



SINCE 1944

## 79<sup>th</sup> ANNUAL GENERAL MEETING

### INDEX

<b>Agenda.....</b>	<b>Page 2 - 3</b>
<b>Minutes of the 78<sup>th</sup> Annual General Meeting.....</b>	<b>Page 4 - 6</b>
<b>ASAAT President’s Report.....</b>	<b>Page 7 - 8</b>
<b>AMOSAs President’s Report.....</b>	<b>Page 9 - 10</b>
<b>AATOSA President’s Report.....</b>	<b>Page 11 - 12</b>
<b>ANSO President’s Report.....</b>	<b>Page 13 – 14</b>
<b>AADO Presidents Report.....</b>	<b>Page 15</b>
<b>CUAASA President’s Report.....</b>	<b>Page 16 – 18</b>
<b>HASA President’s Report</b>	<b>Page 19 – 20</b>
<b>CAASA CEO Report.....</b>	<b>Page 21 - 24</b>
<b>CAASA President’s Report.....</b>	<b>Page 25 – 26</b>



## **AGENDA**

### **AGENDA FOR THE 79TH ANNUAL GENERAL MEETING OF THE COMMERCIAL AVIATION ASSOCIATION OF SOUTHERN AFRICA TO BE HELD ON THE 9<sup>TH</sup> OF FEBRUARY AT 10:00 AT CAASA HOUSE, LANSERIA INTERNATIONAL AIRPORT**

1. Opening of AGM by Kev Storie (MC)
2. Welcome by the President of CAASA:
  - 2.1. Attendance Register
  - 2.2. Quorum
  - 2.3. Announcements
3. Approval of Agenda
4. Confirmation of Minutes of the 78th Annual General Meeting held on 31st MAY 2023
5. Membership Fees:
  - 5.1. Announcement on Fees for 2024
6. Reports:
  - 6.1. CAASA Presidents Report – Mr Johan Nell
  - 6.2. Affiliate President's Reports: (Included in Meeting Pack, will not be presented at AGM)
    - 6.2.1. ASAAT
    - 6.2.2. HASA
    - 6.2.3. AMOSA
    - 6.2.4. AAA-SA
    - 6.2.5. AATOSA
    - 6.2.6. ANSO
    - 6.2.7. CUAASA
    - 6.2.8. AADO
  - 6.3. CAASA CEO Speech– Mr Kev Storie
7. CAASA Financial Reports:
  - 7.1. Audited Financial Statements of Feb 2023

- 7.2. Adoption of Audited Financial Statements.
- 7.3. Appointment of Auditors.
- 7.4. Revised Budget and Cash Flow (Discussed at meeting)
- 7.5. Presentation of the CAAI (By Dr Fanie Joubert and Concise Economic Overview Dr Roelof Botha)
8. AAD Presentation by Nakedi Phasha AAD Expo Director)
9. General.
  - 9.1. \_\_\_\_\_
  - 9.2. \_\_\_\_\_
10. Closing AGM Remarks by the President of CAASA.

**AGM IS CLOSED**

**CAASA EXCELLENCE IN AVIATION AWARDS TO TAKE PLACE.**

**LIGHT LUNCH TO BE SERVED.**

**MINUTES OF THE 78th ANNUAL GENERAL MEETING (2022) OF THE COMMERCIAL AVIATION ASSOCIATION OF SOUTHERN AFRICA HELD ON 31 MAY 2023, AT CAASA HOUSE**

**WELCOME ADDRESS BY THE PRESIDENT:**

The President Mr J. Nell welcomed all the Delegates and declared the meeting open at 10h02.

**Attendance Register:**

President:	Mr J. Nell
COO:	Mr K. Storie
Meeting Secretary:	Mrs M. Sewgolam.

**Apologies:**

A record of apologies is noted.

Absent without apologies were noted.

**Quorum:**

Mrs M Sewgolam confirmed that a quorum was present for the AGM to proceed.

Announcements: This AGM is for the financial year 2022

**AGENDA:**

The agenda accepted without any further changes.

**CONFIRMATION OF MINUTES:**

The Minutes of the 77th Annual General Meeting of CAASA were confirmed and approved by all members. Matthew Buttle and Shaun Ledlie

**MEMBERSHIP FEES:**

Announcement of Fees for 2023

As decided by the CAASA Finance Committee and the CAASA Board of Directors, there will be an increase in fees for 2023. The new membership fees were distributed in December 2022.

**REPORTS:**

The CAASA President, Mr J. Nell read his report.

The Presidents of the respective Affiliate Associations Annual Reports was shared as sent out to all members.

The COO report was made available in the AGM email.

Kev Storie presented his Report on CAASA and a way forward.

#### FINANCIAL REPORTS:

##### Audited Financial Statements for 2022

The Audited Annual Financial Statements were presented by Mr J. Morrison, CAASA's Finance and Audit Committee Chairperson.

##### Management Accounts February 2023

The Management Accounts were presented by Mr J. Morrison.

##### Projected Cash Flow

The Projected Cash Flow was presented by Mr J. Morrison

##### Adoption of Audited Financial Statements

The Audited Financial Statements were adopted and approved by all members.

Appointment of Auditors: It was unanimously agreed that the services of Erasmus Steyn Incorporated will be retained for 2023.

#### CONFIRMATION AND ELECTION OF DIRECTORS:

Confirmation and Election of New Directors: Mr K. Storie informed the meeting that all directors will remain until the special meeting is held. At the next meeting there will a need to relook at the Directors

The Ex-Officio Directors (Presidents of the Affiliates) were confirmed as follows:

AAA-SA: Mr R. Rammopo.

AATOSA: Mr S. Ledlie.

ASAAT: Mr Colin Visser.

ANSO: Mr Vaughn Grunberg

AMOSAS: Mr Sean Murphy.

HASA: Mr S. Sewgolam.

CUAASA: Mr S. Reitz.

AADO: Mr F. Jordaan.

**ADDITIONAL ITEMS**

No additional items.

**GENERAL:**

There was a question regarding the stolen funds at AAD and if it will be recovered.

The matter is with the court and feedback will be communicated J Nell.

Awards and recognition for the following people:

Reinie Guldenpfennig: Contribution to CAASA/AMOSAs and industry

AAD Interns (Samukelo Phenyane, Bongeka Msibi, Thando Sithole

Sam Keddle: Exceptional service provided to AAD 2022

Louise Olckers: Exceptional service provided to AAD 2022

Kev Storie: Exceptional service provided to AAD 2022

Johan Nell: Exceptional service provided to AAD 2022

**CLOSURE BY THE CAASA PRESIDENT:**

The President noted that the next AGM will be communicated later in 2023.

The President took the opportunity to thank all for their valuable time and adjourned the meeting.

**CONFIRMATION OF MINUTES THE 78TH ANNUAL GENERAL MEETING OF THE COMMERCIAL AVIATION ASSOCIATION OF SOUTHERN AFRICA.**

**(J. Nell)**

**CAASA PRESIDENT**

**(K. Storie)**

**CAASA COO**



### **ASAAT PRESIDENT'S REPORT 2023: MR COLIN VISSER**

As we reflect on the changes that have occurred within our businesses and industry, we can see that the year started tentatively after the slow growth during the previous year, and increased in momentum as we committed to building on the foundations that carried us through the previous few years.

Businesses stabilised and blossomed despite the continued political and economic decline which has seen a weakening of the Rand, which has such a profound impact on our local aviation industry.

ASAAT's aircraft sales and consulting services are active as we continue to engage with clients within the region and see a growth in services, both scheduled and un-scheduled. We have seen increases in corporate and commercial operations in the region.

We need to continue to capitalise on the opportunities to contribute to the growth of aviation within the Southern African region.

We continue to experience a loss of expertise in aviation in South Africa, as many pilots and engineers have moved due to aviation growth world-wide. This is encouraged by global advancement prospects, remuneration and national instability.

I thank the ASAAT members who have worked in conjunction with other affiliates within CAASA to assist in addressing concerns with the regulator.

CAASA members (those are the individual's organisations who are committed and involved in the aviation industry) need to keep encouraging colleagues in the industry to engage with national, regional and international regulators regarding safety and security issues in all areas of aviation.

We live in a post-lockdown world where people have become isolated and hesitant to engage with the world around them. We need to continue to use the opportunities that have materialised during the past year to encourage renewed vision for personal, corporate, and social development to prepare for growth possibilities that are still to come.

Thank you for your continued support and trust that you have shown me during the past year.

Dr Dave Martin, an American business consultant and motivations speaker gives this advice: “It doesn’t matter how good or bad things currently are – the rest of your life can be the best of your life!”

I believe we can achieve this together as we support each other through CAASA.

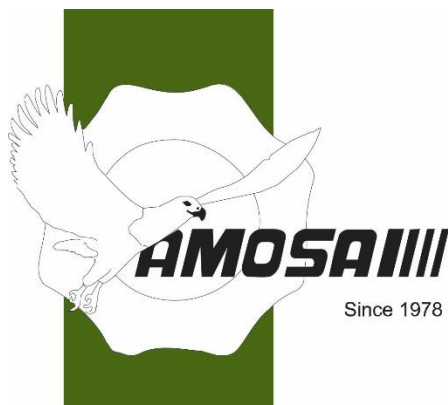
Closing thought: “If plan A fails, remember there are 25 more letters.”

Regards

**Colin M Visser**

**President ASAAT**





### **AMOSA PRESIDENT'S REPORT 2023: MR SEAN MURPHY**

2023 has once again been an active year for AMOSA and has seen an increase in members becoming active in assisting the current volunteers. The AMO industry is continuously experiencing new interpretations of existing legislation and we thank the members when they inform AMOSA of these interpretations as they occur, so we may resolve the issues at the CAA. Without the members help, expertise and feedback, AMOSA would not exist.

The continued development and custodianship of the CAL CAASA Liaison meetings has been a positive for the industry. These meetings act as "neutral ground" for communications, between the SACAA and the AMO industry, and have been instrumental in resolving issues arising and is very well attended by AMOSA members.

Various issued evolved during the year which were resolved quickly but one issue that brought various elements of CAASA & AMOSA together was the current temporary relief regarding 12-year piston engine overhaul, an issue that still is reaching a conclusion

Regulatory change that AMOSA is involved with SACAA includes.

Away from base maintenance.

Quality Assurance management.

Issues still being negotiated include.

Type rating examinations at SACAA.

Conclusion prior to expiry of current relief received include.

Overhaul of Class II components at foreign facility.

FDRs.

TAWs.

I would like to thank the president of CAASA and members for their on-going support and assistance whenever it was asked. A special thanks to Kev and Melissa who act as the eyes, ears and often terriers of CAASA and without whom the industry would be a more difficult place to operate.

**SEAN MURPHY**  
**PRESIDENT AMOSA**



### **AAA-SA PRESIDENT'S REPORT 2023: MR RAMPA RAMMOIPO**

The association, through its President and contributions from its members, participated in various industry forums during 2022/2023 to advance the interest of its members and industry as a whole. These included, amongst others, the following:

- Thorough review of proposals for the amendments to the Civil Aviation Regulations (CAR) and particularly Part 139.
- Participation in various workshops for the amendments to the National Aviation Security Program; and proposals for the amendments to CAR 187.

Some of the association members were selected by SACAA to form part of the ICAO USOAP CMA Audit which took place from 22 March 2023 to 03 April 2023. SACAA achieved the final 91.1% Effective Implementation, and no Significant Safety Concerns were raised by ICAO.

During the year SACAA also took over from SAWS the complete control of the Meteorology Service Oversight Function. The licence audit of AAA-SA members and other aerodromes will now incorporate this function.

During the period under review we, together with other CASAA members, experienced challenges with the radio telephony licencing process within ICASA. SACAA was therefore requested to intervene by engaging ICASA on this matter and as provided for in the MOU concluded between the two entities. This engagement and intervention resulted in the resolution of the matter and the consequent service enhancements by ICASA.

The association was part of the aviation industry groups that received a presentation from SACAA on Activity Based Costing model that would form the new basis upon which user fees would be determined and its implementation thereof. This new model, however, caused much consternation amongst industry members as its application and implementation would result in significant increases in user fees from 2024. AAA-SA, in conjunction with CAASA, made several representations to SACAA and whilst some of us were addressed, SACAA was still determined to introduce this new fee model effective 2024. CAASA advisedly wrote a letter to SACAA and the Minister of Transport raising various concerns regarding this new fee model. SACAA would, following this letter, review the construction of certain of the applications of the model including its roll-out plan.

We are pleased that the ILS calibration work by SACAA has not been interrupted this season notwithstanding our reservations regarding the operating model being used.

The latest amendments to part 139 as proposed by SACAA appear controversial and require extensive review by the association and industry in general. These amendments have been referred to the AI subcommittee workgroup for further review and assessment.

The Department of Transport is in the process of drafting new regulations to give effect to the Airports Company Amendment Act, 2020 (Act No. 17 of 2020) and the Air Traffic and Navigation Services Company Amendment Act, 2020 (Act No. 18 of 2020). AAA-SA has been approached by the department, through its advisors, to provide its input to the draft Regulations to give due effect to the relevant provisions and principles contemplated in the Amendment Acts.

Lastly, on behalf of the members of AAA-SA I would like to extend my sincere gratitude to CAASA and its personnel for the wonderful work done to date. We wish CAASA all the best in the year ahead and we remain committed to the success of this organization. Keep up the good work!!!

**AAA-SA PRESIDENT**

**RAMPA RAMMOPO**



### **AATOSA PRESIDENT'S REPORT 2023: MR SHAUN LEDLIE**

AATOSA has been extremely active over the past year. I would like to complement our members for their involvement and hard work that they have put in this year. As a Team, we have achieved several success's not only for AATOSA but for the entire Aviation industry.

I will mention the most important projects where we achieved success.

#### **1. Part 71 Personal Licencing for RPAS under 20 kg**

This project was a shining example of what can be achieved when industry works closely with the regulator.

Part 71 development has been an ongoing process for the past 3 years. Our members and the SACAA have attended over 40 official meetings to develop this regulation get it approved and it has now been sent to the Minister for promulgation.

This was done in collaboration various stakeholders. These include Universities, Government entities such as the Department of Higher Education and Transport Training Authority.

The impact of this part is: -

- The fact that physically disabled persons can now qualify for the Remote Pilot Competency as the medical requirement have been brought in line with the reality of drone flying.
- It gives more flexibility to the SACAA to approve the positioning of Training Organisations around the country. Which will greatly assist the growth of this industry sector.
- The requirement for the restricted Radio license has been dropped under certain circumstances, as it was unnecessarily complex for an operator who is flying a sub 20 kg under Visual line of sight conditions.

My Sincerest congratulation to the dedicated team who volunteered hundreds of personal hours to this task.

#### **2. Part 72 Personal Licencing for RPAS over 20 kg**

Part 72 has also been sent for promulgation; this is the Remote pilots license that is internationally recognised for cross border operations. This licence is the natural progression for the industry as this is relevant for international operations. South Africa is renowned globally for the quality of training.

that we offer as a country and here is the opportunity for our members to make their mark on the international stage for producing highly professional aviators.

There is still a lot of work to be completed as far as the syllabi and technical standards and we look for to completing this work in collaboration with the SACAA staff.

### 3. Dangerous Goods competency based training.

As our members are all aware the Dangerous Goods training program is moving very quickly towards a competency-based philosophy, the SACAA has been working extremely hard to bring these new methodologies into the training space.

There has however been some confusion in the implementation of this new methodology and AATOSA is engaging with ANSO and the SACAA to bring clarity to the industry on the new path forward.

We look forward to engaging with our members and the SACAA to bring this process to full fruition during this next year.

### 4. Student Pilot Licence Integrated Course

AATOSA is working with our members on the modular integrated PPL course requirements.

The regulations and technical standards as presently approved do not cater for the special needs and circumstances relating to a Student Pilot completing training on an approved integrated course as the holder of a Student Pilot Licence Integrated Course (SPLIC).

The proposal of the regulations to improve its interpretation and addresses the anomalies which presently prevent the SPLIC and Integrated Training from functioning as intended, without changing or affecting the requirements and technical standards relating to student pilots receiving training on other courses as the holders of an SPL.

This proposal is currently in the CARCOM process, and we are confident it will be sent for promulgation in the coming months.

### 5. New membership category for AATOSA

We have started a programme to broaden our membership pool. We are assisting the paragliding community as they are having challenges with the regulatory environment with regards to conflict with the regulations. Our team will endeavour to assist the paragliders in coming to an amicable solution for all parties. We believe that this will increase membership over the course of the project.

The AATOSA Team would like to thank the CAASA team Mr Kevin Storie and Mrs Melissa Sewgolam for all that they have done in the past year, with the constant support and dedication of the CAASA Team we can only grow from strength to strength.

Kind regards

**SHAUN LEDLIE**  
**PRESIDENT AATOSA**



### **ANSO PRESIDENT'S REPORT 2023: VAUGHN GRUNEBERG**

As we bid farewell to 2023, it has been a challenging year marked by regulatory amendments and legislative changes. Despite the hurdles, I extend my sincere gratitude to Kev Storie and Vivienne Sandercock for their invaluable support to ANSO. Special appreciation is also due to Melissa Sewgolam for her efforts in restoring the CAASA house to its former glory.

Amidst the challenges, there were notable achievements, such as successful engagements with SACAA resulting in the enforcement of Technical Guidance Material on numerous operators and necessary corrections under Part 140 and Part 114. However, Service Level Agreements are still under review by SACAA.

We have observed a concerning trend of increasing aircraft losses from the South African register, often due to prolonged registration processes. Some operators find it more expedient to register their aircraft with alternative regulatory bodies, presenting difficulties in proving these challenges to the regulator. It is crucial that these issues are communicated to CAASA or ANSO so that we can offer assistance and provide evidence to SACAA.

Our collaboration with the regulator and the industry continues, with ongoing efforts to address these concerns. Despite historical perceptions, non-scheduled operators are gaining recognition as an integral part of the aviation sector. The regulator has acknowledged the significance of General Aviation, and we are optimistic that our voices will be heard in 2024.

Encouragingly, SACAA has initiated positive dialogues with ANSO and CAASA, indicating a willingness to listen and collaborate. Additionally, the implementation of an online system by SACAA is anticipated to streamline the process of submitting manuals and reports, fostering efficiency and communication. In our collaborative efforts, we have also engaged with the Department of Transport, shedding light on the challenges faced during the application process with the Air Service Licensing Council.

As we navigate the challenges and opportunities that lie ahead, let us remain united in our commitment to the betterment of the aviation industry.

**Best regards,**

**VAUGHN GRUNEBERG  
PRESIDENT ANSO**



### **ASSOCIATION OF AVIATION DESIGN ORGANISATIONS (AADO) PRESIDENT'S REPORT 2023: MR FRANCOIS JORDAAN**

The 2023/24 year may be considered as the start of AADO's revival after a period of relative inactivity following the 2020 COVID-19 experience. In cooperation with CAASA and other affiliates we may look forward to building new relationships with the SA Civil Aviation Authority in the years to come to the benefit of our member organisations, whether they are approved under Part 147 of the SA Civil Aviation Regulations or not.

Our membership has remained steady at 9 member organisations during the 2022/23 year. We are also aware of two organisations in process of obtaining Part 147 approvals and hope to welcome them into our Association in due course.

The AADO's affiliation with CAASA has been the steady factor in our survival and is much appreciated. Despite significant challenges faced by the CAASA board their continued efforts on behalf of the general aviation industry in South Africa to ensure a safe and sustainable airspace must be commended.

At a special general meeting held at the Incomar head office and virtually on 4th December 2023 some significant decisions were taken, including the following:

1. Matthew Buttle was elected as President of AADO for the 2024/25 year. Francois Jordaan is the Immediate Past President.
2. The AADO will propose amendments to the SA CAR's and CATS to accommodate and implement the Designated Engineering Representatives (DER) system which is already provided for in the Civil Aviation Act (No 13 of 2009, as amended).
3. The AADO will propose a standardised project classification procedure (substantial change, significant change, major change, or minor change) to be accepted by the SACAA and adopted by all ADO's
4. The AADO constitution will be reviewed, and amendments proposed to address certain shortcomings such as qualification of member organisations.

My sincere thanks to the CAASA management team the way they continue to promote the interests of the AADO and other affiliated organisations, and to Melissa for the load she takes off our shoulders with excellent secretarial services.

**FRANCOIS JORDAAN**  
**PRESIDENT AADO**





## **COMMERCIAL UNMANNED AVIATION ASSOCIATION OF SOUTHERN AFRICA (CUAASA) PRESIDENT'S REPORT 2023: MR SEAN REITZ**

2023 was a challenging but productive year for CUAASA with multiple initiatives ongoing. This Presidents report covers the period from March, our last AGM and report to the end of 2023.

### **RPAS Liaison Group**

During 2023 the Drone industry experienced some name changes due to amendments within part 101, 71 and? The RPL has now become an RPC, DFE is now a DRE, and CUAASA was well represented at these meetings. A key focus for 2023 was the creation of an open category for sub 250g drones. This was well supported by the CAA but has reached an obstacle in the form of the ASL that eliminates this option at present.

The ASL (Air Service License) has become an even greater challenge in 2023 with most applications failing for a multitude of reasons, but most specifically due to the requirement of a SANAS issued BEE certificate. This effectively prevents any EME and many QSE level companies from participating in the industry and CUAASA has elevated this concern through CAASA as a priority for 2024.

Part 71 amendments were finalised after extensive workshoping and with agreement reached between CUAASA and AATOSA.

### **SAPS engagement**

Engaged with SAPS legal division around their view on the impact of drone technology on crime and policing.

“The use of unmanned aircraft (“drones”) by criminals and syndicates has become a critical concern in the fight against crime. While drones provide an effective tool in the operational policing, the same tool also offers benefits for criminal syndicates and groups. The SAPS is at a disadvantage identifying drones involved in such illicit activities, since no adequate records of such drones and their owners exist. The situation should be resolved as a matter of urgency.”

“In addition, it is important that SAPS and the SACAA coordinate their approaches to the reporting and investigating of allegations of the contravention of Part 101 of the Regulations. The first point of contact for reporting an alleged contravention of Part 101 of the Regulations should be the South African Civil Aviation Authority.”

Guidelines for Operations previously categorised as “umbrella”.

Started drafting an update to the CUAASA enforcement guide that will include guidance for companies that are having their drones being operated by existing ASL and UASOC holders.

For this concept to be compliant it must consider various ASL and CAA regulations.

Such guidelines include the following aspects:

Comprehensive Written agreement between the client and the ASL/UASOC Holder.

Surrender operational control of the drones once registered under the UASOC.

Secondment and Induction of staff to function as Qualified Pilots under the UASOC.

Establishment of a tangible Satellite Base controlled by the UASOC holder.

May not represent itself as an ASL/UASOC Holder.

May not advertise or sell Aerial or Drone Services.

Engagement with Financial and Insurance Institutions.

Met with insurers and Chemical companies explaining the dangers and needs to implement a liability policy to protect pilots against chemical drift to other fields and pilot error when spraying the wrong fields.

Numerous meetings with financial institutions and explained the requirements for Commercial Drone Operations and the importance of commercial Drones being operated legally within an authorised ROC to be securely financed and insured.

Communications:

Successful “fireside chat” event held on 14 September.

Work Groups:

ATM-cns.

Categorization.

UAV/ RPAS Subgroup on GA Safety.

Part 71 (Training).

Detect and Avoid options.

EXCO Members include:

Sean Reitz – President

Kim James

Sonet Kock

Nico Van Rooyen

Alan Ball

JC Van Niekerk

Daniel Blomerus

Kevin Storie

**SEAN REITZ**  
**PRESIDENT**



### HASA PRESIDENT'S REPORT 2023: MR SANJEETH SEWGOLAM

HASA has seen an increase in industry issues related to Helicopter operations in South Africa. These issues are seriously affecting the helicopter operations in South Africa as well as becoming a threat to the livelihoods of these operators. HASA continues to be at the forefront of trying to resolve these issues for the industry members.

Several meetings were held to discuss the below topics:

- Increase Membership
  - HASA needs to increase membership
  - The HASA social footprint is still in development to promote HASA and will be discussed further with the new Marketing consultant
- The promotion of the VAST (Vertical aviation Safety Team)
  - There is a VAST charter drafted and sent out to members.
- The helicopter safety Group
  - Helicopter safety group was formed by the SACAA with Andre Coetzee as the chairperson with the common focus to reduce the number of GA (and specifically helicopter) accidents i.a.w the General Aviation Accident Reduction Plan. This forum has not been very active.
- Helicopter Flight Plan - ref AIC Series D 003/2022
  - Meeting held with CAASA members and the SACAA to address outstanding matters:
    - The agreement at the meeting was that the AIC would not be applicable to helicopter operators and there was deliberation for the reasons at the meeting.
    - A further meeting was held with Industry, HASA, CAASA, the SACAA and ATNS
    - The outcome of this meeting was that the regulation could change through CARCOM.
    - It was then decided that a task team be formed to deliberate further to get an amicable solution.
    - The task team will consist of representative from HASA, CASA, Industry, SACAA, ATNS and SACAA.
- HASA is affiliated with HAI through a formal HAI international partnership program memorandum of agreement signed by the previous HASA president and the president of HAI.
- HASA has been participating in the international partnership program meetings on a regular basis.

There will be further synergies with this affiliation to, there is an opportunity with agreement currently in place with HAI and HASA to benefit from international exposure and benchmarking of international standards, there is also benefits from this agreement to attend HAI international 2024 to promote HASA and in turn promote HAI at AAD 2024.

Feedback was given on the status of the FDR topic.

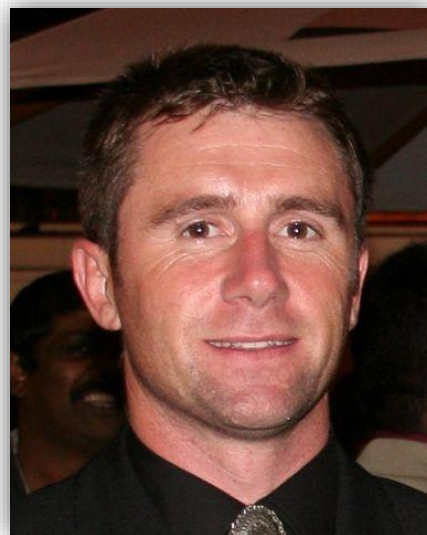
Meetings were held with the SACAA and HASA to get to an amicable solution for the issue with Pilots carrying out maintenance on the H125 even though the OEM allows for this in the AMM, Part43.02.2 is in contradiction to this.

Several meetings held with the Helicopters operators to resolve the unilateral enforcement of reduced SVFR minima by ATNS due to the non-alignment of the CARs vs AIP poses an immense operational burden. There has been a submission to CARcom to revert the old regulations and further meetings to discuss an interim solution until the regulation has been promulgated.

We have also learned that there is a gap in the CARcom process, and 3 members have been nominated to monitor the CARcom regulatory changes and to submit to CAASA in a timely manner to ensure that are addressed timeously.

There has been fruitful discussion with previous HASA members on current issues with the SACAA that need resolution. We continually rely on your support in highlighting these areas of concern with documented proof that affects the helicopter community. HASA's mandate is to continue to engage and grow its relationship with industry and the SACAA as well as other partnerships to ensure smooth operation of its members and continually build a workable relationship with the authority. We look forward to further growing the HASA footprint locally and internationally and CAASA, Special thanks to Mr Kev Storie and Melissa Sewgolam, for their support.

**SANJEETH SEWGOLAM**  
**PRESIDENT HASA**



#### **CAASA CEO REPORT 2023: MR KEV STORIE**

##### **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 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 that need significant address.

A slow and inhibited aviation industry does not just negatively affect tourism, business, and commerce – it effects 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, which is needed, as there remain significant focal areas that have not been successfully addressed especially in the ASO division. While things do move slowly in the regulator due to internal procedures and excessive reliance on legal interpretation, we believe with focus and industry assistance the regulator can streamline 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 recent 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 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 is needed 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 TAWS 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 is 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, IATAs, AeCSAs and AWACs (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.

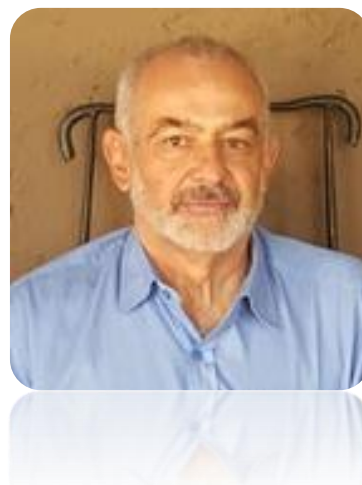
Just read any CARCom minutes for the activity and presence CAASA has and continues to have.

Outspoken but we believe fair.

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

**KEV STORIE**

**CAASA CEO**



### CAASA PRESIDENT'S REPORT 2023: MR JOHAN NELL

AAD 2022 has come and gone and thanks to great teamwork it turned out to be an enormous success, better than expected. If it wasn't for that timely income, we shared with our partners from this AAD, CAASA may have had to close its doors.

It highlights how dependent we are on our income from AAD and highlights that somehow, we must lessen the dependency on, and actively seek alternative income sources. The membership fees are inadequate to sustain CAASA significant work unless we increase the fees drastically in line with similar organisations and our members are not supportive of that approach, thus finding ourselves in a catch 22 situation.

Members state the cost of participation at AAD, an international event, is too high, however it is a double edge sword. Either we participate and contribute to make AAD a more GA orientated show and therefore increase our revenue stream or pay higher membership fees. After explaining our dilemma at POLCOM they decided to assist GA by offering tailor made packages to our members and I encourage all to make use of this opportunity.

The wheels of justice turn slowly, and after two years in and out of court, a settlement agreement was reached with the dismissed AAD employee who fraudulently stole R277 000 via petty cash withdrawals, is required by court order to pay back R3 500 monthly over the next 5 years commencing March 2024, with a suspended sentence of five years. Should she skip payment, she will appear before the judge again who will decide if she will get a second and last chance or go to jail.

Kev and Melissa are doing a sterling job and managing the CAASA's affairs and our expenses very well as they are under budget on all the items. Kev is focused on relationship building with all the relevant institutions.

The heads of our various affiliates and the CEOs of our major companies in our industry have a better understanding of CAASA's responsibility and its importance of unity. There is work that started with the DOT, especially with focus on the ASLC that has had massive impact in the success of our members businesses. There are numerous other cases happening behind the scenes that only come to the fore during discussions that lead to positive outcomes for our members. I therefore want to express my deepest gratitude for the work the staff are undertaking.

Why is it that when things are getting tough that the aviation fraternity only then realize the benefit, they can derive from being a member of CAASA and that they must stand together?

May I be so bold as to ask each and every member to assist CAASA and ultimately the industry to reach out to non-members to join us? If each member attracts one additional company to become a member, we can double our revenue stream as this is a numbers game. CAASA is not an elitist club and is open to all, and the work we do, and track record is proven. The entire GA is benefiting from the excellent work CAASA is doing but only a few are contributing financial support that support the success. Together we can achieve so much more.

Lastly, I want to thank the CAASA Board members for their support and time they give freely to make CAASA a success and it is an honor to serve as president of this highly distinguished organization. May you all experience abundant blessings for this year ahead.

**JOHAN NELL**  
**CAASA PRESIDENT**