



## **MISASA**

Microlight & Sport Aeroplane Association of South Africa  
Chairman's Report 2018/2019

Dear members & friends, it's that time of the year when I have the arduous and virtually impossible task to recap on the year passed – so much has been done and achieved. Thankfully, most of what had to be communicated to members was done so in the joint communique to industry earlier this year and include the content for your convenience in this report. The communique does not report verbatim on all the meetings ranging from Aeroclub Council, CARCOM, AP Panel, Workshops and Workgroups, Presentations and Committee meetings we have attended and contributed to.

Referring to my comments in 2017 where I highlighted several challenges we face as an ARO and it has been no surprise that most that was predicted has transpired or is in motion. MISASA embarked on a process of building sound relations with the SACAA and we shall continue forging this relationship.

One of the biggest disappointments of 2019 for MISASA and the other members of the ARO Collective has been the decision by the DCA Ms. Poppy Khoza, to decline our application for a CARCOM seat. The process of appeal to the Department of Transport is already in motion.

### **Housekeeping 2018/2019**

We have held two AGM's due to date challenges. The 1st was held at Kroon on the 9<sup>th</sup> July 2018 and was well attended, whilst the second held at Kitty Hawk on the 29<sup>th</sup> September 2019 was less satisfactory. It is always a challenge to find a suitable date and venue that would see a more positive attendance. One can interpret in two ways – either you don't want to get involved or you are very happy with what we are doing and accomplishing ... I'll appease myself and the elected committee that it is the latter reason!

Both AGM's addressed the concern of cost and dwindling membership and it was decided to attempt to retain our current membership fee without putting undue strain on the operational ability of the committee. The MISASA Financials were also approved.

One item that has carried over is the revision of our constitution. This has not been done. Our focus was on the revision and compliance of Part 149 and the ARO MOP. MISASA is one of the very few ARO's that was able to align the MOP to the current Part 149 CAR & CATs. There is no doubt that the regulations need a serious revisit and I am positive that SACAA will with the buy in from all the stakeholders, address this.

### **Transformation & Development**

Progress with our T&D student, Jan Moabi has been extremely lethargic. Several challenges to him completing his training have persistently hampered the project. A decision was made to terminate the agreement but this has subsequently been revisited at the 2019 AGM. We hope to see him finalize his NPL shortly. Marius Nel will most definitely make sure this is a success story. Given the experience with T&D, we have decided on a different format and will be in communication with ATO's in this regard.

### **BlueBoxOnline Portal**

The BlueBoxOnline payment portal and MISASA administration is in the capable hands of Thelma. Kindly contact Thelma should you have issues that you need assistance with, preferably on e-mail [admin@misasa.org](mailto:admin@misasa.org) or alternatively on **071 656 2027**.

### **Events, Fly-Ins & Competitions**

Brett Hickman again arranged the Numbi Africa Cup. This event is most definitely growing in stature. Part of the process is complying with the regulatory framework. Brett has developed the Numbi MOP and this was approved by SACAA. It would thus mean that future events would be easier to organize and comply with the MOP. The 2019 AGM saw Donald Hicks return to active duty and he now heads up the Events portfolio and no doubt we will see a revitalized social flying calendar in 2020. We also look forward to combined effort with SAGPA of which we are in the planning stages of the main event at GARIEP –

The “NORTH meets SOUTH” Fly In. Several important aspects are planned namely an AGM, AP Seminar and an Instructors Seminar. Don’t miss out. On the competitions front, several MISASA members now actively participate in SAPFA Navigation Rallies and we fully support this as it is discipline specific.

### **SACAA**

A “new era” was ushered in with RAASA being absorbed into SACAA. Several challenges are faced on a daily basis but MISASA along with the ARO Collective, have embraced the journey and are continually forging sound relationships with the departments within SACAA. We have representation on the AP Panel that was formed and also look forward to a closer relationship with other departments including General Aviation, Airworthiness and Pilot Licensing and Training.

### **In Closing...**

My fellow committee members, without singling out any individual – THANK YOU for your SACRIFICE!

This has been a test of metal for most and I am sure there is more to come but we are most definitely up to the task.

To our most important asset, YOU, our valued & esteemed member, on behalf of the committee, our most sincere appreciation for the loyal support and the trust you have vested in us as a committee.

John Boucher  
Chairman

### **Joint Communique – MISASA & SAGPA**

Our industry is facing some serious challenges and we found that it is time to share some information and thoughts about where we came from and where we are going to. So we have to read lines like “What are you as MISASA & SAGPA doing about all this?” ranging to more slanderous and insensitive comments on WhatsApp groups. Let’s try and unpack this for you...

One of the burning questions – Why the demise of RAASA? There are several reasons that have been flaunted in Stakeholder Meetings and in the CAA Press Release, but we need to move on as we have function within the present status. Of late, it has become quite apparent though that RAASA fell dismally short in several departments. It however remains a contentious issue.

### **ARO COLLECTIVE**

MISASA & SAGPA are part of a group of concerned AROs that is referred to as “The ARO Collective”. The collective was informally formed when our objections, as serving Chairman on the Aeroclub of SA (AeCSA) Board, were ignored by the serving Executive Committee (EXCO). We had objected to the content and submission re of a letter that was sent to the Department of Transport questioning the re-incorporation of RAASA into CAA. Our opinion and concerns were ignored and waived off , all the while we represented the majority of AeCSA Membership. By mutual agreement of the relevant Chairman, the “ARO Collective” was formed. The initial group comprised of MISASA, SAGPA, PASA, SSSA & SAMAA.

Our first order of business was engaging with CAA directly. Our direct interaction was welcomed by CAA but met with a vast amount of frowns & discontent from within AeCSA and other avenues. Our actions and concerns were perceived as sowing dissent and division. We had the foresight of things to come, cautioned CAA (and AeCSA) of the impending challenges. This was done in every possible engagement session. We urged that we be included in the transitional process, being the experts in the field. Initially, we made incredible progress until a specific point in the process. It is our opinion that key role players within CAA were overlooked and we now find ourselves at this point.

The importance and very existence of the ARO Collective accentuated the need for us to share relevant information and experiences. We have in essence negated the divide and conquer approach merely by collectively contributing to resolutions to problems and must at all costs avoid this approach by individuals and members embarking on a personal crusade.

With the change of SSSA Chairmanship, SSSA chose not contribute any longer. By the same token, SAHPA came on board with the change of Chairmanship. So, who are the current voices within the ARO Collective? In no particular order of the structure:-

John Boucher – Chairman MISASA

Yolande Combrinck – Chairlady SAGPA (MISASA member)

Marthinus Potgieter – Chairman SAMAA

Pete Wallenda – Chairman SAHPA

Mark Bellingan – National Safety & Training PASA (SAGPA committee member)

Rowena Kraidy – Technical Director MISASA (SAGPA member)

Kevin Storie - CAASA & designated ARO spokesman (SAHPA committee member)

### **CHALLENGES of Part 149**

Recently, the ARO, PASA, was unceremoniously effectively shut down due to an administrative non-compliance issue. We had stressed in all the engagements with SACAA that a moratorium be placed on AROs and compliance to Part 149 (AROs). We regrettably only had a verbal undertaking from within the SACAA Executive that no ARO would be affected by the transition and non-compliance issues would be addressed in an amicable fashion. This undertaking was documented but subsequently learnt that it was not legally binding. The intended moratorium would effectively have enabled all parties to be on the “same page” and allow each other to acquire the understanding of not only the requirements but also the very real shortcomings of the current one size fits all Part 149 regulation. This still needs to be resolved.

PASA was inevitably compelled to rewrite their MOP over a weekend. This is only one example where the ARO Collective collaboration proved its worth. Both MISASA and SAGPA were able to assist and contribute to the compilation of the revised PASA MOP, which was resubmitted and finally approved resulting in avoiding an industry disaster. What this situation highlighted, however, is the total disconnect and serious lack of communication between the SACAA Executive with their undertakings and commitment to industry and the staff ranging from Senior Managers, Inspectors and Administrative Personnel. This situation has highlighted another matter addressed further in the communique.

As a member, you may be aware of how we informally introduced the AROs and their individual functions to SACAA managers and inspectors at Orient. These were performed as one-on-one sessions with the attendees from SACAA. The disappointment was that several of the managers that should have attended, weren't to be seen. The 3-day excursion ended with the 2<sup>nd</sup> ARO & SACAA Stakeholder Engagement session. The Part 62 ATO Exam Centre issue became contentious and apparent and additional matters such as Third Party Insurance (Aviation Act), Compass Swings, Pitot Static tests, Transponder matters and AMS, all in the CARs, has added to the aggravation.

### **CARCOM Representation**

The ARO Collective, subsequent to the letter to the DoT and the awarding of a seat to another ARO, deemed that independent representation at CARCOM from a legal perspective to be appropriate and vital and applied for independent seats. These applications are being challenged for various reasons. We have indicated to SACAA Legal after a meeting that we would be

necessitated to seek alternative legal relief should our seats not be granted. This process is ongoing due to an alternative mandate provided and feedback on the outcome will be provided shortly.

### **The AP Dilemma**

APs have been thrust into “NO MANS LAND”. We could elaborate on what went wrong with the AP Scheme resorting under AeCSA through to the assumption of power over the APs by RAASA. It is neither here nor there. APs now reside under SACAA PEL (Personnel Licensing) and are subject to Part 66.4. We received complaints from several APs that had submitted appropriate documentation to RAASA yet their specific ratings were never updated. SACAA has taken charge of the situation and a 2-day AP Workshop was convened for this specific purpose. AROs were given the opportunity to nominate representatives (2 per ARO with one having voting power). The nomination process was done at committee level. Industry specific invitations were also forthcoming from SACAA and the workshop took place in June by organised attendance. The AP Panel (APP) has been established and will be working closely and in conjunction with SACAA with regards to all AP matters. This panel has balanced representation from SACAA, AROs and Industry and will function independently yet democratically. More comprehensive information will be circulated once a formal notice from SACAA is received with regards to the APP.

### **“Internal Memos”**

We have tried to obtain an official statement or publication pertaining to an “internal memo” which has been referred to in a couple of messages circulating in social media. This memo was with regards to Compass Swings and Pitot Static Tests. We have sent several requests to SACAA to publish the contents of this memo by means of a binding General Notice or AMOC (Alternate Means of Compliance). The memo allows APs to perform and sign out Compass Swings and Pitot Leak Down tests. Our concern is the following – SACAA cited regulations and from this legal perspective shut an ARO down. An internal memo is just that – an internal memo and is not legally binding. The time frame for this memo is also obscure without definitive boundaries. It is for this reason that we have not made any announcements in this regard. We believe that the concession with its terms and conditions should be published by a binding General Notice or AMOC and thus be binding on SACAA. The DCA surely has the authority to approve this but we find it rather strange why this has not happened up to now.

### **COMPLAINTS**

To actively address all relevant issues we are having with SACAA in a civilized manner, we invite members to provide us with details of their frustrations being experienced. In order for our AROs to assist, we would invite members that are experiencing problems, to complete a comprehensive complaint which is comprised of dates, times, timelines, individuals dealt with, description, action, notes and any supporting information that may be relevant to the complaint. The information provided will then be logged, addressed with relevant SACAA department and if not able to assist, escalate the matter to a higher authority. Only factual submissions will be addressed without any emotional or personal attacks. Your complaint needs to be submitted to either [admin@misasa.co.za](mailto:admin@misasa.co.za) (MISASA Members) or [info@sagpa.co.za](mailto:info@sagpa.co.za) (SAGPA Members). A consolidated register between the two AROs will be kept of the complaints and progress.

### **CARCOM: PROPOSALS, REGULATORY AMENDMENTS, DELETIONS, INCLUSIONS**

For regulatory changes we need input and submissions from members. These items will then be discussed and the merits thereof communicated to the proposer and then be submitted to CARCOM (Civil Aviation Regulation Committee). The collective will then represent on your behalf. Please use the same email addresses as above. The ARO Collective has been working on several amendments and changes towards the following regulations. Any suggestions are most welcome as we as industry have the right to request for changes to regulations, especially if ambiguous and

not affecting safety. Changes to regulations are an ongoing process and the wheels turn slowly due to procedural matters.

Amendments to the following have been completed and will be submitted to the next CARCOM Meeting in August 2019:

*Part 24*

*Part 44*

*Part 62.14*

*Part 66.4*

*CATS 66.4*

*Part 44*

*Part 96*

Several meetings were held with SACAA with regard to the following. Proposed amendments have been submitted and have been referred to a workgroup.

*Part 62.12 Agricultural Rating*

*Part 62.18 Game or Livestock Count & Cull Rating*

*CATS 62.12 Skills Test for Agricultural Pilot Rating*

*CATS 62.18 Requirement for Game or Livestock Count & Cull Rating*

Still to be addressed:

*Part 24 Requirement adjustments*

*Part 44*

*Part 141 Consulting with CAA for new regulations for 62 schools.*

*Part 149 Total Revisit*

Any suggestions are most welcome, we as industry have the right to propose, request or amend regulations, especially if ambiguous and not affecting safety.

Esteemed member, on behalf of the respective MISASA & SAGPA Committees, our sincere appreciation for your continued support as without you, we would not be able to continue our efforts to ensure your freedom of flight. You are most welcome to contact any of the Committee Members, should you have any questions, queries, suggestions or to avail yourself as a volunteer to assist in our quest in moving forward.

**John Boucher – Chairman MISASA & Yolande Combrinck – Chairlady SAGPA**