

The Future of SAHPA

The *21st Amendment to the Civil Aviation Regulations*
and what it means for SAHPA members

Agenda

- The current state and future of SAHPA (30 mins)
 - Presented by Louis Stanford (not to be confused with Louise Liversedge)
 - Aimed at ordinary SAHPA members
 - Short Q&A before closing
- Transitioning to a DTO (60 mins)
 - Presented by Kevin Storie
 - Aimed at SAHPA instructors
 - Short Q&A before closing
- This meeting will be recorded

How did we get here?

- SAHGA (as a division of Aero Club) was founded in 1972 with the primary purpose of managing sites and protecting recreational HG pilot interests
- PG was incorporated into SAHGA in early 1990's
- SAHGA separated from Aero Club and then became SAHPA
- SAHPA was formally recognised by CAA as an *Aviation Recreation Organisation* (ARO) to represent pilots interests
- In 2016 SAHPA became an *Approved Training Organisation* (ATO) with all schools falling under the ATO umbrella and accountable to the now defunct RAASA.

Why does SAHPA exist?

SAHPA is a recreational aviation organisation that aims to:

- **Promote** the sport
- **Protect** the sport
- **Administer** the sport

SAHPA is currently certified as both:

- *Aviation Recreation Organisation (ARO)*
- *Aviation Training Organisation (ATO) - expires 28 February 2023*

ARO, ATO and DTO

- Aviation Recreation Organisation (ARO)
 - Defined in the Civil Aviation Regulation
 - SAHPA is certified as an ARO
 - All pilots in SA must be members of of an ARO
 - All pilots must have **aviation insurance** for 3rd party liability
- Aviation Training Organisation (ATO)
 - SAHPA is currently certified as an ATO
 - Multiple schools operate under the SAHPA ATO certificate
 - Non-compliance in one school can result in the ATO operation being suspended
 - SAHPA does not and cannot comply with ICAO definition of an ATO.
 - All schools fall under SAHPA ATO Certificate
 - Being phased out with the introduction of *21st Amendment to Civil Aviation Regulations*
- Declared Training Organisation (DTO)
 - Enacted with the promulgation of the *21st Amendment to Civil Aviation Regulations*
 - Burden of risk shifts to the school

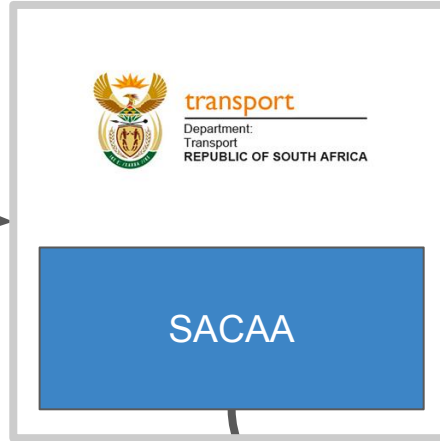
ARO Mandate from CAA

- SAHPA is registered as *Aviation Recreation Organisation (ARO)*
 - Represents the recreational aspects of the sport
- The CAA mandate states the following:
 - To oversee and develop the safe operation of its members and continuously evaluate compliance with the condition of its approved MOP, the SACAR and standards as determined by SACAA.
 - To advise SACAA on regulatory amendments applicable to its operation
 - To notify SACAA of any-non-compliance by its members of its MOP
 - Approval is subject to regular review and audits as required by SACAA from time to time

Where does SAHPA fit in?

ICAO
(United Nations)

ICAO is a political body
that describes and
harmonises the
international standards for
civil aviation



DoT and SACAA sets the national
legislative framework:

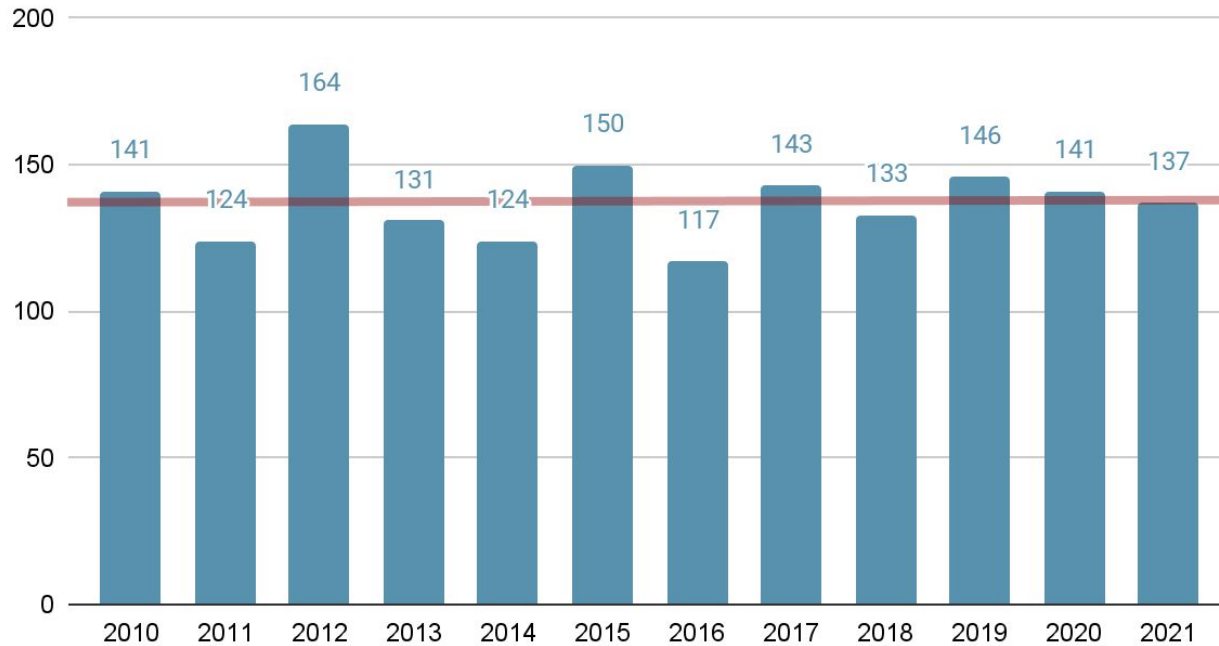
- Civil Aviation Act
- Air Service Licensing Act
- Air Traffic and Navigation Services Company Act
- Airports Company Act
- Aviation Act
- Carriage by Air Act
- South African Civil Aviation Authority Levies Act
- South African Maritime and Aeronautical Search and Rescue Act
- and several others related to airlines

SAHPA

SAHPA adopts
regulations and
standards

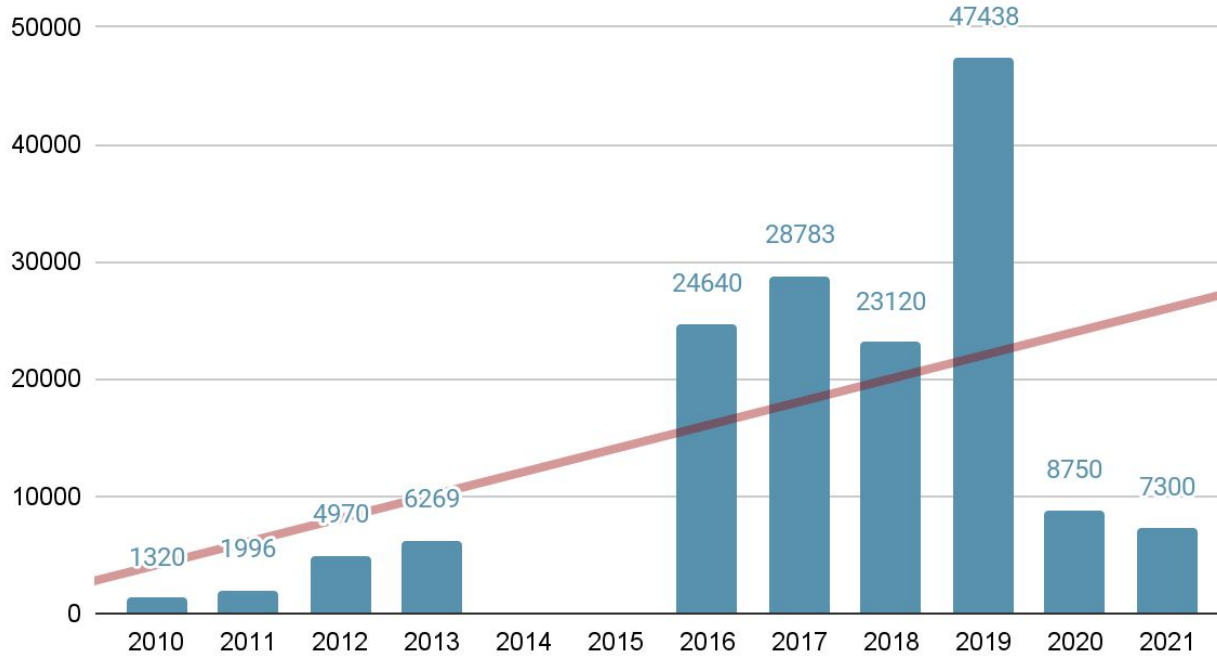
Overview of the Training Industry

Number of Student memberships



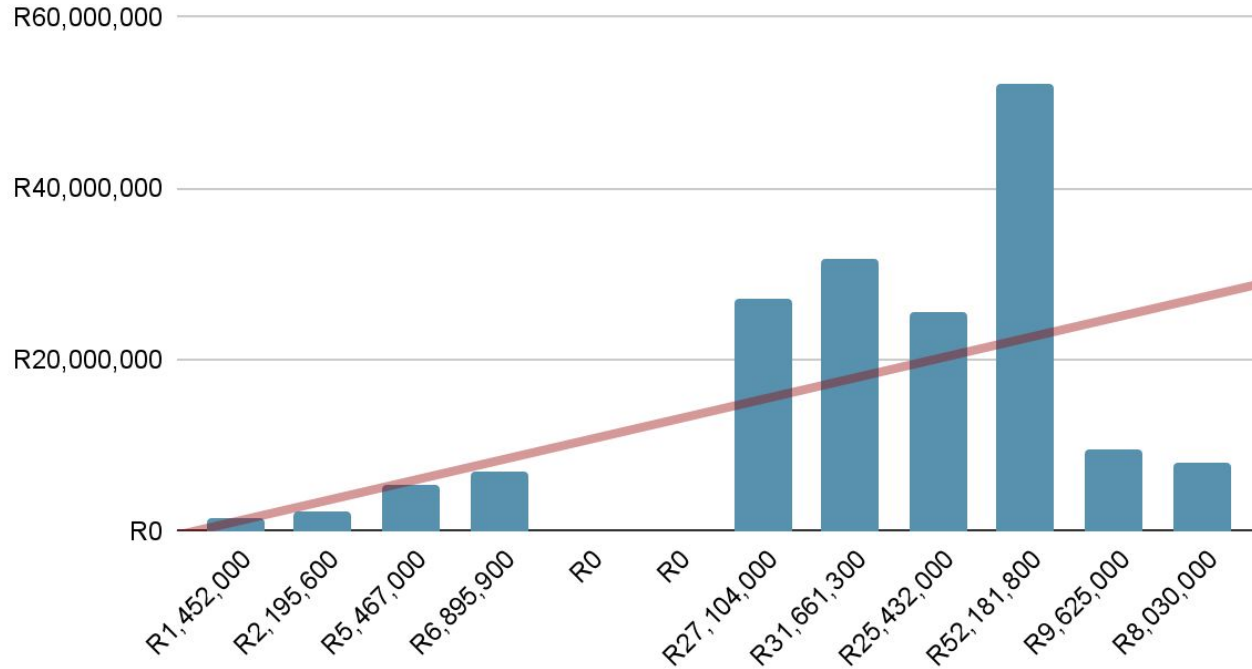
54 schools, 95 instructors

Number of TFI Passengers



(Data unavailable for 2014/2015)

Projected TFI revenue



(Based on approximate average of R1100 per flight)

Two sectors in one industry

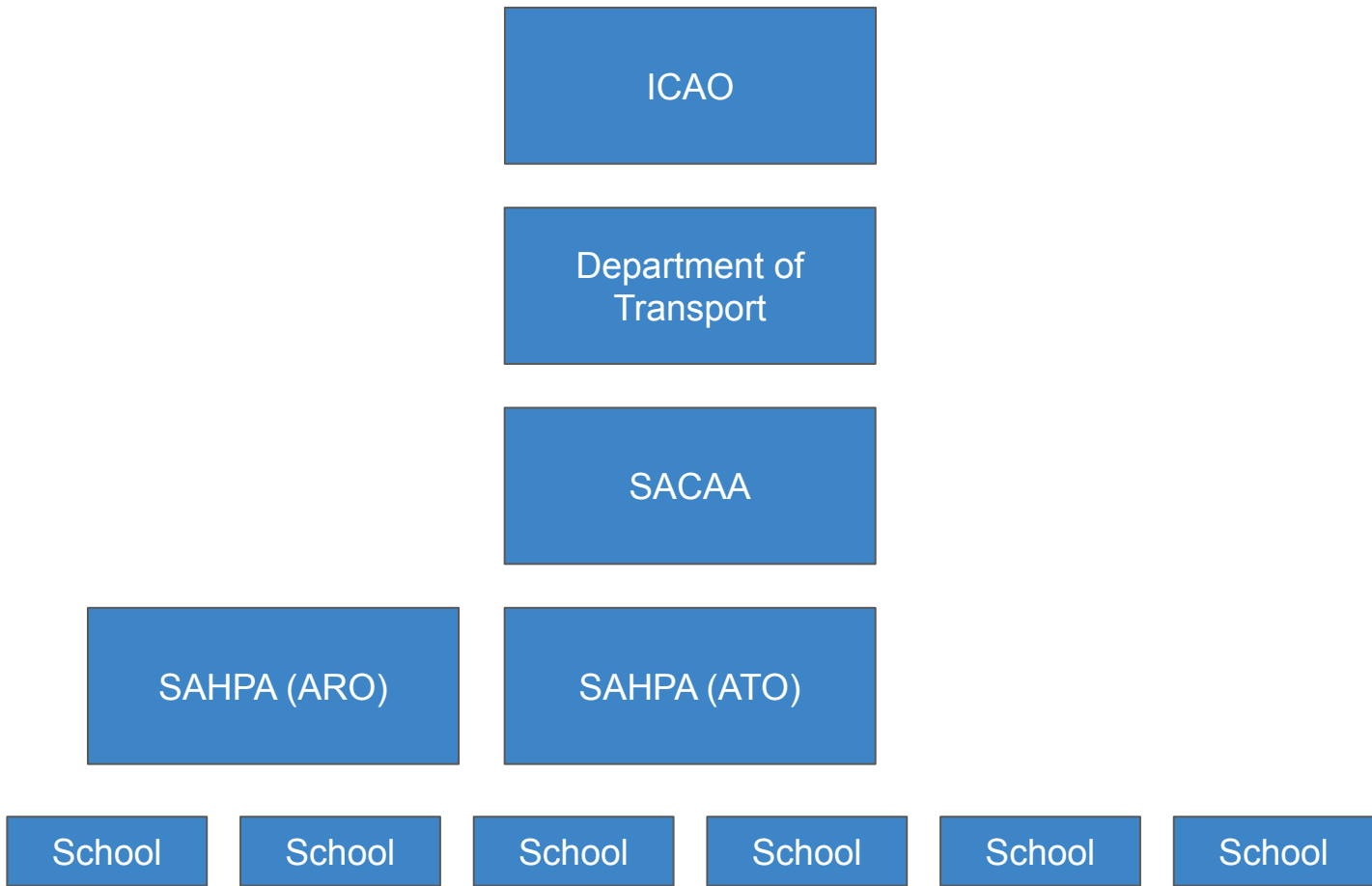
- TFI only
 - 169141 pax since 2010 (approx **R186m** in revenue)
- Students
 - 1651 since 2010 (Estimated **R29.8m** in revenue)

Current challenges

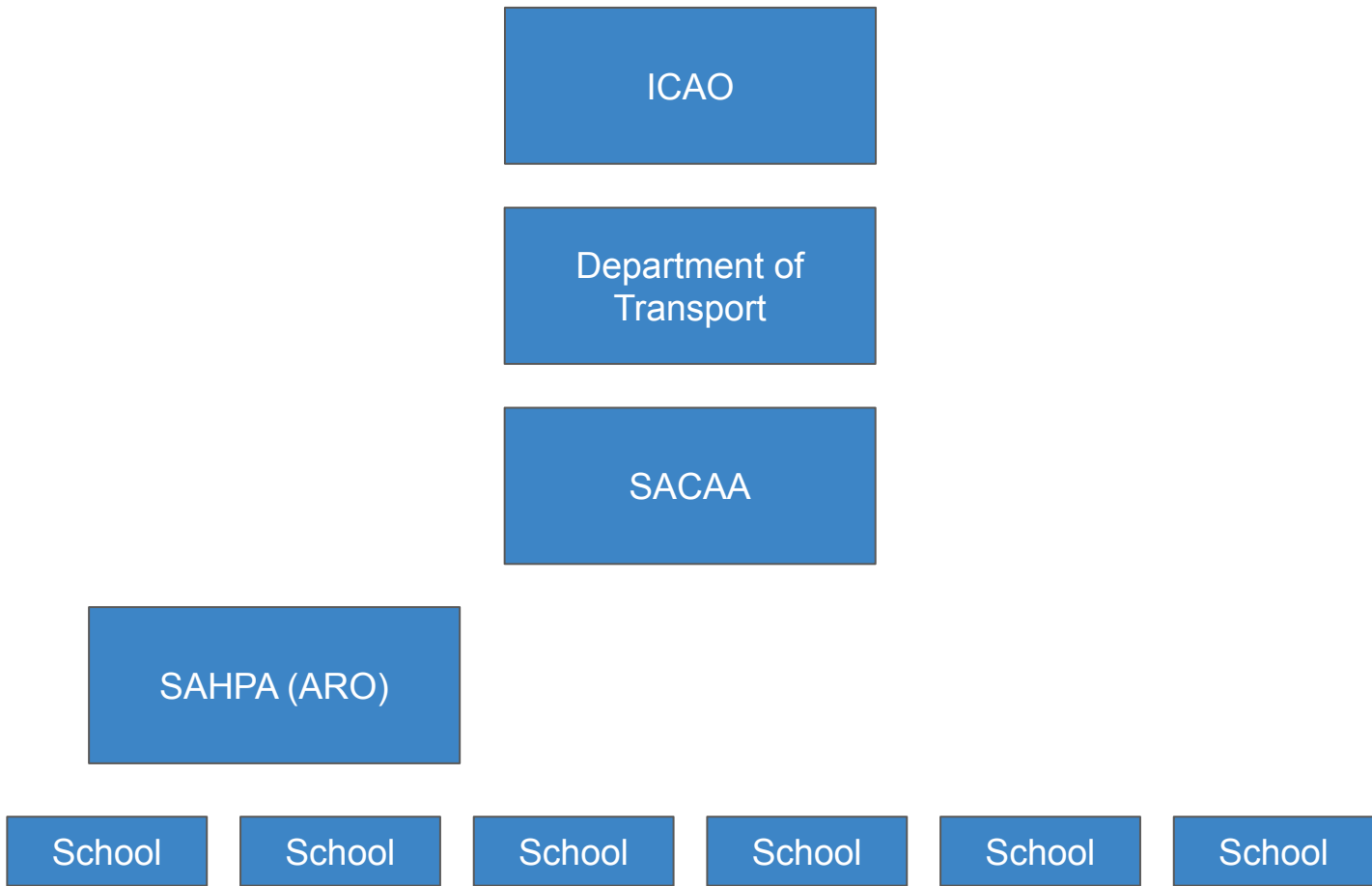
- The SAHPA committee are unpaid volunteers
- The SAHPA Office and Committee are over-burdened with school-related issues
 - Complaints and investigations
 - Safety issues
 - Disciplinary issues
 - Non-compliance by schools
- SAHPA is unable to proactively address the following:
 - Managing sites and land-owners
 - Establishing relationships with Tourism Boards and land-owners
 - Promoting the sport, both locally and overseas
 - Driving modernisation and continuous improvement

What the DTO means for SAHPA

- *Burden of Risk* shifts from the SAHPA, to each school
- Safety Audits responsibility shifts from SAHPA, to SACAA
- SAHPA is freed up to focus on recreational activities:
 - Improved handling of landowners and site issues
 - Identifying and establishing new sites
 - Providing better assistance to recreational pilots
 - Focusing on better care of Foreign Pilots
 - Promoting South Africa as a flying destination
 - Establishing relationships with international federations



Before the DTO



The DTO model

What the DTO regulation means for you

- Local pilots will be required to have SAHPA membership
- **Instructors** are still required to be SAHPA members
- **Students** will still be required to be SAHPA members
- **Foreign pilots** will be required to have Foreign Membership
- Schools will still be registered with SAHPA
- Incidents and Accidents must still be reported to SAHPA
- SAHPA Membership fees have not increased in the past 4 years and no increase is currently on the cards.
- Renewals may be signed by club officials as well as schools

Will the DTO fix SAHPA?

- No. The DTO model is not a silver bullet.
- The DTO is a step in the right direction by separating commercial interests from the recreational side of the sport, allowing SAHPA to once again focus on the needs and interests of recreational pilots.