



Today, the Australian Airline Pilots Association (AusALPA), which jointly represents around 6,000 professional pilots in Australia, expressed deep concern over CASA's announcement that it will delay the introduction of CAO 48.1 for another 12 months and intends to conduct an 'independent' review of the CAO 48.1 proposal in the interim.

The implementation date was delayed by 12 months until May 2016 and has now been delayed by a further year without any reasonable explanation. AusALPA is concerned that CASA's proposed "independent" review may well recommend further delays.

Fatigue is a problem today; our members are working longer and harder than ever before. There is a clear safety issue with fatigue being implicated as a contributing factor in many recent aviation accidents and incidents. AusALPA is committed to the earliest adoption of science-based fatigue risk management processes and urges CASA to implement the legislation in May 2017 as planned.

AusALPA President and Qantas 737 pilot Nathan Safe said that "AusALPA is deeply concerned that the further delay only serves the commercial interests of industry bodies, such as the Regional Aviation Association of Australia, instead of an improved, more scientific approach to pilot fatigue risk management."

Captain David Booth, Vice-President of AusALPA and Virgin 737 pilot

said “these delays have rewarded those operators who have chosen not to work towards science-based solutions. Even those who have commenced the transition may cease work awaiting the outcome of the review”.

AusALPA has heard evidence from pilots of serious and continuing fatigue issues at all levels in the industry.

AusALPA demands that CASA refocus on its primary function of safety regulation by ensuring the timely implementation of this critical piece of legislation.

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Background

AusALPA is the Australian member of the International Federation of Airline Pilots Associations (IFALPA) representing over 100,000 airline pilots world wide. IFALPA has partnered with the International Civil Aviation Organisation (ICAO) and the International Air Transport association (IATA) to produce fatigue management guidelines for the aviation industry worldwide.

Australian operators were given three years to transition to new arrangements reflecting those guidelines in the form of CAO 48.1 Instrument 2013. It was originally intended to be implemented by 30 April 2016.