victoria Harbour Navigational Activities" ("The Malatest Report") also has some shortcomings. Since it is based on the above report, its present validity is questionable [p. 24].

(2010) Transport Canada and Fisheries and Oceans Canada "Environmental Assessment Screening Report" appears in part, to be based un-verified data, including data submitted by the marina proponent in support of its application [pp. 24-26].

Conflicting Regulations and Non-Compliance

- Transport Canada's website describes certification as: *A procedure that certifies that an airport complies with the Canadian Aviation Regulations. (Part III, Sub-part 2).*
- Canadian Air Regulations (CAR) mandate a Safety Management System (SMS) for all certified airports.
- Transport Canada has repeatedly deferred this requirement for water airports until 2014. By doing so, it has effectively decertified CYWH.

- Had it not done so, both operations at CYWH and the marina application would have been subject to a full safety case study under SMS [pp.18,19].
- It is not clear that certain other requirements of certified airports have ever been met at CYWH.

Where to from Here - Before further developments of any kind in the vicinity of Victoria Inner Harbour and the Victoria Harbour Water Aerodrome, Transport Canada should undertake a formal safety case on the current marine and air operations in Victoria Harbour for the period 2011-2020 in accordance with Transport Canada's SMS guidelines. Then (completion of the safety case), and only then, should there be any further consideration by Transport Canada of the application for a marina on the north shore of Victoria Harbour. Any existing approvals should be recinded/held in abeyance pending completion of the safety case [p.12].