



ANSO PRESIDENT'S REPORT 2018: MR JUSTIN REEVES

Dear ANSO Members,

There never seems to be shortage of challenges for ANSO to address in our industry.

Part 93 (Corporate Aviation Operations and High-Performance Aircraft)

I was inspired late last year by what can be achieved when industry and the regulator work together towards of common goal of safety (and sanity!) and as Mike Clark said in the previous President report, a very successful workgroup reworked the highly topical Part 93 and left the corporate and business aviation operators on a high. Regrettably, at the time of writing this report, much of that work is yet to bear fruit ten months after the workgroup sat. Whilst the proposed amendment has been approved by CARCom, it has sadly lost the good momentum that it gained and has since stalled at the Department of Transport awaiting ministerial approval and promulgation. The current exemption letter that allows corporate operators to continue operating without having to comply with overly restrictive regulations expires 31 July and since it has already been extended from 6 to 12 months, the regulations don't permit the DCA to extend it by a further 6 months and ANSO along with industry are yet to receive any clarity from CAA on how it intends on addressing the matter if the amendment is not yet promulgated before the imminent expiry of the exemption. It is also noted with concern that Minister Blade Nzimande is yet to pass any new or amended regulations into law and we are monitoring the situation closely.

Licencing Council

The domestic and international council's members have been replaced and reshuffled and continue to receive mixed feedback, however the sentiment from many operators (including myself) is that there appears to be a new sense of urgency to catch up with the indefensible backlog created by the previous council members. We hope that the respective councils will continue to cut down the backlogs and also that they will not only focus on one aspect when considering applications but rather look at all the important and relevant aspects that make up a safe, reliable and financially secure operator.

Part 139 (Aerodromes and Heliports)

It appears that all (or at least the vast majority of) parties are pleased with subparts 6 of Part 139 which now only requires that all airfield operators register their airfields (not license) annually which is a very simple process of providing the CAA with basic information (coordinates, runway surface, length, etc.). It is unlikely that this process will have any negative impact on operations and will hopefully allow aircraft operators better access to accurate airfield information in general. Subpart 5 is still to be extensively worked upon by the SACAA and the industry.

Placement of Aircraft onto AOC's.

Whilst there has been an improvement in certain administrative processes at CAA, operators still have no clear timelines or turnaround times that are published and followed in terms of adding aircraft onto Ops Specs, approvals of MEL's, AMP's, etc. There are reports from certain operators that they receive approvals of manuals within a matter of one or two days, while another operator may submit an identical document and will receive multiple queries and need to make numerous changes to the document over a period of many weeks before receiving approval. Kevin Storie, COO of CAASA, has been instrumental in addressing a number of issues with senior management at SACAA with positive results. A number of MEL's that have been pending approval for up to 68 months have recently been approved and we hope this is a sign of more good things to come from SACAA in addressing backlogs and generally slow administrative processes that cost industry millions in lost revenue. CAASA's OPSCOM continues to work with SACAA management to address inefficiencies and to assist in finding ways to streamline and speed up processes.

Looking forward, I would very much like to work closely with our members to find ways for ANSO to leverage its position to bring more value to its members. Through our thirty-three current members I believe we should be collaborating to share information that could enhance safety and potentially drive down operating costs that will allow our members to compete better in the marketplace to drive competition and contribute towards our bottom lines. Initiatives include sharing data such as airfield risk analyses and incident reports with the aim of mitigating risk for all members, sharing data from Safety Management Systems (SMS) enabling us to identify risks and trends sooner to enhance safety. In terms of cost reductions, we should explore negotiating group rates for crew and staff accommodation, transport, training, etc. with hotel chains, rental agencies and so forth for our members. This could potentially be extended to include insurance products such as loss of license, ERP / crisis management services, etc. I believe there is a lot of value that we can unlock for our members if we are willing to share information and pool resources and buying power.

In closing, there is always much to do and we rely on our members' invaluable contributions at committee meetings. We regrettably had to cancel our most recent meeting earlier this year after failing to make a quorum, and I appeal to our valued members to please try to send a representative from your company to attend meetings or alternatively to give another ANSO member your proxy which will allow us to create a quorum and maintain the momentum that we gathered in 2017.

ANSO has benefited greatly through its affiliation with CAASA and I would like to thank the whole CAASA team for their tireless support (and patience). We look forward to continuing the good work and continuously improving our industry.

Regards,

JUSTIN REEVES
PRESIDENT ANSO