

ACP Issues

In the last issue of the HAC Newsletter, you may recall we identified some concerns that were raised with the association relating to ACP Monitor Rides, historically carried out by Transport Canada from the rear of the helicopter.

Since then a few operators have contacted HAC to indicate that they have been invited to execute a contract, and sign an indemnity that would make their Transport Canada inspector an “employee”, and at the same time oblige the operator to provide company type-training, exams, insurance, and a PPC - at the operator’s expense. In short, this should *not* be occurring and if this has occurred in your operation, please contact HAC without delay. We are suggesting to you that you do *not* execute these agreements.

Issues relating to the conduct of ACP Monitor Rides have been raised with Transport Canada, and we are attempting to have them addressed at a national level. Our hope is, that responsibility for carrying out ACP Monitor Rides will eventually fall to the Company Chief Pilot, but in the meantime, Transport Canada’s inability to carry out ACP Monitor Rides themselves is running up against their inability to fund a system where qualified industry pilots can stay qualified to carry out those rides. What we can expect to see until this issue is resolved, is a series of extensions to ACP authority until Transport Canada can resolve this issue on a national level through a dialogue with industry. The ACP Program has been a shining example of how responsible individuals from industry can carry out delegated Check Pilot responsibilities to the benefit of both Transport Canada and the helicopter community. Please stay tuned to the Newsletter for further information on this important subject.