



Doppelmayr's lift fabrication, safety redundancies and secondary systems are designed for increased operating reliability. Major elements include:

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THE PEAK 2 PEAK GONDOLA SKY CABINS ARE ON THEIR WAY

July 29th, 2008

The PEAK 2 PEAK Gondola sky cabins were shipped from CWA's factory in Olten, Switzerland on July 21. Stefan Huter, of Doppelmayr gave final approval of the sky cabins on July 18 and they were on their way by July 21. They were shipped in groups of six with each group departing on July 21, 23, 25 and 29. The final group of four, making up 28 sky cabins in total, will leave on July 31. It will take five to six weeks to get to Whistler and they are slated to arrive at the end of August.

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THE PEAK 2 PEAK'S OBSTACLE COLLISION AVOIDANCE SYSTEM

July 25th, 2008



When construction began on the PEAK 2 PEAK Gondola, the track and haul rope line across Fitzsimmons Valley was identified on all aviation maps for the Whistler area and communicated through the Notice to Airmen (NOTAM) service.

Brand-new technology developed in Norway called OCAS (Obstacle Collision Avoidance System) has been installed on the PEAK 2 PEAK Gondola. This state-of-the-art system constantly scans the area surrounding the P2P line with radar. If aircraft is detected, the radar alerts the system and immediately tracks the aircraft, calculates its speed, heading and altitude. If a collision hazard exists, the pilot is warned by flashing high intensity strobe lights and an audible warning transmitted over all aircraft radio frequencies.

OCAS's Norwegian team was in Whistler the first week of July to install and test the P2P system. The system is now operational with track ropes strung across the valley.

The OCAS system is much safer than traditional marking systems and is less obtrusive because it only activates if an aircraft is in the area. In the event of failure, OCAS will automatically produce messages to NOTAM.

THOSE ARE SOME BUILDINGS

July 21st, 2008