



COMMERCIAL AVIATION NEWS

MAY/ JUNE 2009

EDITORIAL

This year the Royal Caribbean is to launch its largest ship yet– the Oasis of the Seas – with a capacity of 5400 passengers. Its amenities will include a micro-climate-controlled Central Park, with irrigation and drainage systems as well as trees that will tower more than two-and-a-half decks high..... so it is easy to see why passengers might think that a holiday on a cruise ship is more eco-friendly than jetting through the earth's atmosphere on an aircraft. Not so!

According to Climate Care, a UK-based carbon-offsetting company, statistics show that the cruise ships emit nearly twice as much carbon dioxide as aircraft, calculated on the basis of passenger kilometres. Most ships are fuelled on so-called bunker fuel – the cheapest and dirtiest fuel; not only the vessel itself, but also the amenities on board – restaurants, pool, nightclubs, etc. are run on this fuel.

In an effort to guard its own environment, the US Environmental Protection Agency, and various other environmental groups, have lobbied for stricter regulations to be passed, and as of this year all ships will have to burn low-sulphur diesel fuel instead of the cheaper bunker variety when they are within 24 nautical miles of the Californian coast.

While on the subject of ocean liners, one should know that a week-long voyage on a large ship is estimated to produce 210 000 gallons of sewage, a million gallons of filthy grey water (from sinks, baths, showers, etc), 25 000 gallons of oily bilge water, 11 5050 gallons of sewage sludge, and more than 130 gallons of hazardous waste, according to Friends of the Earth!

This is all very worrying when one reads that new cruise ships are being launched regularly, and it doesn't take a great mathematician to work out the huge amount of contamination to the oceans they sail on. No wonder fish has become a luxury in the shops!

Attached is the monthly Slipstream – a regular column on economic issues relevant to the Aviation Industry written by Dr Roelof Botha of the Gordon Institute of Business Science.

IN-HOUSE AFFAIRS

MESSAGE FROM THE CEO – KIM GORRINGE

ANSO. An extremely encouraging development during the last six months has been the birth of the Association of Non Scheduled Operators (ANSO). In a short space of time, ANSO has emerged as an effective and pro-active mouth piece for non-scheduled operators. As reported in our last news letter, ANSO has recently mediated solutions with the SACAA to the following issues that have recently bedevilled Non – Scheduled Operators, such as (i) The Part 121 **Statement of Compliance** requirement, (ii) The Part 121 **Operating Specifications** requirement, and (iii) **the Technical Standard requirements for Flight Data Recorders and Simulator Training requirements. And ANSO is set.** These achievements have come about as a result of the hard work and dedication of the ANSO Provisional Executive Committee (EXCOM) and especially Russell Patterson. On 3 June 2009, ANSO will hold its inaugural Conference and Annual General Meeting at the Indaba Hotel, Fourways. The Conference Programme includes a number of interesting presenters speaking on issues that are especially relevant to Non Scheduled Operators. The keynote speaker is the current Commissioner for Civil Aviation, Captain Colin Jordaan. But most importantly, during the AGM portion of the Conference, those delegates attending the event will adopt the ANSO Constitution as well as elect into office a permanent EXCOM. Regarding the election of the new EXCOM, I want to say the following. The delegates when casting their votes need to be sure that they put in place an EXCOM that has a similar commitment to ANSO to the one held by the provisional EXCOM. In order to maintain the momentum that has been achieved by ANSO thus far, it is vital that **ONLY** committed and hard working representatives are elected. One especially needs to remember that it will be these EXCOM members that will lead ANSO in the forthcoming consultations with the SACAA on revisions to Parts 91, 121 and 135 of the Civil Aviation Regulations. The indications are that this will be a time consuming process requiring specialist technical knowledge of aviation and non scheduled operations. This said, with the election of the new ANSO EXCOM imminent, I would like to thank the members of the provisional EXCOM , namely Russell Patterson, Murette Fouche, Gerry du Toit and Carl Reck for the time and effort that they so willingly put in to get ANSO off the ground.

Meeting with Durban Metro to discuss issues regarding Virginia Airport. As part of CAASA's ongoing commitment to resolving the Virginia Airport issue, a meeting was scheduled to take place on 20 May between a delegation from CAASA and the official in the Durban Metro Council responsible for the administration of Virginia Airport. The purpose of the meeting was to discuss the "noise curfew" and the future of the airport itself. The CAASA delegation comprising the CAASA President, Johan Nell, Lynette Loosen from HASA, Tom Chalmers and myself travelled to Virginia Airport for the meeting only to be told that the official from the Metro with whom we were going to meet had phoned in earlier to say that he was ill and would not be attending the meeting. No stand in representative was appointed. We had therefore travelled to Durban for nothing. Not only did this "no show" by the Durban Metro result in wasted time and money for CAASA, it indicates a lack of commitment and willingness on the side of the Metro to resolve the issues at Virginia. However, We at CAASA will not be discouraged by this set back. We will continue with our efforts to engage the Metro and have decided to seek a meeting with the Durban City Manager, Mr Mike Sutcliffe to discuss the issues at Virginia. I will keep you advised of further developments.

CEO'S REPORT

AIPRORT WATCH MEETING: 16 APRIL

This meeting was convened with the SACAA at the request of the Airports and Aerodrome Association of SA (AAA-SA) to brief the SACAA Aviation Security Section on the AAA-SA Airport Watch Programme. AAA-SA also wished to ascertain whether the SACAA would participate in the Airport Watch Programme by installing the GA Secure Call line, which is a cornerstone of the programme. The response from the AVSEC officials was encouraging. We were told that they fully supported the Airport Watch concept and the AVSEC Department undertook to supply CAASA and AAA-SA with a response on whether the SACAA will be able to provide the call line by the end of this current month.

ATNS AND ACSA PERMISSION CONSULTATION MEETINGS.

Two meetings to discuss especially CAPEX budgets for the next "Permission" took place during the past month with ATNS as well as ACSA. CAASA attended these meeting to ensure that the interests of our members are represented as well as protected. Although we are currently only halfway through the "Permission" consultation process with both parastatals, during these meetings both ATNS and ACSA have shown a willingness to reduce their expenditure where the Industry can make out an argument for budget cuts.

In the budget consultations with ATNS, it was observed that an amount of R50 million has been budgeted for the fitting of VDF equipment at non-surveillance airports (ie airports without primary radar). This budgetary amount has been contested by the Industry. ATNS replied by saying that this expenditure is necessary to satisfy an SACAA requirement for ATNS to install VDF at non surveillance airports. Apparently this SACAA requirement is to address a safety recommendation arising from an aircraft accident that took place near Upington a few years ago which could have been avoided if Upington Airport was fitted with VDF. The feeling amongst the Industry is that in this age of GPS, the cost of installing this VDF equipment is too high for the very limited safety benefits that it brings. CAASA, on behalf of the Industry, has therefore agreed to approach the SACAA with the request that they review the VDF safety requirement. We will keep you advised as to the Commissioners response to our request.

CARCOM MEETING: 6 MAY

The following proposals of interest were up for "decision":

Various amendments to CAR, Part 61. CAASA, via Cor Beek, submitted a long list of comments on these proposals, mainly with respect to typographical and terminology errors. All comments submitted by Cor Beek were accepted by the Committee. AATOSA via John English also submitted comments on the proposed amendments to the requirements for Grade III Flight Instructors (Aeroplane), namely Part 61, subparts 16 and 17. These written comments were circulated to the Committee. However as the SACAA had not had sufficient time to consider this input from AATOSA, a decision on these particular subparts were held over. The remainder of the Part 61 proposals were **approved**.

Amendments to CAR and CATS 139.02.7, 139.02.22, 139.02.33 and 139.02.34. These regulations relate to airport fire fighting requirements and fire training requirements. At the previous CARCOM, it was decided that the above-mentioned proposals should be work-shopped with the Industry. As reported in the last CAASA Newsletter, this workshop was held, and various inputs by CAASA and ACSA were considered. At the workshop it was agreed that a revised draft of the proposal would be circulated to CAASA and ACSA, prior to the proposals going back to CARCOM. This did not happen. ACSA therefore requested at the CARCOM meeting that a decision on these proposals be **held over** to allow ACSA and CAASA to see whether the changes required had been incorporated into the proposals.

Amendments to CAR 141.02.1 to 141.02.9 and 141.02.15 to 141.02.16. These proposals were work shopped between the ATNS and SACAA and then scrutinised by CARCOM at the end of last year. Thereafter, for some reason the secretariat omitted to put these proposals on the CARCOM agenda for a decision. These proposals were placed back on the CARCOM agenda for the 6 May meeting. After much discussion and at the request of ATNS, it was decided that the proposals needed to be further work shopped and republished.

Amendment to CATS 121.03.6 A. As has previously been reported in this newsletter, at the CARCOM Meeting on 25 February, CAASA proposed an amendment to current Technical Standard 121.03.6. This proposal suggested that the aircraft MCM weight category delineating the requirement for flight crew proficiency checks be increased from 5700kg to 45 000kg's in line with Canadian practise. After discussing the proposal in depth, the Committee decided to refer the proposal to a work group.

At the workgroup meeting, CAASA presented a revised version of the proposed amendment. The revision to the proposal consisted of (i) a deletion of any reference to an MCM weight category, (ii) the removal of the requirement in Technical Standard 121.03.6 paragraph 2 sub paragraph 1 and the repositioning of this requirement in the body of the regulations, and (iii) the deletion of sub paragraphs (2) and (3) of technical

standard 121.03.6. The workgroup agreed to all the changes proposed by CAASA. The amended proposal was before CARCOM on 6 May. Unfortunately, prior to the CARCOM meeting ALPA-SA requested that the proposal be withdrawn as ALPA wished to furnish input on the CAASA proposal. CAASA agreed to ALPA-SA's request and the proposal was withdrawn for further work shopping.

The following proposals of interest were up for "scrutiny"

Amendment of CAR 108.02.1 (Duties of regulated agent). This proposal was not approved by CARCOM for publication.

BLOEMFONTEIN ROADSHOW: NEW TEMPE AIRPORT : 8 MAY

The CAASA Roadshow visited Bloemfontein on 8 May to communicate to the Bloemfontein GA fraternity what the Association and its affiliates are currently doing to promote and protect commercial aviation. Thanks to the diligent organisational efforts of the legendary Kassie Kasselmann, the meeting held at the New Tempe Airport Club house was very well attended. From the meeting it was clear that there is visible support and enthusiasm in Bloemfontein for the various CAASA initiatives and positions. Our sincere thanks go to Kassie and his team for organising this most enjoyable and worthwhile function.

GASI MEETING: 11 MAY

Unfortunately, due to the ATNS Permission consultation which took place at the same time as the GASI Meeting, I was unable to attend same. Marc du Plessis of AMOSA represented therefore CAASA and AMOSA.

However with respect to CAASA's undertaking to the GASI to assist with the development of Human Factors training requirements for Single Pilot Operations, it must be reported that CAASA has extensively researched the Australian requirements for this type of training. The results of the CAASA research have been referred to members of the AATOSA EXCOM for advice as to whether the Australian requirements can be adapted for use in South Africa. CAASA is still awaiting the input from AATOSA.

NASCOM: 14 MAY

The following issues of importance were discussed at NASCOM:

- 1. SACAA design of VOR Cloud Break procedure for Ladysmith.** The SACAA presented a VOR cloud break procedure that they have designed for Ladysmith. It is expected that this procedure will be published in the next AIREC. **Note from CAASA:** The SACAA PANSOPS Section needs to be commended for the extra work and effort expended on designing this procedure. **Thank you.**
- 2. FAJS CTR Violations.** The ATNS reported that the airspace violation situation at FAJS YNS presented an application to amend the FAEL TMA to better facilitate instrument let downs. CAASA together with the other NASCOM members approved the application.
- 3. Withdrawal of FAD 190.** The ATNS applied to NASCOM to withdraw FAD 190 and replace this training area with new flexible training areas to be made available by the East London ATC Tower. CAASA voiced its concern that the approval of the withdrawal of FAD 190 could set a dangerous precedent with respect to the relocation of FAD 58 and that it was not in favour of this concept. The SACAA also indicated that it had some concerns regarding the concept of "flexible training areas. The withdrawal application was postponed for further deliberation at the next NASCOM Meeting.
- 4. Decommissioning of HS and KS NDB's.** The ATNS applied for the decommissioning of the Kroonstad and Harrysmith NDB's on the basis that they could no longer be maintained. The Committee approved both applications with the request that the SACAA put in place GPS designators as and when required.

DURBAN METRO MEETING: 20 MAY

See CEO's Message above for report of what transpired. CAASA would however like to thank Tom Chalmers for providing the transport between Durban International and Virginia Airport for those of us who travelled to Durban for the meeting.

SCORR WORKGROUP MEETING: 25 MAY

On Monday 25 May, the SACAA's Special Committee on Regulation Review (SCORR) held its first workshop to consult with Industry on proposed changes to Parts 121, 135, 91 and the development of a new Part 93 for Corporate Aviation. Invitations to attend the workgroup were issued to the main aviation stakeholder bodies such as CAASA, ANSO, ALPA and AASA etc to ensure that the consultative forum was not too unwieldy. The objective behind the first meeting was to give the Industry a general idea of what changes were proposed with respect to Parts 121 and 91. Mr Keith Hummel presented the Part 91 changes and Mr Marlin Penner the Part 121 amendments. During the course of the presentations, questions were allowed from the Industry. From what was presented, it is clear that many new requirements will be incorporated into Parts 91 and 121.

At the start of the meeting CAASA, requested the SACAA to provide the "Guiding Principles" that were informing the regulatory review process, which the SACAA undertook to do. It was also decided that the first Part 121 workgroup meeting would take place on 19 June and a separate Part 91 meeting was scheduled for 26 June 2009. This is when the consultation work will commence in earnest.

GENERAL ANNOUNCEMENTS

Coming into operation of the Civil Aviation Bill. CAASA has been advised that the President has signed the Civil Aviation Bill into law as Act No 13 of 2009. The DoT and the SACAA are now deliberating as to which chapters of the Act will come into operation immediately and which chapters will only come into effect later.

ANSO Conference. As mentioned in my CEO Message above, the ANSO inaugural conference will be held at the Indaba Hotel on 3 June 2009. The theme of the conference will be "A place for Non-Scheduled Operators?" The keynote presentation at the conference will be given by the Commissioner for Civil Aviation, Captain Colin Jordaan. There has been large scale interest in the conference and more than a 100 persons have registered to attend the conference. This promises to be a record setting turnout for a General Aviation event. CAASA would like to take this opportunity to thank the following organisations for their generous sponsorship of the conference; Dennis Jankelow and Associates, The South African Civil Aviation Authority (SACAA), The Air Traffic and Navigation Services Company (ATNS), FJC Aviation Consultants, National Airways Corporation, Denel Aviation, ExecuJet SA and Medair. Your support for Commercial Aviation in these difficult times is much appreciated.

AMOSAS Letter to the Commissioner. Although there has been a visible and massive improvement in the quality of service provided by the SACAA to the industry, some concerns in this regard still exist- especially in the maintenance environment. Various concerns regarding the manner in which the SACAA regulates maintenance have been referred to the AMOSAS EXCOM for attention. These concerns have been formulated into a letter which has been addressed to the Commissioner for his attention. AMOSAS has also requested a meeting with the Commissioner and Senior Management of the SACAA to discuss ways to resolve the problems identified. Feedback on this issue will be provided in the next CAASA Newsletter.

RESTRICTION ON AIRSPACE FOR CONFEDERATED CUP GAMES:

Private and chartered flights around host cities for the Confederated Cup will be prohibited because tough airspace restrictions will be enforced. Such flights will be prohibited within a radius of 80km of all the four host cities.

Only scheduled airlines will be allowed entry to the host cities' airspace from midnight on 13 June to midnight on 28 June, when the Cup ends. These are some of the security measures announced by the CAA, to avoid a negative impact on the day-to-day operations of the aviation sector. The affected airports in Gauteng are ORT, Lanseria, Rand and Grand Central, and others include Bloemfontein and Pilansberg. The CEO, Colin Jordaan, said an 8km radius within the stadiums precinct will be restricted to private aircraft at least two hours before

and one hour after each match. Anyone wishing to fly within the restricted zones will have to obtain authorisation at least two days before doing so.

TRANSNET SELLS TRAIN AND PLANE SERVICES:

Transnet has sold the luxury Shosholozza Meyl train to the Passenger Rail Agency of SA for an undisclosed amount, and has disposed of SA Express to the department of public enterprises for R140 m.

Transnet received an amount of R500m for net operating costs on the rail service, and was also reimbursed for about R336m it had advanced to SA Express.

WORLD CUP 2010:

1. Plans to ease airport congestion:

Thousands of European fans travelling to the Fifa World Cup next year will disembark at OR Tambo Airport, as part of a plan that will see specific nationalities directed to “hub” airports around the country, to ease congestion during the competition. ORT will be the main hub, receiving most of its visitors from Europe, whereas fans from the Americas will be directed into Cape Town and Middle East and Asian visitors will fly directly into Durban, according to the Minister of Transport, Jeff Radebe. Besides easing congestion, this will ensure that all infra-structure is well used.

He said they have split spectators from different countries into the mode of transport they will need, and they know what they will be using to reach specific matches. This would form part of the information on some tickets.

ACSA spokesman Bongani Maseko said that the deadlines for completion of the La Mercy airport were “tight”, and specialists from Germany had been contracted to assist ACSA with the move. He said the old airport would be used as a parking area for aircraft during the World Cup. Over 32 000 fans were expected to arrive for the 26 June semi-final in Durban and he was concerned about aircraft capacity. The scheduled number of seats a day for Durban is 8 000 so they are making representations to airlines to ensure sufficient capacity. However, it would be more difficult to move passengers out of the Province than in, and they would be dealt with on a “first come, first served” basis.

2. Drones to patrol the skies:

To counteract any security threats, and to help control crowds, the Police Service plans to put drones (unmanned aerial vehicles – UAVs) into the skies during the World Cup. Although they are not yet legal in civilian areas, because of the danger that they might crash into or drop equipment on crowds, but the police believe they will manage to get the law changed before the first kick-off, so that they can be part of the security blanket around the tournament.

The SAPS communications director, Sally de Beer, said that they are evaluating which UAVs are available, and plan to buy them by the end of this year. Apparently they have a choice from three different SA companies. In reply to comments from civil aviation experts that it was illegal to fly drones in civilian rather than military air space, she said that she understood the CAA has a draft policy in place and they will have to make an application to the working committee to use the UAVs. They are aware of all necessary processes and safety precautions, and will comply with them.

OPEN SKIES POLICY BENEFITS PASSENGERS:

The year old Open Skies aviation pact, which resulted in partnerships such as Delta Air Lines with Air France, has resulted in lower fares and improved schedules, despite airlines bucking global economic head winds, and it now costs about as much to fly to Europe from the East Coast of the USA as to the West Coast.

Business class passengers are better off than those in economy class, and the \$10 000 business class tickets and \$15 000 first class tickets of a few years ago have dropped to almost half those prices.

Airlines agreed that the Open Skies pact, which ended limits on airlines flying between the US and Europe, and opened Heathrow to all US carriers, has yielded broad benefits since it came into effect on 28 March 2008, with better fares, frequencies, scheduling and product.

Since writing the above, Delta has announced that it will be operating a non-stop flight between ORT and Atlanta.

ORT EXPENSIVE PARKING NOT SO SAFE:

On returning recently from an overseas trip of five days, a Pretoria man was horrified to find that the wheels had been stolen from his car, which he had left in a supposedly secure area at a cost of R95 per day.

“As if it was not enough that I had suffered a loss and was left stranded with no transport home, security guards told me to get out of their office as my loss was none of their business”, he said. However he received better treatment from the police, who said they had found his wheels lying in the middle of the road, after they chased down the thieves at the weekend.

Even though Nothemba Noruwana of ACSA maintains that the parking is still safe, the man from Pretoria would argue the point.

IT PAYS TO TRAVEL LIGHT!

In one more instance of “skinning” passengers, American Airlines and United Airlines are now charging to check in bags on their flights, with officials saying they are keeping a closer watch on how much carry-on baggage passengers take on board to avoid these fees. The airlines say that the policy comes from the FAA, not the industry, and they have an obligation to keep people from sneaking bulky bags onto planes, which is unfair to honest, fee-paying travellers, and overloads the overhead bins. People accustomed to boarding with a large roller case might find themselves handing over \$15 (about R145) before they get through security.

Continental Airlines have hinted that they might also add a bag charge if passengers are not scared off, and are watching the situation.

RECORD BROKEN:

We offer belated congratulations to veteran SAA pilot Charles “Chalkie” Stobbart for breaking Alex Henshaw’s 70 year-old record by flying from Cape Town to London and back in his Osprey GP4 aircraft. The old record was four days, ten hours and sixteen minutes, which Chalkie broke by some seven hours.

NEWS IN BRIEF:

1. After enjoying an unprecedented boom over the past few years, the financial gloom has descended on Dubai, and many of the current building projects have ground to a halt, including the construction of Concourse 3 at the Dubai international Airport. As a result Murray & Roberts have lost out on a R5 bn contract.
2. Qatar Airways' economy class has again been voted the best in the world, having scooped several awards in the annual Skytrax passenger survey, and its cabin crew named the best in the region for the seventh year running. The airline saw its rankings rise three places to fourth best in the world. More than 16 million passengers from over 95 nationalities took part in the survey.
3. The new face scanners in use at some international airports are working at such a low level of efficiency that they would be unable to tell the difference between Osama bin Laden and Winona Ryder as they have been re-calibrated. Faces that are shown to have only a 30% likeness to their passport photographs can pass through.
4. When the pilot of a twin-engine plane carrying six people died shortly after take-off from Naples, Florida recently, an air traffic controller helped a passenger bring the plane down by calling a friend in Connecticut who knows the King Air plane, and relayed instructions to successfully land the aircraft.
5. As if airport taxes are not already high enough, Luton Airport in the UK is planning to charge motorists a £1 "kiss and drop" fee, which will allow them to spend 10 minutes in a refurbished drop-off zone. The levy will be enforced by barriers that will take payment as the driver leaves. This new fee comes into effect this month.
6. Paragon Space Development Corporation has unveiled what it calls the first step towards growing flowers, and eventually food, on the moon. Its "Lunar Oasis" is a sealed greenhouse that looks like a bell jar, encased in a 46 cm tall triangular aluminium frame and is designed to safely land a lab plant on the lunar surface, and protect it while it is growing. This should be a big improvement on the freeze-dried powders and semi-liquid pastes of decades ago.
7. Dubai already has the QE2, the world's fastest cruise ship, and now is bidding for BA's last Concorde – Alpha Bravo. It remains to be seen whether BA backtracks on its promise to put the plane on public display at Heathrow, and instead cuts it up for transport to the Gulf, where a consortium is planning to turn it into a tourist attraction. Six of BA's seven Concorde went to museums, and an Air France one stands proudly at Charles de Gaulle Airport, while another is preserved at the Paris Air and Space Museum.
8. A pilot who landed his four-seater aircraft on a golf course. so his son wouldn't be late for a tennis lesson, has been sentenced to 18 months of court supervision!
9. The CEO and a cabin crew of Air New Zealand stripped off for an advert to show the airline "has nothing to hide", unlike low-cost airlines which impose a range of extras ranging from luggage, check-in charges, in-flight drinks and debit card fees.
10. A Turkish Airlines domestic flight was recently forced to return to Konya to make an emergency landing when a flock of birds hit its engines. Two injured people were treated at a hospital.

Does this constitute a near-miss bird strike?



To raise a smile: In a Copenhagen airline ticket office a notice read “We take your bags and send them in all directions”!

Oh no, not those flocking birds again!!!