

The Right Honourable Justin Trudeau, Prime Minister of Canada, Ottawa.

Dear Prime Minister Trudeau,

As the world's largest organization specializing in air traveller rights, we welcome Canada's decision to introduce standardized air travel regulations. However, despite their intention to improve passenger rights, **the proposed regulations contain a critical safety flaw that could endanger the lives of Canadians and international air passengers.**

The regulations contain an exclusion for mechanical malfunction. This exclusion means that airlines that discover a mechanical fault shortly before take-off do not have to compensate passengers from any resulting flight disruption.

The effect of this exclusion is an absurd situation which encourages airlines to find their issues at the last minute, rather than encouraging them to keep their planes properly maintained. This has clear implications for airplane safety. We are concerned that we will see more mechanical faults found at the eleventh hour if this regulation proceeds in its current form.

In our experience, the only way to eliminate this critical flaw is to learn from the EU's example. There can be no exceptions for mechanical issues. Regulation (EC) 261/2004 of the European Union holds airlines accountable for all maintenance of their aircraft, regardless of when or where it occurs. Although the airline lobby has tried to change the current EU law, the proposed revision did not find approval with the European Parliament, because it failed to properly balance the airlines' commercial interests with passenger safety.

We have decided to bring this to your personal attention as it seems that the airline lobby groups have misinformed your [Transport Minister](#). We have written him a separate letter with more details.

We want to see your government succeed in introducing new air traveller regulations which protect passenger safety, rather than bend to the will of powerful airline lobby groups, or follow the patchy US regulations.

There is a solution within the current wording of the regulation. Limit the definition of mechanical malfunctions to those that arise from hidden manufacturing defects, sabotage and terrorism. Then there will be a balance between maintenance, which is in the control of the airlines, and outside events like inherent defects from aircraft production.

Across the globe, Canada is viewed as a fair and just nation, with a government who cares and protects citizens - we're hoping you will not let us down here.

Sincerely,
AirHelp