

President's Message

Fatigue Management – The Latest Chapter

As you can well imagine, my phone has been ringing off-the-hook from Operators who received Transport Canada's recent survey on the new Flight & Duty Time proposal [see the "...**Deadline Extended**..." article, below]. I have been getting an earful on a variety of issues contained in the matrix summary of the new draft proposal, but the ones that still seem to be generating the most significant angst among operators, are:

1. Cumulative Duty Time
2. The elimination of the "Zeroing" provisions
3. The "At Home" and the "Away from Home" difference in the Rest Periods
4. The reduction in the maximum FDP for early morning starts
5. Confusion over the meaning of the term "Deployed Standby", which is undefined in the matrix summary.

Operators also had questions about how CAR 702 pilots (who are excluded from the application of the new proposal), who also conduct CAR 703 operations would track their F&DT limits. Discussions with operators have revealed that it is not as simple as "keeping two sets of books". Since we often mix-and-match CAR 702 and 703 operations in the same day, what would happen when a CAR 703 limit (for FDP or Cumulative Duty Hours, for example) was exceeded? Would the rest of the day/month be limited to CAR 702 operations? The current proposal gets complicated...

HAC recently met with three other like-minded associations forming part of the eleven "Coalition Associations" that opposed Transport Canada's September 2014 proposal, to discuss a strategy going forward. No one was very happy about the content of the most recent proposal.