

## CAASA AGM CEO REPORT

### OPERATIONAL FOCUS

As you are aware, due to the CAASA financial funding model our reliance on a successful AAD is paramount to ensuring low membership fees compared with the industry norms and other industries.

Also note that due to this significant supplement to our members' fees our return to our operational norms occurred only towards the end of 2022, which is almost a year slower than most organisations post covid and we remain on austerity measures. Our staff with corporate and historical knowledge also moved on and fortunately we managed to keep the core functions working smoothly.

That said, currently with special focus on expenditure and aligning this with our vision articulated late last year, I am sure you have seen some turnarounds. We have restarted our legal fund (which we have already had to use), the newsletter with special focus is something new and we believe well received by our members and others in industry alike, active workings with other industry bodies and legal entities to further the preservation of our industry.

We have had good meetings with the DOT focusing on rehabilitating our engagements, deficient for at least 4 years, and while progress has been slow it has been steady under the assistance of the now retired DDG Zakhele Thwala. We hope that we do not have to start a ground zero with his replacement and do hope to accelerate interactions in areas need significant address.

A slow and inhibited aviation industry does not just negatively affect tourism, business, and commerce – it affects the very need for a large SACAA with the staffing it has and the DOT.

Significant woes that have befallen industry since the installation of the new Air Service Licensing Councils that seem adamant to re look at all licenses in entirety whereas merely post holder changes should be the focus. Their inclusion of BBEEE tea- time rules which they apply with various threats placed to industry also cannot be healthy. CAASA is focusing on this as an area to engage to ensure more efficient and user-friendly interactions with the DOT this year.

We note the long-completed draft of the proposed vital to industry remains in limbo while the DOT develops a policy.

Engagements with the regulator have overall been successful and we believe we are entering a new era of positivity, that said it is needed, as there remain significant focal areas that have not been successfully attended to especially in the ASO division. While things do move slowly in the regulator due to internal procedures and in our opinion excessive reliance on legal interpretation, we believe with focus and industry assistance the regulator can streamline many growth-critical processes and logjams that would make significant advances in productivity and meet their customer centricity drive objectives.

#### Various matters

- The 12-year overhaul issue for perfectly serviceable aircraft where new technology can keep these aircraft operating safely and economically was tackled and interventions were achieved moments before having to resort to the courts. I also created the rebirth of AWAC due to the unfortunate retraction of a much-needed AIC.

- Regulation by TGM has for the most part been eradicated with successful assistance of the regulator's upper leadership and when it appears in pockets it is dealt with.
- The SLA or as industry prefers Service level standards need constant overhaul and adjustment especially with the addition of new systems and performance against them monitored by the regulator, DOT and industry must be regular and continuous. Good service breeds the culture we need. We wish for the regulator to be one of the top 10 regulators in the world put forward by our industry.
- The need for industry regulator "thinks-tanks" focused on practical and implementable outputs must be fostered more regularly so the goals are united goals.
- ANSO issues remain the holy grail area where head way has been tardy despite assurances from the leaders of ASO. Simply when South Africa can place an imported aircraft onto an AOC faster than the USA where 6 weeks is the norm with the same documentation the USA accepts (note we are all ICAO compliant and our regulator is FAA audited), then if done consistently we will have achieved our end goal.  
If the regulator looks at their register based on aircraft of value, they must realise what has been lost and what needs to be replaced if we are to remain a leader in aviation Africa.
- Caasa regularly highlights areas across the regulations where consistency of implementation of the regulations and interpretation of the regulations remains a challenge.
- Assisting in reporting and the enforcement against people and organisations by the regulator is fully supported by CAASA and we only have one minor wish that the report back and highlighting the success of the effective enforcement is more widely shared. Consequence is the bedrock of ensuring correct actions – industry needs to hear about and support the consequential actions taken for those that do not wish to play with the same rules that underpin our freedoms.
- The TWAS matter was successfully workshopped with the regulator and praise must be given to this team at SACAA that listened, interrogated, and found a way to accommodate industry while still aligning to ICAO.
- The Soon to commence next installment of the FDR issues with a similar team we hope will be as successful and ensure we can keep our aging fleet with unique – purpose specific aircraft actively delivering service to our country and beyond economically.
- The part 91.07 3 issues that ultimately became problematic due to the part 139 sub part 5 developments has an interim solution in the form of an exemption but in time we believe will accommodate the needs of our aviators – this department is proactive in its interactions with industry and works well finding solutions in robust yet fruitful interactions.
- The work done behind the scenes in the Pel department, while sometimes not always to our liking, is comprehensive and while we may not see eye to eye, we do get results and closure on most matters. We believe that the ICAO licensing should be where the regulator focuses and should hand back the non-ICAO as the regulators do the world over to outside organisations uniquely focused and skilled in these areas driven by passion not economics.

So, to end off

CAASA is financially sound – it could be better but compared with a few years back – it proves what can be done with little.

We have an excellent team – my sincere thanks to my right-hand stalwart Melissa whom keeps the wheels pointing in the right direction and also the numerous affiliate presidents that put in tireless work in their areas of expertise – CAASA is strong and will remain a firm foil at times against the regulator and the DOT but also should they work with us proactively an immense fountain of support

and expertise to them as well. The regulator has a job to do – it's our job to challenge them to do it for the benefit of the clients, without understandable overreach and with meaningful dialog.

That path we are on.

Our board and especially members of the board noting specifically past presidents– advice, guidance and historical knowledge is vital of which you give freely. Thank you.

To our in-office president Johan with your focus on AAD, it is valued and appreciated.

Additionally, on aligned areas working with BARSAs, AASAs, IATA, AeCSAs and AWAC (excuse me for any not mentioned by name) with the focus and efficiency these organisations bring and their global commitments and focused memberships – we believe we will harness the combined skills to make South Africa a leader in aviation again.

Just read any CARCom minute for the activity and presence CAASA has and continues to have.

Outspoken but we believe fair.

United we stand, divided as a nation we will fall.