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NEW HORIZONS

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NATIONAL NEWSLETTER

APRIL 2005

PRESIDENT'S REPORT

By Matt Bestland

I had the fortunate opportunity of experiencing different things in my career and many of them have prompted me to pause and assess, as time progresses, how much the industry has changed around me. I do not believe that this is any more prevalent than in today's Western Canada agriculture. As aerial applicators, retailers, growers or however you fit in, we are greatly affected by this on a daily basis. As business people, our resilience and ability to change and adapt to these markets, as they bend and in some cases break, has either spelled success, mere existence, or absolute failure. While preparing to write this article, I read through 15 years of past Presidents' reports and their respective comments about the situations they were facing. The issues then are ironically similar to what we are challenged with today. Increases in, the cost of doing business, insurance, competition and regulations, compounded by the absence of labels, qualified people, the shrinking of traditional markets, and challenged commodity prices. As I glanced through the 1989 membership roster I realized some of the names have come and gone, some new ones have been added, but for the most part the long term members have all, in one way or another, adapted and have successfully competed in today's ever changing market place. Some have added flight training, some

forestry, retailing, maintenance, fire suppression; the list goes on and on. One common denominator connecting those names that remain on the list, is the commitment they made to adapt to and improve the industry and to further the association and its goals.

Commonly they shared an interest in improving and streamlining operations, expanded labels, abiding by regulations and most importantly operating safely. I found it interesting that one of the combined results from the annual CAAA Survey was that the majority of respondents were actively looking for ways to diversify and grow their businesses. If this is a heading you plan on steering your business on, hopefully you will find something in this, or the next report, to create an idea or assist in your process.

With the current situation of right-sizing and asset divesting occurring in the Western Canada agriculture retail market, BSE, and poor commodity prices, although very challenging, should create opportunities over time. How much opportunity you ask? Who knows? As an example I think of a business we all know, Air Tractor. I realize that not all members rely on Air Tractor products, but it is a good example of what I am attempting to convey. No doubt a number of years ago, Mr. Snow came to the realization that

his company may face the challenge of a market saturated with agriculture aircraft. His company's response, as I see it, was not to lessen the quality and price of his product or service, it was to expand and adapt his products and services to additional markets.

While continuing to support his core business, he created a new opportunity for his company and others in the industry, by bringing the AT802F, and future products to the market place.

Who would have thought that just 10 short years ago, aerial applicators would have an opportunity to participate in a SEAT program; not I? Consider the alternative, wait for the market to re-adjust to fit his company. This may have worked at one time, but how long would that have lasted? What would have the health of his company been? Would he have lost key personnel? I can only surmise what the consequences would have been but arguably, there would be limited opportunities for aerial applicators in a SEAT program, limited development of large, high capacity ag/forestry aircraft and so on. This is only a small example of how adaptation and forward thinking has created opportunity. As I write this article, a group of other aerial applicators and

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PROVINCIAL REPORTS

PRESIDENT'S REPORT

continued from page 1

I, are preparing to travel to Beaumont, Texas to meet George Mitchell, owner of the legendary M&M Air Service, as guests of BASF and Ag Resource. We plan to discuss the challenges he and his company have faced during 49 years of operation and the transformation of a 40 aircraft, 100 employee application-only company into a diversified agriculture, forestry, fire suppression, and retail company operating 8 aircraft, with 25 employees, in a diversified marketplace. Stay tuned, it should be interesting. I realize not all members are actively seeking diversity within their business, and are satisfied with the stage their company is at. That's great, but for those who are not, opportunity may be just around the corner and closer than you think.

In closing, I look forward to the opportunity of serving you as your President during the next 2 years and encourage members that have any questions or comments to contact me without hesitation.

I wish you all a safe and profitable spring.

ALBERTA James Spence

The Alberta representation on the CAAA Board of Directors changed slightly in Vancouver — Fran De Kock has joined the CAAA executive (as Vice-President) with Peter Hansen (Secretary-Treasurer) and we all look forward to representing Alberta at the national level. This leaves an opening for another Alberta Director to sit on the CAAA Board. At this time the 4A's named Tom Kinniburgh as an 'alternate' to myself, should I be unable to attend a CAAA meeting.

Currently, the 4A's Board is planning the 2005 AGM and dealing with ongoing issues with The Canadian Association of Rocketry, plus updating our bylaws. Our CAP clinics this year will be held in Taber and Wetaskiwin. Thanks goes out to Tom and Brent for offering to host them this year. The next 4A's Director's Meeting is scheduled for September 29th but 4A's members are reminded to contact a director if they have any issues or concerns.

The Alberta License Re-certification Committee met with Alberta Environment and Lakeland College March 9th, and there are no major new developments. The three provincial license re-certification committees, (AB, SK & MB), are not scheduled to meet again until the CAAA AGM in Regina,

as more 'minor issues' will likely be found during their implementation at the provincial AGM's this fall.

I was honoured to receive the MVP award. It was entirely unexpected, and I was pleased that my dad could accept on my behalf. I heard everyone attending the AGM in Vancouver had a great time, and it looks like the folks in Saskatchewan will have their hands full planning next years AGM.

Albertans, like many other applicators across the prairies, hope to see a more profitable season in 2005. I look forward to the 2005 season with both anticipation, and reservation, and wish everyone a safe flying season.

SASKATCHEWAN Lloyd Good

Spring, judging by the view out of my window, (incessant blowing snow), is a long way away; but the calendar does not lie! I'm sure that everyone is busy in preparation for the quickly approaching season, with the hope that it will be the proverbial "next year"! Soon it will be this year, and only in retrospect, (when it's last year), will we know for sure!

Congratulations to the B.C. conference committee and the CAAA office, for successfully organizing and hosting such a memorable event. Lowell Ritchie demonstrated some significant political clout by somehow successfully trading Vancouver weather with California - at least that was his claim! In any event, it certainly contributed to the enjoyment of the various activities around the city. From the Conair / Cascade Aviation tour to the harbor cruise, the convention started off on a pleasurable unique and interesting note. Happily, the remainder of the activities proved to maintain that high standard. Thanks to all of the exhibitors; I found that with so much new and interesting information available, I was unable to complete my learning and visiting at the booths. Let's not forget to patronize the sponsors and supporters of our association when considering where to spend this coming year.

Saskatchewan has the dubious task of following up as next years convention's host! The 2006 committee, (which now consists of six sub-committees!), has already put together the draft agenda and you will not want to miss the events that are being planned – really! The SAAA is also working with the Saskatchewan Aviation Council (SAC) in preparation for our joint Wings of Saskatchewan convention in

Moose Jaw (Nov. 3-5) at the Temple Gardens Mineral Spa. More information will be coming in following newsletters, but suffice to say, out of province CAAA members may want to consider attending.

Thanks to Jim Wood and Joe Varjassy for manning the SAAA booth at the SARM (Saskatchewan Association of Rural Municipalities) Convention. This was our first time exhibiting and the report was that the positive exposure served the members of the SAAA well. Don't forget that the booth is available for use by all SAAA members for the cost of shipping (reservation with the SAAA office is recommended). We are looking for effective ways to improve our display, so please forward your ideas to the SAAA office. We will be forwarding each of the R.M.'s a copy of the new SAAA directory and brochure.

The SAAA has been contributing to the process of compiling an aerial application history. The SAC has generously offered to assist. If you have any relevant material or know of anyone who does, please contact the SAAA office.

Here are a couple of parting thoughts for you to ponder:

- friendship is a lot like health; its value is often not appreciated until it is lost....don't take either for granted!
 - a cloudy day is no match for a sunny disposition!
- Well, perhaps a third parting thought! (with all due respect!)
- remember to laugh at yourself; it's a life-long source of entertainment!

MANITOBA Reg Friesen

Hello everyone! Before I begin, I would like to thank the people involved in setting up the Vancouver convention. They did a fantastic job and because of that it was an incredible success in my opinion. If you were there you will understand what I'm talking about, if you weren't you missed a great opportunity and a great convention.

I'm writing this on March 24 and it's hard to believe that we could possibly be seeding in less than 40 days. There is still a lot of snow in Manitoba but we all know how fast that can go. I hope your ready because the ride is about to begin.

The MAAA meeting is scheduled for April 21 and again it will be held in Portage la Prairie. We will be offering one course credit at this meeting, and possibly 1 or 2 credits at the CAP clinic this spring. Other than that it's been a relatively quiet winter in Manitoba. So please bear with me as I continue with my next topic.

How many of you have been watching the Jetsgo saga unfold? I have been very interested watching this. A company starts its business in a discount market; it buys old junk that is expensive to repair, has very high operating costs, has very high fuel costs and then chases the ticket price down to try to keep itself busy. All of a sudden...they are bankrupt. Then they start accusing their competitors for their demise. The next news clip is from Air Canada, whose company policy is that they will not be undersold; is stating that they weren't very surprised by this happening, as they knew Jetsgo couldn't operate at that level. Considering they have been in bankruptcy protection for a while, they should now be experts on what would work and what wouldn't. And yet the company policy remains, "we won't be undersold." And then there's Westjet. Ten years ago they were a relative nobody with a strong business plan and being the airline that has made it possible for us to enjoy these lower fares.

Look at them now; taking their competition down one by one while still making money, and experiencing tremendous growth. I'll be the first to admit that I'm over simplifying this situation, but regardless, there is a point to be made here. How many of you can relate this situation to what you are facing with your business. Somebody cuts the rate per acre that we need to operate and realizes that they can't survive. Then they start cutting the application rate and stop maintaining their equipment to try to save money.

Meanwhile as you are waiting for the inevitable to happen, the whole industry has to deal with the same problem again, which is farmers and ground based retailers, saying that we are a bunch of cowboys, (sorry Alberta, no pun intended), and that airplanes don't work. How many times does the Jetsgo scenario have to play out for us all to learn? If you're doing substandard work, or using substandard equipment, to try to save money, you're not only hurting yourself, your hurting the entire industry.

Anyway, this concludes today's sermon. And again, congratulations to Jill, her staff and the guys in BC for a job well done. I hope you all have a great season.

Stay safe and keep smiling!

CAIR CONTACT INFORMATION

Keep this information in your CAIR file to assist you during the season. CAIR inquires should be directed as follows:

For questions regarding CAIR safety seminar, CAIR videos, meeting information or general inquires contact:

CAIR
P.O. Box 21106
Edmonton, AB T6R 2V4
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Fax: 780-413-0076
Email: caaa@telusplanet.net

For questions regarding insurance coverage, applications and claims contact:

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Phone: 204-943-1441
Fax: 204-957-5561
Email: gpesau@oldfieldkirby.com

For questions regarding financial statements, taxes and payments contact:

Jim Peters
1002 Warsaw Avenue
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PILOT REGISTRY PROGRAM

If you are a CAAA pilot looking for full-time, part-time or temporary work you are eligible to register for the Pilot Registry Program.

The purpose of the Pilot Registry Program is to assist pilots in finding viable permanent and temporary employment.

If you are interested in having your name added to the registry, please contact the CAAA office at **780-413-0078** for a form.

CP® FLAT FAN NOZZLES

Enough pilots used the new CP® Flat Fan nozzles in 2004 to convince The CP® Products Company that the nozzle has substantial benefits for pilots. They may eventually replace all the old-style CP's.

What makes them different from conventional CP's?

- **Ease of Use**—Tips click into place with a detent spring and ball. No “tweaking” to get selectors and deflectors in just the right place.
- **Color Coding**—Tips are color coded for flow rates. It is easy to see all nozzles are set the way you want them.
- **Flexibility**—Many tips are available. The choices make it simple to customize set-ups to precise needs—both for flow rates and droplet spectra.
- **Superior Performance**—Relative span is generally narrower than standard CP's. The reduction in droplets smaller than 100 microns is dramatic when compared to standard CP's and CP® Straight Streams.

Wes Kelley, a Texas pilot and Lane Aviation customer, used flat fans on two 502's.

“I ran the flat fans up against all our other nozzles and there just wasn't any comparison...the results were real impressive...We added a couple of more nozzles when we moved up to a 602 to maintain our swath and keep the same tip sizes. We're still drawing a straight line with uniform drops...coverage is excellent...my farmers love them and I love them!”

“We're getting a lot of new business because growers see a difference in our work with CP® Flat Fans...” says Curt Larson, of Larson Ag Inc., a Sky-Tractor Supply customer in Stephen, Minnesota. “...Roundup, insecticides, even defoliating potatoes—we've done it all with excellent results. I've looked for a really good aerial nozzle for 25 years. Nothing I've tried, so far, works as well as our new CP's. We tried them out on one Thrush and quickly outfitted our other Thrush and our Weatherly with them.”

Chris Christopher, inventor of the original CP's, has designed a device which will make the flat fan nozzle even more versatile. His “swivel” allows the nozzle to be angled downward in 10° increments, breaking spray into smaller droplets when a smaller droplet

spectrum is needed. This may be particularly helpful for slower aircraft. The swivel is being tested now and should be available late spring 2005.

Pilots wanting to compare performance of the flat fans to other CP® nozzles can use the interactive spreadsheets on the CP® Products Company website, www.cproductsinc.com. One spreadsheet, written by Dr. Dennis Gardisser, calculates which tip or orifice will yield the desired GPA based on criteria entered by the pilot. The spreadsheets written by Dr. Ivan Kirk calculate droplet spectrum for a given set-up with any of CP's nozzles.

AGRICULTURE INDUSTRY ECSTATIC OVER HERBICIDE FINDINGS

Reprinted from the Canadian Association of Agri-Retailers – February 23, 2005 release.

The Canadian Association of Agri-Retailers (CAAR) is thrilled by the recent conclusions by Health Canada's Pest Management Regulatory Agency (PMRA) that 2,4-D, one of the most commonly used herbicides in both lawn care and food protection, presents no risk to human and environmental health. This conclusion adds to the growing body of evidence from around the world that the use of pest control products is far safer than the environmental movement would have us believe. The agriculture sector urges the public to consider scientific findings before succumbing to unsubstantiated and alarmed claims of hazards.

“The use of pest control products like 2,4-D is absolutely vital to the continued production of abundant, healthy and affordable food,” said CAAR President Bob Evans. “Thanks to these products, Canada has been able to attain one of the highest levels of food production in the world, with some of the lowest real prices in history. The scientific data put forward over the past 30 years consistently indicates that when used properly, pest control products do not endanger people or the environment. We should all be singing the praises of 2,4-D for what it, and products like it, have done for us over the years.”

2,4-D is a broadleaf herbicide that has been used in Canada since 1946. It is regis-

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tered for use on wheat, barley, corn, rice and potatoes. Studies of health and environmental effects of pest control products, like 2,4-D, began in the late 1970s. "The conclusions of the PMRA are the latest in a number of findings over the past 20 to 25 years, that have been consistent in finding no link between 2,4-D and cancer in humans or other animals," said President Evans.

Pesticide use has, for years been the alleged cause of illnesses including various types of cancers, reproductive disorders, and respiratory ailments. No hard scientific data has been offered to back up these claims. Nevertheless, the alarm these allegations generate have led to numerous calls to ban the use of pest control products. "This is the worst kind of junk science," concludes Mr. Evans. "Whether used as a lawn treatment, or in crop production, every credible scientist has made their data fully available. When will the environmental movement do the same?"

CAAR applauds the work conducted by Health Canada's PMRA, and encourages everyone to use this resource to determine the true facts about the products used on our lawns and in food production. Pest control products have given us the most abundant and affordable food in history and, to date, cannot be credibly linked to health and environmental risks.

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CAP Clinic Locations

If you have not submitted your registration form for the 2005 Calibration and Patternization (CAP) Clinic, please contact the CAAA office at 780-413-0078 immediately. The locations are tentatively scheduled as follows:

ALBERTA

April 25, 2005 – Shaunavon

April 27, 2005 – Taber

April 29, 2005 – Wetaskiwin

SASKATCHEWAN

April 30, 2005 – North Battleford

May 4, 2005 - Moose Jaw

May 30, 2005 – Oxbow

MANITOBA

June 1, 2005 – Morden

June 3, 2005 – Portage la Prairie

June 4, 2005 - Neepawa

THESE DATES ARE TENTATIVE AND DEPENDANT ON NUMBER OF AIRCRAFT AND WEATHER. IF YOU PLAN TO ATTEND A CALIBRATION CLINIC AS AN OBSERVER, PLEASE CONTACT THE CAAA OFFICE AT 780-413-0078 TO CONFIRM THE DATE AND TIME PRIOR TO GOING TO THE CLINIC. THOSE WHO HAVE RECEIVED A CONFIRMATION LETTER WITH A SCHEDULED TIME AND LOCATION WILL BE NOTIFIED IF THERE ARE ANY CHANGES.

A Calibration and Patternization Clinic is required every 20 months to apply pre-harvest Roundup and Vantage, and for membership in the Wild Rose Protective and Prairie Protective Funds. The CAAA maintains and publishes the list of pilots and companies certified to apply Roundup and Vantage, and provides the list to provincial regulatory government bodies.



Bob Martindale, a long-standing member and supporter of the CAAA passed away suddenly on Monday, February 14th. Our deepest sympathies go out to his wife, Sharon and their children. The aerial application industry has lost an excellent member and a great friend.

CAIR SAFETY SEMINAR

For those unable to attend the CAIR Safety Seminar, a benefit of a lower deductible will still be available by viewing a video tape or DVD that will be available through the CAIR office. If you do not participate in the Safety Seminar program your deductible will be increased by an additional 5% of the hull value of the aircraft you are flying. You will have to pass an exam to receive the discount. Please call 780-413-0016 today for your CAIR Safety Seminar information.



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2005 CAAA ANNUAL GENERAL MEETING

Approximately 220 delegates attended the 19th Annual Canadian Aerial Applicators Association Conference and Tradeshow, February 24-26 at the Hotel Vancouver in Vancouver, British Columbia. The three-day conference was very productive with educational sessions, industry networking and lots of quality time for fun and visiting.

Keynote speakers included **Rafe Mair**, **Honourable Michael de Jong**, the British Columbia Minister of Forests and **Terry Waddell**, of Assiniboine College. Rafe Mair, the Friday lunch speaker enlightened the crowd with his view of "A New Canada." Michael de Jong discussed the Fire Suppression program and issues facing BC. Terry Waddell reviewed the new prairie wide licence re-certification program and credit system.

Conair Aviation and Cascade Aerospace hosted a well-received tour of their Abbotsford facilities. This provided operators a first hand opportunity to see their operations. Thanks to Conair Aviation and Cascade Aerospace and their employees, who donated their time to host the CAAA. Thanks also to Syngenta Crop Protection Canada Inc. for sponsoring the transportation and lunch.

Approximately 35 industry partners exhibited the latest in aerial application products and technology during the two-day tradeshow. A geography game and silent auction in the exhibit hall added to the tradeshow fun. The CAAA sincerely thanks all partners who provided a silent auction item.

Of course the conference wasn't all work; entertainment provided a break from a long day of sessions and exhibits. The Icebreaker, sponsored by Dow AgroSciences Canada Inc., Oldfield Kirby Esau and Omex Agriculture Inc., was a great kick-off with drinks, hors d'oeuvres and musical entertainers all aboard the cruise ship, Britannia which toured the harbour on one of Vancouver's most spectacular evenings. BASF Canada Inc. treated the attendees to a city tour via motorcoach on Friday afternoon. As well the hospitality suites sponsored by United Agri Products Inc. on Friday night, and Bayer CropScience Canada Co. on Saturday night, were popular stops!

The Awards Banquet and Auction, sponsored by Bayer CropScience Canada Co., was another great event thanks to the hard work of Peter Hansen, CAAA Auction chairperson. The auction raised over \$40,000.00 to be directed towards CAAA programs. A big CAAA thank you goes out to all the sponsors who donated items to the auction.

Fran de Kock, CAAA Awards chairperson, did an excellent job facilitating the awards presentations. The following awards were presented:

- **Devan Yaholnitsky** – Ace Award sponsored by Bayer CropScience Canada is presented to a new applicator, with less than 5 years experience, who demonstrated great tenacity in becoming a professional Ag-Pilot.

- **Matt Bestland** – Wings of Agriculture sponsored by Mid Continent Aircraft Corporation is presented for outstanding professionalism in agricultural aviation by an active member of the association.

- **James Spence** – M.V.P. Award presented to a non-flying individual support staff of a CAAA member who demonstrates an outstanding contribution to the teamwork approach of an aerial application operation in Canada.

- **Peter Hansen** – Award of Excellence recognizing an individual's contribution to the betterment of agricultural aviation in Canada.

- **Vivanne Servant** – Jump Seat Award presented to an individual, group or allied member who, through personal effort and dedication, has made a substantial contribution to the agricultural aviation industry and the CAAA.

- **Bayer CropScience Canada Co.** – Diamond Award recognizing the single sponsor who provides the most significant support during the year through the CAAA Partnership Program.

Lorin Rubbert presented four Maple Leaf awards to Katia Bigney, Brett Rubbert, Ted Anderson and Dwight Monteyne. The Ma-

ple Leaf Award is presented by the CAAA President to honour individuals who have assisted him throughout the year.

A big thank you to our many volunteers. **Ken Cameron** and **Debbie Britton** faithfully monitored the credit programs to assure all applicators receive their licence re-certification credits. **Carri-Ann Hansen**, **Pat de Kock**, **Blaire Hamilton** and **Karen Kurys** were a great help during the auction, collecting bidder information. **Josh Jonker** made sure all of the AV requirements for each session were in order long before he could even be asked!

What would the AGM be without a Master of Ceremonies to keep speakers on time, programs followed and entertain the delegates. A big thank you to **Stephen Nicholson**, this years MC, for his excellent and often times thankless job.

Finally thank you and congratulations to the conference committee **Lowell Ritchey**, **Walt Bliault** and **Tom Zurowski**. They all played an important role in the success of the 2005 conference and were generous with their effort, time and support. In addition, the committee promised if the CAAA brought the conference to Vancouver they would provide the appropriate weather. We had seven days of beautiful blue sky, warm temperatures and blossoms blooming to provide the final touch to a great conference.

For all the members who were unable to attend; we missed you! We hope to see you in 2006 in Regina.

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Chip and Mary Kemper enjoying the day at Conair.



Bob Morse, Clark Oberholtzer and Peter Hansen dreaming of things to come.



Entertainment on the boat cruise, Dixieland Band.



Cruising the Vancouver Harbour.



Matt Bestland thanking Lorin Rubbert for his service as President of the CAAA.



Devan Yaholnitsky accepting the Ace Award presented by Alan Denesowych.



Matt Bestland presenting Shaun Cornielle of Bayer CropScience the Diamond Award.



Morley Woods striking a pose.



Terry Spence accepting on behalf of James Spence the MVP Award presented by Fran de Kock.



Terry Waddell accepting the Jumpseat Award on behalf of Vivianne Servant, presented by Lorin Rubbert.



Matt Bestland receiving his President's pin as the new incoming CAAA President.



Conference Committee with Rafe Mair.



Lorin Rubbert presenting Maple Leaf pins to Katia Bigney and Brett Rubbert.



Matt Bestland accepting the Wings of Agriculture Award sponsored by Mid Continent Aircraft, presented by John Bodie.



John Bodie presenting Peter Hansen with the CAAA Award of Excellence.

CALENDAR OF EVENTS

MAAA Fall Meeting

TBA, Manitoba

SAAA AGM - 2005

Temple Gardens Mineral Spa
Moose Jaw, SK

November 3, 4 & 5, 2005

AAAA AGM – 2005

Red Deer, AB

November 15 & 16, 2005

NAAA Conference & Trade Show

Silver Legacy Hotel, Reno,
NV

December 5-8, 2005

CAAA AGM – 2006

Delta Regina Hotel
Regina, Saskatchewan
February 22 – 24, 2006

CAAA AGM – 2007

Winnipeg, Manitoba

CAAA AGM – 2008

Halifax, NB

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HUMAN FACTORS

Fall 2004, the CAAA board of director's met with Transport Canada in Ottawa. The board expressed concerns about the lack of understanding between the aerial application industry and Transport Canada regarding who is required to take Human Factors Training. Transport Canada provided written information outlining the requirements for Human Factors Training. The information has been condensed as follows:

Human Factors Training is a mandatory element of the maintenance training requirement that applies to the following:

- Approved maintenance organization certificate holders (AMOC)
- Air operator certificate holders (AOC)
- Flight training unit operating certificate holder (FTUOC)

Certificate holders impacted by this regulatory requirement should clearly detail in their MCM how they intend to meet the requirement.

All technical employees are required to have Human Factors Training. This would include personnel working directly on-aircraft, as well as personnel with off-aircraft responsibilities, such as technical records.

Human Factors Training for all technical employees, regardless of category shall include the following subjects;

- (a) human performance;
- (b) factors influencing human error including;
 - (i) fatigue;
 - (ii) stress;

- (iii) assertiveness;
- (iv) lack of awareness;
- (v) lack of resources;
- (vi) lack of knowledge;
- (vii) teamwork;
- (viii) norms;
- (ix) complacency;
- (x) pressure;
- (xi) inadequate communication.

(c) error mitigation and countermeasures.

Initial Human Factors Training must be conducted in a classroom setting. On-line or computer based training is not an acceptable means of receiving Human Factors Training. There is no specific duration of time applied to the Human Factors Training requirement; nor is there a prescribed teaching method applied to the training. However, a reasonable period of time for initial training would be two days. The only exception to this would be the training for servicing personnel and personnel performing elementary maintenance tasks on aircraft which should be limited to only the range of tasks the individual is required to perform.

Elementary work is a form of maintenance that is not subject to a maintenance release. Hence, it need not be performed by a holder of an AME licence, or by persons working under an AMO certificate. The owner is responsible for controlling authorizations to persons who may perform elementary work. For aircraft operated pursuant to Subpart 406 and Part VII, the applicable tasks listed below are elementary work, provided they are individually listed in the operator's maintenance control manual and/or operational manual as applicable, along with a reference to the training to be undertaken by persons authorized to perform it. The following list is exhaustive; if a task is not listed, it is not elementary work.

(1) fabric patches measuring not more than 15 cm (6 in) in any direction and not requiring rib stitching or the removal of control surfaces or structural parts, on small privately operated aircraft;

(2) removal and replacement of tires, wheels, landing skids or skid shoes, not requiring separation of any hydraulic lines, on small privately operated aircraft;

(3) removal and replacement of skis on fixed landing gear, not requiring separation of any hydraulic lines, on small privately operated aircraft;

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HUMAN FACTORS

Continued from page 11

(4) repair of non-structural fairings, cover plates and cowlings, on small privately operated aircraft;

(5) cleaning and replacement of spark plugs, on small privately operated aircraft;

(6) checking of cylinder compression, on small privately operated aircraft;

(7) cleaning or changing of fuel, oil, and air filters, on small privately operated aircraft;

(8) draining and replenishing engine oil, on small privately operated aircraft;

(9) checking the electrolyte level and specific gravity of lead acid batteries, on small privately operated aircraft;

(10) adjustment of generator or alternator drive belt tension, on small privately operated aircraft;

(11) cleaning of balloon burner nozzles;

(12) removal and replacement of balloon baskets, burners and gas tanks that are designed for rapid change in service;

(13) removal and replacement of glider wings and tail surfaces that are designed for quick assembly;

(14) repair of upholstery, trim and cabin furnishings;

(15) removal and replacement of role equipment designed for rapid removal and replacement;

(16) removal and replacement of passenger seat belts and harnesses;

(17) removal and replacement of fuses, light bulbs and reflectors;

(18) removal and replacement of avionics components that are rack mounted or otherwise designed for rapid removal and replacement, where the work does not require testing other than an operational check;

(19) removal and replacement of aircraft batteries;

(20) removal and replacement of co-pilot control levers, wheels, pedals and pedal guard plates that are designed for rapid removal and replacement, on other than transport category aircraft;

(21) opening and closing of non-structural access panels;

(22) removal and replacement of cabin doors on unpressurized aircraft, where the door is designed for rapid removal and replacement;

(23) removal, replacement and repositioning of non structural partitions in the passenger cabin;

(24) inspection and continuity checking of self-sealing chip detectors;

(25) removal and replacement of induction system anti-icing baffles, scoops and deflectors that are designed for rapid removal and replacement;

(26) removal, cleaning, replacement and adjustment of external components of chemical dispersal systems that are designed for rapid removal and replacement;

(27) deactivating or securing inoperative systems in accordance with sections 605.09 or 605.10 of the CARs, including the installation of devices specifically intended for system deactivation, where the work does not involve disassembly, the installation of parts, or testing other than operational checks;

(28) checking and adjusting air pressure in helicopter floats, and aircraft tires having an operating pressure below 100 psi, except on aircraft operated under CAR 704 and CAR 705.

(29) repetitive visual inspections or operational checks (including inspections and tests required by airworthiness directives) not involving disassembly or the use of visual aids, performed out of phase with the aircraft's scheduled check cycle at intervals of less than 100 hours air time, provided the tasks are also included in the most frequent scheduled maintenance check.

If you are interested in the complete documents outlining Human Factors Training provided by Transport Canada, please contact the CAAA for a copy.

BUSINESS SURVEY

The CAAA Business Survey results are completed and will soon be circulated to the participants. Participation in the survey increased again this year, so participants will find the information of more value to their business. The CAAA Board of Directors will make good use of the compiled information to assist the aerial application industry during government and industry lobbying.

CAAA MENTORSHIP PROGRAM

The CAAA has long recognized a need for new applicators to have a confidential source of advice and mentoring. To address this need, the CAAA has established a Mentorship Program designed to provide this service to new applicators. The CAAA has gathered names of mentors who have agreed to speak confidentially to applicators throughout the season. Following is a list of applicators who have agreed to participate in the program including their contact information. They are available to talk to any new applicator on a totally confidential basis. Contact anyone on the following list if you have questions or need advice throughout the season:

Jon Bagley

Bus: 204-763-8998

Cell: 204-729-7723

Johnny Bestland

Bus: 204-736-4793

Cell: 204-792-2274

Matt Bestland

Bus: 204-736-2476

Cell: 204-771-1980

Allan Denesowych

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