

RE: DPS-SIN-PER-MEL-PER Pairing

Sent: Friday, January 07, 2011 1:15 AM

To:

Cc:

This email comes with a warning! If you are easily offended then delete this email and read no further.

Toughen up princesses!

You aren't fatigued, you are tired and can't be bothered going to work.

The hardest thing about doing JQ117 backed up by the BOC is the time away from the family. There is ample time for rest if you utilise it correctly. I understand this is easy to say but sacrifices have to be made. We are shift workers and that doesn't always fit in with normal life. If you became an airline pilot thinking that you will be home every night and not have to fly through the night, then that is pretty naive. Might be time to go instructing.

I agree that the current BOC is a horror shift, but let's look at the big picture. JQ now has about 50 odd aeroplanes. Aeroplanes don't make money sitting on the tarmac, they need to keep flying. I have no idea how it works obtaining slots but I'm sure JQ can't just have flights going to where they want, when they want. There must only be certain slots available which scheduling must then somehow work out how to fill. This current BOC is a combination of 2 MEL shifts which we have been given to fill a gap until further international routes, or domestic, become available. There is a high probability that we will only be doing this shift until mid year (fingers crossed!).

Now the powers to be could have used this as a perfect opportunity to down size the base, or even close it. But it shows that JQ is committed to the base and want it to work. Having said that, if I was Bruce and a bunch of pilots, who have a lot of days off, only fly 60 - 75 hours a month, started to call in 'fatigued' and didn't want those days to come out of personal leave days, then I would start to look at other options. If flights started to be cancelled, then I would not hesitate in closing the base and have all the flying done from MEL. Be careful of what you wish for!

In the last 4 weeks I have done 7 BOCs, 2 lots of back to back and 1 after JQ117. I personally found the back to back the hardest and after JQ117 no dramas. By trial and error I have worked out what works for me so I can manage the shift. I can say that I hate the shift and I definitely don't operate to my normal standard. I am tired throughout the shift, feel terrible, but would not call it fatigued.

All I ask is that you give the BOC flying a go and do everything that you can to make sure you are rested before the duty. If you honestly believe you can't operate safely, not just because you feel terrible, then call in UFD. But it is UNFIT FOR DUTY! I can't see how it can not be taken from your personal leave. I don't see how it can be right that if you couldn't get enough rest, for what ever reason, call in UFD then get a free day off. In the mean time I get called in off a standby. If I then refuse the duty I will be in all sorts of trouble. JQ rosters the required rest, you must use it but if still unfit for duty, then you are unfit for duty which needs to come out of your sick leave.

We have it pretty easy over here. Try Darwin for a while with 4 BOCs in a row, or MEL with 4 earlies followed by a late and while doing 100 hours. Then tell me how hard it is to do JQ117 followed by the BOC. I will warn you again, don't be surprised to see more pairings of double BOCs! Again, be careful of what you wish for.

By the way, to steal a line from a classic,

"I've been holding on too tight". I have thrown in my Base Pilot wings, affective from Feb. I tell you now because I don't want you to think I'm running from all the flak I'm about to receive. Give me your best shot!

I have written this not from a Base Pilot role, but from a pilot who hasn't lost touch with reality and who wants this Perth base to work.

Cheers,