



# COMMERCIAL AVIATION ASSOCIATION OF SOUTHERN AFRICA NPC

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## COO (ACTING CEO) REPORT BACK FOR CAASA MEMBERS – KEV STORIE

2022 we hope will be better than the past few years and we are seeing a few positive rumblings in the international and national proverbial jungles. The Zondo commissions', one of three reports, is bringing light on the corrupt activities and hopefully there will be more to come to rid our wonderful country of this scourge and the associated cadres that have been pillaging it seems, at will. In our own SACAA we have read with dismay the findings regarding ZS CAR and hopefully this will kick start a new dawn of responsibility, accountability and a refocus in our industry. We hope to see a truly autonomous AIID that can make meaningful interventions to curb the accident rate.

We have read numerous reports that place the lack of agility and unfortunate regulatory environment at the epicentre of many of the industry growth woes.

So where's the positivity you may ask – in a few departments we are seeing the dawn of partnerships between SACAA and the industry delivering better regulation and meeting each other. The ASLC is about to start operating and we trust they will expedite cutting into the immense back log after almost a year of inactivity – we hope this will also stimulate the DCA to ensure the Appeals committee is reactivated so industry can have an effective recourse if the regulator comes to unfortunate decisions which it does from time to time.

There are a few tenders out to unpack the inhibiting factors facing both the RPAS local environment and that of the regulator. This bodes well for the future.

### The CAASA Office

The physical office may open when required, however with the austerity measures firmly in place the Staff continue to work remotely to reduce the possibilities of contracting covid. The team has ramped up AAD meetings and other "in person meetings" while the SACAA still

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Affiliated Associations: AAA-SA, AATOSA, AMOSA, ASAAT, ANSO, HASA, CUAASA and AADO

Directors: M.D. Clark (President), R.F. Botha, M. Buttle, J.A. Earle, B.L. Frankel, N. Forrester, R.C.H. Garbett, F. Jordaan, G. Kiggen, S. Ledlie, L. Loosen, J. Morrison, Z. Mkhize; S.M Ramosa, R. Rammopo, M. Skenjana, G. van Zyl, C.M. Visser

remains accessible mainly via teams and virtual meetings. Staff have been self-contracting to other companies due to reduced working hours to ensure that they are able to financially survive with the 50 % salary reduction remaining in place while continuing to deliver the full range of services and requirements for members. Basically, the staff are doing double work to ensure they can support their families. The past CEO Mr Leon Dillman accepted a voluntary separation package and contracts back to CAASA on an adhoc basis for AAD matters.

A massive thanks must go to the Louise and Sam for implementing the austerity measures and liaising successfully with members to ensure outstanding funds and current due membership fees are collected and put to good use, to keep the organisation running until a pre AAD payment can be secured has been nothing short of amazing. Also, the support from some directors which have financially aided the organisation with cash flow help must be similarly commended and appreciated.

### **CAASA Board**

The past, where CAASA has 30 odd directors, is unworkable for the modern age and the suggested change to a small board with an active council seems a more viable solution and will result in CAASA being more agile. The suggestion of 4 portfolios headed by a Director each, is suggested. The portfolios suggested are Finance, Marketing, Affiliates, AAD and the President (who will additionally handle the office and staff liaison). We are hoping at the AGM or shortly thereafter, we can move to this new model and adjust the MOI accordingly.

At present the banks requires all directors' signatures to change a simple thing like a bank account.

### **ICASA**

There is an updated MOU agreement signed between the SACAA and ICASA which should see us being able to appoint RTE's again etc. and the closer interaction should see work on the 5G CELL signal effect on navigation and altimeter issues and the SKA issues being better attended to.

### **CARS AMMENDMENT 21**

The 21st amendment for our CARS has been promulgated which has brought into being the new part 141 which all schools should become knowledgeable upon. The provision for DTO's will bring about a new dawn and help save the recreational training industry that was under

threat due to the unrealistic requirements of ICAO level bureaucracy and documentation demands. SACAA heard industry, and Blake Vorster and his team interacted wonderfully in a real spirit of co operation to develop a working environment to protect and re invigorate this area of industry. It can be seen as one of the new examples of the regulator industry partnerships. We look forward to many more.

### **General Aviation Safety strategy GASS**

There have been some streams working well and others that seem to have floundered. The successful streams seem to be based upon the openness to work with industry and use a proper transparent blank sheet approach taking feedback and learning from the past into consideration. Where this has not happened the work streams in some cases have all but failed. The intention is a good one by the practicalities of enabling meaningful participation seems a challenge still. CAASA continues to participate in the well-functioning work streams.

### **Part 135, 139 and security regulations**

The adjustments brought about following the FAA audit has been fraught with unforeseen problems due to the regulations have envisaged effects. The CAASA members have been working significantly in the various workshops to find common ground and mould the regulations to be usable within our country and our unique operating frameworks catering for game parks and the like.

The addressing of the charter operators' requirements and challenges regarding flying to and from bush strips have been consulted upon with SACAA from the security regulations perspective. The SACAA have been investigating providing lower classes of aerodrome licensing. It has been a long path but it seems we are getting to final solutions that meet the requirements of the regulator and industry. Our geographical size and uniqueness of hunting, safaris and lodges brings interesting variable that bake copy and paste of ICAO SARPS and EASA regulations not possible.

### **Alternative CAASA Revenue Sand box exercise**

The ability for CAASA to be accepted by the SACAA inspectors due to SACAA internal requirements has still not been resolved, however it is being addressed by CAASA and we hope to see movement going forward. The passing of Rama Iyer and the void left within the systems employed internally in SACAA took some time and negotiation to reinstate. A similar process where in CAASA can effectively address industry and member matters with SACAA upper management is underway and will once again be known as the CAASDA MATRIX.

The GA RA ILF which seemed like a possible avenue has not provided effective interaction due to its long intervals in meeting and the limited closure of matters raised on the agendas. The CAASA Matrix is a better and more agile conduit to seek meaningful resolution for CAASA members issues which is the backbone of the internal and charter economy in RSA.

The SACAA ILF commitments to many issues dating back over 2 years also do not seem to get full traction, however the forum does provide the regulator a platform to inform industry of what SACAA are busy with.

CAASA AMOSA Dir AIR 2020/002 – Gen date 26 Feb 2020 – this is supposed to be updated with workgroups to be embarked upon internally to find possible solutions for industry.

There needs to be work between SACAA DOT inter-governmental agreements

A 2-year extension has been secured. Thanks to AMOSA for working on this with CAASA staff.

### **General**

CAASA continues to monitor and meet with SACAA/ DOT on all members matters.

CAASA, keeping our eye on the industry for you!

Stay safe and healthy.

Kev Storie

COO (Acting CEO)