

INSPECTION RECORD

Project Name	Eagle Mountain - Woodfibre Gas Pipeline	Inspection Status	Final
EA Certificate #	E16-01	Inspection No.	20260070_IR001
Project Status	Construction	Inspection Start	2026-08-26
Inspection Type	Administrative	Initiation	Complaint response
UTM	10 U 500747 E 5495345 N		
Project Description	Fortis BC Energy Vancouver Island Inc. (the Proponent) is proposing to construct and operate an approximately 47 km long 24 inch diameter natural gas pipeline from the area north of the Coquitlam Watershed in the Greater Vancouver Regional District (Metro Vancouver) to the Woodfibre Liquefied Natural Gas (LNG) facility, southwest of Squamish, British Columbia (B.C.); additional compression at existing compressor stations at Eagle Mountain in Coquitlam; a new compressor station in Squamish; and metering facilities at the receipt and delivery points.		
Location Description	The pipeline initiates in the area north of Coquitlam Watershed and terminates at the Woodfibre Liquefied Natural Gas facility southwest of Squamish. The UTM coordinates above correspond to the approximate mid-point of the pipeline right-of-way (ROW).		
Inspection Summary	The Officer inspected Helicopter Routes to deliver workers to the right of way (ROW). This administrative inspection did not include a debrief of observations with Project staff. The following requirements were inspected against: 1. Condition 12 of Schedule B - Table of Conditions with respect to accessing the right of way by helicopter. On August 31, 2026, Officer Casponi provided the preliminary inspection record to the Certificate Holder. On September 02, 2026, the Certificate Holder provided comments pertaining to the preliminary inspection record. These comments were reviewed, and edits were made to the record by Environmental Assessment Compliance & Enforcement (EAC&E) to correct identified errors of fact or omission prior to finalizing. Additional detail regarding these findings may be found in the sections below. The compliance findings in this report reflect the analysis based on the information obtained during the inspection commenced on the date noted above. These findings can change at any time upon information gathered through future inspections or if new information is obtained by EAC&E.		
In Attendance	N/A		
Certificate Holder	FortisBC Energy Inc		

Mailing Address	16705 Fraser Highway, Surrey, BC V4N 0E8
Inspecting Officer(s)	Giovanni Casponi Compliance & Enforcement Officer
Record Prepared By	Giovanni Casponi Compliance & Enforcement Officer
Record Approved By	Clayton Smith Deputy Director, Compliance & Enforcement Operations

INSPECTION DETAILS

Requirement 1: Condition 12 of EAC # E16-01 Schedule B - Table of Conditions

Access Management

The Holder must develop a plan for access management. The plan must be developed in consultation with OGC, FLNRO, the Ministry of Transportation and Infrastructure (MOTI), Aboriginal Groups and the individuals and entities referenced in condition 16.

The plan must include at least the following:

- b) the types and locations of all access that will be required, including new permanent access roads, temporary access roads only required during Construction, and existing access road upgrades;

Section 5 of EAC # E16-01 Schedule A - Certified Project Description

5 TEMPORARY CONSTRUCTION FACILITIES

The Project includes temporary components and activities during Construction.

The location of temporary components and activities may be anywhere within or outside the Certified Pipeline Corridor.

Associated temporary components and activities are:

Other ancillary components and activities.

Inspection Details:

On August 20, 2026 the Officer received a complaint from the public regarding noise generated by helicopters used for Project purposes. The Project is transporting workers by helicopter to ROW locations, as some locations of the ROW cannot be currently reached by land or sea.

A complaint has alleged that a community located in West Vancouver is experiencing a high volume of noise generated by helicopters flying over their neighborhood. The helicopters fly from early morning (e.g. 0600am) and there are multiple flights per day. As a consequence, it is alleged that the noise is negatively impacting the sleep patterns of residents and their quality of life. In addition, the complainant has provided evidence that other residents of the community have submitted complaints regarding the impacts of the helicopter's activities to the city of West Vancouver.

On August 24, 2026 the Officer requested the Holder to provide documentation regarding the helicopter access routes utilized by the Project to deliver workers to the ROW, the frequency of the use of these access routes, during July and August 2026, and what are, if any, the mitigations in place to reduce the potential impact on residential areas in proximity to these access routes.

On August 25, 2026 the Holder provided a map of the helicopter access routes that the Project is using to transport workers (see Figure 1).

Of the four helicopter access routes identified in the map, the route following Howe Sound is the one identified by the complainant as causing disturbance to the residents when helicopters are passing between Horseshoe Bay and Bowen Island.

On August 27, 2026 the Holder provided additional documentation reporting the frequency of flights from April 2026 to present on each of the four routes.

A review of the documents found that the Howe Sound route has been used almost as much as the other routes combined, with a percentage of usage spanning between 35.5% (in early July) to 53.8% (from late July and late August) of the total flights delivering Project employees to the ROW. In the last week of August there were 150 flights using the Howe Sound route, and between May and August there have been an average of approximately 14 flights a day using the same route.

The Holder, in the response provided on August 27, 2026 stated that Fortis BC and Helijet have been working together when determining which flights and routes the helicopters would follow. In doing so they had to consider mitigating the impact on wildlife in the area between Howe Sound and Indian Arm Inlet, the safety directions provided by air traffic control, and the meteorological conditions.

The Officer reviewed the Access Management Plan, Rev 2, Feb 2024 and found that it does not speak to the use of marine or aviation transportation as a type of access on the Project. In Condition 12(b) of the EAC, Schedule B, Table of Conditions, the Access Management Plan (the Plan) is required to address the *types and locations of all access that will be required*. The current Plan does not address access to the Project by sea and/or air.

On September 2, 2026 the Holder provided the Officer with a response to the preliminary inspection record. The Holder informed EAC&E that they decided to immediately and voluntarily address the impact that was affecting the West Vancouver community by adjusting the Howe Sound helicopter route so the flight path is further away from the community (see Figure 2).

Additionally, in the response to the preliminary inspection record, the Holder stated that Condition 12(b) of the EAC does not refer to transportation of workers and/or different types of transportation such as marine or avian transportation, but the intent of the Plan is to address “*new permanent access roads, temporary access roads, and existing access road upgrades outlined in the Access Management Plan [which] fully satisfies the spirit and intent of EAC Condition 12(b).*”

After further internal review and discussion, EAC&E understands the scope and intent of Condition 12(b) to be limited to ground access only. The Plan meets the requirements of Condition 12(b).

The information above provides evidence of compliance with Condition 12 (b) of the EAC with respect to the Access Management Plan having addressed ground access to the Project. Note that the Certificate Holder voluntarily changed the Howe Sound helicopter flight path to address the concerns that initiated this inspection and to mitigate the impact to the community.



Figure 1. Heli-ways used by the Project to transport workers on site.

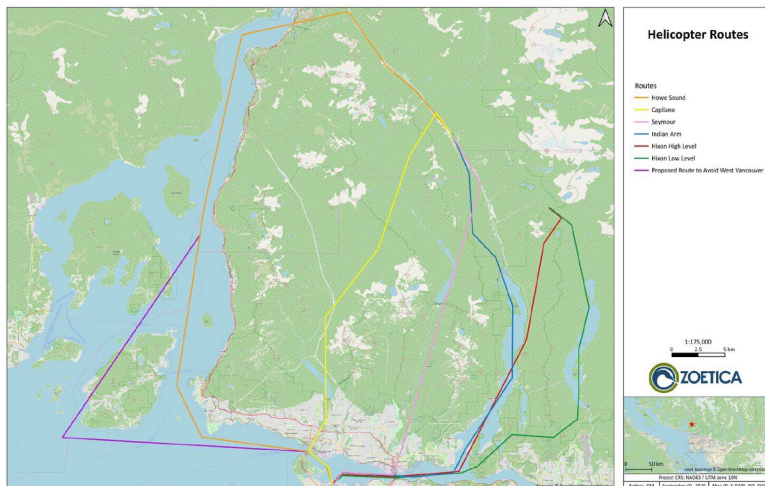


Figure 2. New Heli-way used by the helicopters when following the Howe Sound route. The purple line identifies the change of trajectory.

Compliance Finding	In
Enforcement Action	Not Applicable

Actions Required by Certificate Holder

None at this time.

Enforcement Summary

None at this time.	
Regulatory Considerations	
None at this time.	
Inspection Record Version Dates	
Date Preliminary 2026-08-31	
Date Issued 2026-09-09	
Environmental Assessment Compliance & Enforcement	
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