



ANSO PRESIDENT'S REPORT 2019: MR JUSTIN REEVES

As the end of my second term as President of ANSO draws to a close, I am grateful for many things. Grateful for the support that I've received from our members, grateful for the great new relationships that I have formed and grateful to be part of a wonderful aviation community.

The associations' work (both ANSO and CAASA) is never-ending and at times one feels you have not accomplished enough, but when you pause for a moment to take stock you realise that we have collectively made good progress on a number of important issues. There is mixed feedback on the ongoing items that we have worked on over the past year.

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

I'm very pleased to advise that since my last report, the long-awaited major amendment to Part 93 was promulgated and is now in effect. One of the most significant changes to the amendment is the applicability of Part 93, which now only applies to certain corporate operators operating three or more aircraft, of which at least two are turbine-powered aircraft or weigh above certain thresholds for fixed and rotor-wing respectively. It furthermore excludes aircraft sales organisations who were previously included in the applicability. High-performance aircraft have also been excluded from Part 93 and have moved back to Part 91 where we believe they belong. The relief granted by this major amendment to the regulation is mostly due to the wonderful cooperation between our regulator and ANSO / CAASA. If the regulator and industry can replicate this cooperation more often, who knows what we would be able to achieve for our industry.

Licensing Councils

Operators have seen a remarkable improvement in the turnaround times from the Air Services Licensing Council (commonly referred to as the Domestic Licensing Council) to the extent that CAASA wrote a note of thanks to commend the new council members for their efforts to catch up on the backlog that has been the norm for many years. On a personal note, I can also say that the company I work for has recently had a good experience with the International Air Service Council and I sincerely hope that we can expect consistently good service from our respective councils for the foreseeable future.

Placement of Aircraft onto AOCs.

For many of our members, adding new aircraft registrations and especially new types to their Ops Specs can become an administrative minefield that can become disheartening. I have personally dealt with some wonderful folks at the CAA who are very willing and wanting to assist operators, but sadly are unable to expedite the processes due to their high workloads and administrative bottlenecks within the system. I am aware of an operator who waited 18 months to add a new type to their Ops Spec, and the type was one of the smallest and least complex types they are operating. It is hard to comprehend any acceptable reason to justify such a slow and laborious process, and we hope that our regulator will one day soon appreciate the severe negative implications such slow processes have on an already struggling economy. This brings me to the next point.

SACAA Service Level Agreement

An SLA between the regulator and industry is something I sincerely hope will come to fruition in the near future. I received a draft copy of a proposed CAA Service Level Agreement for comment, but I regrettably had no positive feedback on a document which I believe missed the mark entirely. CAA wish to allow themselves unreasonably long turnaround times on critical matters. I am in total agreement with our regulator that operators should be held to the highest standards, as we are responsible for many lives and livelihoods in our everyday operations and we need to have accountability to the public and client that we serve. Similarly, we should also be able to hold our regulator to the highest standards and reasonably expect them to support us to operate not only safely, but efficiently. CAA needs to setup structures that would allow industry to respond much faster to market demands in a fast-paced, dynamic environment. This requires accountability, less red-tape (not more CAA!) and a commitment to serve an industry which makes a significant contribution to the aviation, corporate and tourism sectors. An essential element of success in any organisation is to enable your staff to do their jobs well with little effort; exceptional service shouldn't require exceptional effort. Hopefully the new systems currently being implemented at CAA will do exactly that.

Part 114 (Aviation Security Non-Scheduled Air Carriers)

As mentioned, the association's work is never-ending, and Part 114 is no doubt the next big project to tackle on behalf of our members and industry as a whole. The CAA has proposed a new part to insert in the SACAR & SACATS relating to aviation security for non-scheduled carriers. As boring as regulatory development may sound to some, the wording of the proposed amendment to the SACARs has once again highlighted exactly how important it is that our members engage and be a part of this important task. What CAA proposes in this instance is highly restrictive on all non-scheduled carriers and will no doubt impact upon every single one of our members' bottom lines and in some instances halt certain operations. A small team consisting of Mike Clark (Swift Flite), Estie Serfontein (ExecuJet) and myself have engaged with CAA on this proposed amendment and we still need to do a lot of work to ensure the necessary changes are made before this new regulation is promulgated. We appeal to our members to familiarise themselves with the proposed Part 114 and to comment on the proposed regulations and particularly the

Technical Standards, as we have a golden opportunity to comment and engage with CAA before this regulation is promulgated. We need to avoid repeating the unnecessary stress caused by of Part 93 which required threats of legal action, exemptions and general difficulty. I cannot stress enough the importance of active engagement from our members on this matter, and hopefully the next President's report will have good only good things to write about the successful implementation of a good regulation.

Lastly, I am grateful to be passing the baton to the next President of ANSO. My two terms as President have to some degree flown by, but I am nonetheless pleased that our association's constitution does not allow more than two consecutive terms.

These two years have highlighted more than ever just how much associations such as ANSO and all the CAASA affiliates depend on members and leaders who are willing to dedicate much of their time and energy on matters that are at often central to the very survival of commercial aviation. These individuals volunteer their time and receive no remuneration or sometimes even recognition for the invaluable contributions they make towards enhancing and developing our industry. I will refrain from mentioning names for the fear of omitting anyone, but I am thankful for the support and contributions each and every one of our members and colleagues have made towards supporting me and ANSO over the past two years. I would like to especially thank an amazing team at CAASA. The support they lend to their affiliates and our industry as a whole is invaluable.

I appeal to all the members to consider making small contributions to the association. The old adage goes "many hands make light work" and I've seen how simple a big task can become for the good of all our members when we all contribute in some small way. Contributions could come in various forms of allocating resources from our respective companies such as manpower, finances, giving expert opinions, etc.

I look forward to continuing being a part of this great team and working with and supporting the next President of ANSO.

Regards,

JUSTIN REEVES
PRESIDENT ANSO