



Newsletter from The Commercial Aviation Association of Southern Africa NPC

From our CEO

Key Storie

With the advent of our regular newsletter, I would be remiss if we did not, from time to time, keep the members abreast of ongoings that are at the very core of why CAASA exists.

CAASA takes a multi-functional approach to protect its members from numerous aspects that rear their heads within the operational environment. It ensures that the position of our members balances the regulator's need for ultimate safety at any cost.

We ultimately strive for safety balanced with the cost-effectiveness of implementation and conformance to the practical regulations underpinned by sound business practices aligned with profitability - without which there would be no aviation industry.

It is a constant ebb and flow and requires open dialogue, and sometimes members count on CAASA to "hold the line". As the regulator moves into the era of true partnership and we hope efficiency is built on a bedrock of customer service, we must realise that this takes time to become a culture within the regulator. Industry and I may say the regulator dashing down the legal route is not always the best. That said, there are times for CAASA and its members when the legal route is the only way when diplomacy and common sense fail within the echelons of the regulator.

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Overall, the processes and systems formulate a regulation that serves both. And yes, the industry would like this to occur at triple the current pace, and I believe strides are being made to get closer to this ideal.

So, let's look at a few burning matters in the industry that CAASA is addressing publicly in the forums and work groups formulated by the regulator, often at the industry's request or the need raised by the industry and from the decades-old CARCom process.

Let's be clear: regulation is only tested when brought before a judge in court. In the industry's opinion, the regulator has gone a little too far regarding decisions being ultimately decided by the legal department. This makes for slow progress and often unfortunate choices.

Additionally, there has been little evidence that the regulator checks planned changes and decisions via management of change to understand the effect. We often see catastrophic impacts that damage the aviation sector and create financial losses.

So, for some matters, let's limit them to the current top four.

Late last year, the AIC 18/19 debacle, where the regulator retracted this AIC on the unfortunate understanding that they had encompassed the content in regulation, forcing needless expenditure to prepare for an interdict. In contrast, the regulator dragged its feet to decide on an interim relief at the expense of the industry. This is ostensibly the (supposed) 12-year overhaul matter that certain engine manufacturers recommend, and in clever legal wording, almost make such overhauls mandatory to their benefit with the sale of parts and spares for perfectly serviceable engines that power many of our fleets.

The affected aircraft extends to over 1,200 on our register, as per the SACAA admission at the recent work group. Recent work groups in the industry have made it clear that not all of these are mandatory, and the regulator's inspectors may have exceeded their jurisdiction to force compliance.

Significant work has been done with CAASA and industry experts to find a resolution and equitable way forward.

There is more work to be done, and while it is agreed that safety is paramount - there are many ways (using many methods and systems) to ensure ongoing airworthiness and keep older fleets with older engines flying safely - there remains almost no safety evidence within RSA and with our application of the past AIC 18/19 requirements that showcases any threat to those flying these aircraft, and additionally has highlighted significant double standards dependent on use. Either an aircraft is safe or it is not.

Work continues, and preparation for an exemption extension is being made while the work to correct the regulation continues.

The flight data recorder (FDR). Parameter issues continue while the industry awaits the meeting to confirm partially developed regulations. The regulator met with the sector and has since taken time to formulate their solution, and the industry awaits a meeting set by the regulator to finalise the solution.

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An exemption is currently in place, which is due to expire. The lead inspector tasked with the resolution from the compliance division in SACAA is still going through the list of affected aircraft – this is a case where the regulator asked the industry to provide details on the aircraft affected rather than the regulator checking their data, which they have a record of and are the custodians of and knowing the impact. This frustrates the industry.

We expect a meeting imminently as this matter affects not only the current aircraft but also those that could potentially be imported into RSA or are about to be imported. You can imagine the financial implications of not knowing what the position is to make decisions for your fleets.

The ASL matters. We await a meeting with the Air Service Licensing Council (ASLC) chairpersons to work on a way forward, as there have been many issues. Not to mention the convenient removal of a backlog from COVID by finding administration errors and requesting the entire backlog to reapply. This was simply disingenuous to the industry.

A way forward to implementing a robust, transparent application system is in process. This is because the Minister of Transport now charges the regulator with this element of the administrative process. It is imperative to iron out a meeting of the minds regarding the industry's expectations and the ASLC's compliance with the current regulation and their interpretation.

Changes to post holders seem to require a complete resubmission and re-evaluation, which is cumbersome, administratively excessive, and, at times, unfair to both the applicant and the council. The Director has agreed to facilitate arranging such a meeting after the same meeting did not occur after the DDG left the DOT's employ.

This meeting should be held to find each other and finalise specific standards to be applied going forward to make this process fair and efficient. Currently, this is not the perception created.

Finally, and probably the one matter that creates the most significant loss, both in employment and financially for the country, the industry, and the regulator, is the time taken to place any aircraft (especially aircraft that we already have on AOC's) in the country onto an existing AOC.

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Competitive countries do this... in a matter of days to weeks, whereas conversely, here in South Africa, the perception and reality remain (both locally and internationally). How long is a piece of string, with aircraft often taking over a year? And here's the rub—aircraft can be placed on a USA register in less than six weeks with the same paperwork.

“Houston, we have a problem.” Multiple hands have handled this issue at the regulator for the past four years, and numerous assurances have been made that it will be resolved. We still await this and hope to see a resolution, as we also eagerly await the showcasing of the new proposed service level standards.

Without positive critical opposition, one cannot be assured or build excellent customer service. CAASA is that opposition; moreover, it comes with solutions for the industry by the industry and recognises and praises the regulator when they deliver beyond expectation.

CAASA is active in almost every committee and forum, bringing the commensurate expertise and questioning to create the fairness and growth that the industry needs and, in reality, the regulator who must facilitate the implementation of simply usable regulations that empower in a safe manner.

CAASA, your partner in Aviation.





CAASA/AAD 2024 Open Day

What: Registration & booking for AAD 2024.

When: 12th April 2024, from 10 am to 3 pm

Where: CAASA house, Gate 9, Lanseria International Airport.

What to expect: We'll be on-site on the day to assist members and non-members with AAD participation, pricing, and bookings while also sharing information about our 2024 partnership and how you can extract maximum benefit by attending.

Everyone is invited, and we look forward to hosting you on the day.

For more information, please contact Melissa at melissa@caasa.co.za or call **082 847 3403** today.



AAD Update

In the build-up to AAD2024, each month we'll be sharing various aspects of what's intended and also the opportunities available to CAASA members.



Space is selling fast! Now is your chance if you have not yet secured your spot at the highly anticipated [#AAD2024](#) event.

Boasting the largest gathering of decision-makers in aerospace and defence on the African continent, this is THE event to be at.

Double click on the image below to view the video.



www.aadexpo.co.za



AAD APP

Trade visitors can easily stay updated with all that is happening before, during and after the event. All the relevant information is easily accessed with the click of a button and choosing the relevant push notifications allows up-to-date information so that nothing can be missed!

IT'S FREE TO USE: MTN, Vodacom, Telkom and Cell C subscribers will pay zero data charges when they use our app.

PUSH NOTIFICATIONS: Our Push notifications enable you to manage your visit even when you are not logged onto the app.

TRAFFIC NEWS: Our App provides the latest traffic news to ensure that you get to the venue efficiently.



SCAN TO GET THE AAD APP

If you would like to book an appointment to discuss **AAD2024** participation, kindly contact [**melissa@caasa.co.za**](mailto:melissa@caasa.co.za)



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Member's News

At **CAASA**, we promote communications transfer to empower and inform our vibrant, ever-evolving sector's members. If you have news you would like to share in our following newsletter, please feel free to mail marketing@caasa.co.za



INTRODUCING OUR NEW SALES EXECUTIVE

DAVID HOWARTH

Aviation X is thrilled to announce the addition of a distinguished Aircraft Sales Executive to our dynamic team - please join us in welcoming David Howarth. Dave brings over 27 years of extensive aviation experience to our organisation. This includes over a decade in senior executive roles, specialising in aircraft operations, sales, and acquisitions, along with more than 20 years of experience as a professional pilot and accomplished author. His unwavering passion for both operational excellence and exceptional customer service aligns seamlessly with our values.

As Dave joins our expanding team, we invite you to explore the exciting possibilities and synergies that his wealth of expertise brings to Aviation X. Together, let's chart a course for success in the aviation landscape.

Contact Dave today

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Next Aviation Hosts iTOO Aviation Launch



Next Aviation was buzzing with excitement on 5th March as we proudly hosted the launch of iTOO Special Risks' latest venture into aviation insurance. Congratulations to the esteemed team at iTOO Special Risks, who have successfully insured drones for the past five years and who have expanded their coverage to include aircraft and helicopters across the vast African continent.

In the dynamic world of aviation insurance, their unwavering commitment and in-depth understanding of the market set them apart from their competitors. Their passionate experts have met the challenges of insuring drones and have taken a bold step forward to cover a broader spectrum of aerial assets.

The launch event, held at the Next Aviation hangar, was a testament to the visionary approach of iTOO Special Risks. The occasion celebrated the company's ambitious vision, clear purpose, and steadfast values, all of which have marked its transformative journey in the specialty insurance industry. Next Aviation, as the host of this momentous event, takes pride in our role in their expansion into aviation insurance.

The event was a perfect blend of industry professionals and aviation enthusiasts, with the allure of sports and vintage cars to add to the excitement.

Set against the backdrop of the Next Aviation hangar, attendees had the opportunity to enjoy a display of beautiful aircraft and helicopters, showcasing the true essence of the aviation world.

We extend our heartfelt congratulations to iTOO Special Risks on this milestone achievement, and we look forward to their continued success in the aviation insurance sector. The launch event at Next Aviation celebrated past accomplishments and set the stage for a promising future in the skies for iTOO Special Risks and the broader aviation community.



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NATIONAL DRONE REGULATORY TRAINING FOR DECISION MAKERS

EXECUTIVE DRONE SAFETY AND OPPERTUNITY AWARENESS

Our Objective is empowering decision makers to take advantage of the new developments in technology to empower your organisation and youth to have the relevant skills in the new economy.

The 4th Industrial revolution is upon us, there are over **300 000 unregistered drones** in **South Africa**, and these are being flown by **untrained operators**. The core issue is that most people and organisations are not even aware that they are breaking the **LAW** and are required to be working within the SA CAA regulations.



We are proud to announce that the DUT Campus is accredited as a Drone Training Facility by the SACAA.

DUT is the first University in South Africa to offer Accredited Drone training on campus. We also have access to the latest technology and skills with the DUT 4IR lab.

The direct beneficiaries of this project will include SOEs, Municipalities, the Security Cluster, TVET Colleges & SMMEs.



The purpose of this course is to foster greater knowledge about rising opportunities, improve the safety of the national airspace, prevent accidents, and open the industry making it accessible to all citizens of the country.

Booking form:- <https://forms.gle/vEUSHsDFTf9gnpW8>

Email: DUTDrone@dut.ac.za

COST R15 000.00 Per person

The course will run over 3 days and will consist of 2 sessions per day. A practical drone flying training session will be held on the third day to encourage networking among attendees and industry experts:

- Session 1:** Physical lecture of course material
- Session 2:** Working Groups, Practical Flying, Q and A, Networking and Knowledge Sharing.

CAASA On Air

We've set up a podcast channel on Spotify for members to enjoy in-depth interviews with some of Southern Africa's foremost thought leaders and experts in the aviation sector. Please enjoy.

An interview with Mark Wilkinson
Executive Director – Cape Winelands Aero (Pty) Ltd.

Double click on the image below to listen to the interview.



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Thought Leadership



Navigating Tomorrow: Eye-Tracking's Impact on the Future of Aviation

Authored by: Smart Eye

In the ever-evolving realm of aviation, technological breakthroughs often mark the trajectory of progress.

One such innovation, eye-tracking technology, is proving to be a pragmatic force reshaping aviation practices. This article explores the tangible impacts of eye tracking across various aviation domains, focusing on its transformative role in pilot training, monitoring, and air traffic control.

Decoding Pilot Monitoring in the Cockpit: Beyond Gaze Patterns

In the cockpit, the efficacy of pilot monitoring goes beyond gaze patterns. The critical task is not merely to track where a pilot is looking but to answer fundamental questions: Is there a pilot in the seat? Is the pilot alive? If awake, is the pilot alert or drowsy? Is the pilot under stress or facing a high cognitive load?

Eye tracking, in this context, becomes a sentinel in the cockpit, providing a real-time assessment of the pilot's physiological and cognitive state. Analysing eye movement data allows systems to detect potential threats beyond the conventional understanding of pilot monitoring. From ensuring the presence of a conscious pilot to evaluating their level of alertness and stress under high workload, eye tracking becomes an indispensable tool for enhancing safety measures in the cockpit.

The Multifaceted Role of Eye Tracking in Pilot Monitoring

Eye tracking technology acts as a hidden observer, continuously monitoring the pilot's eyes and, by extension, their overall well-being. The ability to discern whether a pilot is in a state of alertness or drowsiness is crucial for preventing potential disasters. Detecting signs of stress or cognitive overload provides valuable system optimisation and intervention insights.

Consider a scenario where a pilot is alert but under high cognitive load. Eye tracking data becomes a key to understanding the subtle cues that indicate potential issues. Aviation systems can adapt in real-time by deciphering these nuances offering support or interventions when necessary. This multifaceted role of eye tracking in pilot monitoring is a quantum leap in the aviation industry's quest for enhanced safety and operational efficiency.

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Identifying Emotions for Air Traffic Control Training

The application of eye tracking extends beyond the cockpit to air traffic control (ATC) training, where understanding the emotional state of controllers is paramount. Traditional training methods often fail to capture the nuanced emotions controllers may experience during high-stress situations.

Enter eye-tracking technology. Analysing eye movements and pupil dilation makes it possible to infer emotional states such as stress, frustration, or calmness. For ATC training, this is revolutionary. Trainers can identify specific points in simulations where controllers might experience heightened emotions and tailor training interventions accordingly.

Beyond Conventional Metrics: Realising the Full Potential of Eye Tracking

Traditional metrics in pilot monitoring often fall short when faced with human cognition and physiology complexities. Eye tracking introduces a new paradigm, offering a holistic understanding of the pilot's mental and physical state. The technology identifies deviations from the norm, allowing pre-emptive action in scenarios where the pilot's well-being is compromised.

Imagine a system that tracks eye movements and interprets them in the broader context of the pilot's overall condition. Is the pilot experiencing fatigue? Is there a potential health issue? Eye tracking becomes a tool for predictive analysis, enabling proactive measures to be taken before a situation escalates.

From Detection to Prevention: The Proactive Potential of Eye Tracking

The real power of eye tracking in pilot monitoring lies in detecting and preventing issues. By recognising patterns associated with fatigue, stress, or cognitive overload, aviation systems can implement measures to alleviate these conditions.

For instance, if a pilot exhibits signs of drowsiness, the system could trigger alerts or recommend a break to ensure optimal alertness. In situations of heightened stress, adaptive interventions could be initiated to distribute workload or provide additional support. The transition from mere detection to proactive prevention marks a paradigm shift, reinforcing the role of eye tracking as a proactive safety tool in the aviation sector.

The Bottom Line: Charting a Safer Course with Eye Tracking Technology

In conclusion, integrating eye-tracking technology in pilot monitoring transcends the traditional scope. It's not just about gaze patterns; it's about understanding the pilot's condition and preventing potential threats to safety. From ensuring the pilot's presence and alertness to detecting signs of stress and cognitive load, eye tracking emerges as a versatile and proactive tool in the cockpit.

Eye tracking is a reliable ally as the aviation industry navigates toward a future of heightened safety standards and operational efficiency. It's not just about observing; it's about interpreting, predicting, and, most importantly, preventing. In this way, eye-tracking technology becomes an integral part of the aviation landscape, contributing to a safer and more resilient future. The added capability of identifying emotions, especially in ATC training, further solidifies its role as a comprehensive tool for enhancing aviation practices.

About Smart Eye

Smart Eye is the leading provider of Human Insight AI, technology that understands, supports and predicts human behaviour in complex environments. The company aims to bridge the gap between humans and machines for a safe and sustainable future. Supported by Affectiva and iMotions—companies it acquired in 2021—Smart Eye's multimodal software and hardware solutions provide unparalleled insight into human behaviour.

In automotive, Smart Eye's driver monitoring systems and interior sensing solutions improve road safety and the mobility experience. The company's eye-tracking technology and iMotions biosensor software platform are also used in behavioural research to enable advanced research in academic and commercial sectors. In media analytics, Affectiva's Emotion AI provides the world's largest brands and market researchers with a deeper understanding of how consumers engage with content, products, and services.

Founded in 1999, Smart Eye is a global company headquartered in Sweden, with customers including NASA, Nissan, Boeing, Honeywell, Volvo, GM, BMW, Polestar, Geely, Harvard University, 26 percent of the Fortune Global 500 companies, and over 1,300 research organisations around the world.

Visit www.smarteye.ai for more information.



Meet the Board

Each month we introduce you to the members of our CAASA Board, to give you context as to their qualifications and overall commitment to our vital sector.

This month we welcome, **Johannes Nell**
CAASA President



Johannes is a results-oriented, proactive, and tenacious professional with extensive experience in business development and accounts marketing within fluid, global environments.

He is also innovative and visionary, with entrepreneurial flair, capable of generating pragmatic solutions and maximising business opportunities by implementing effective strategies. Johannes relishes challenges and demonstrates a constructive and positive response to pressure, utilising resources effectively to achieve time-sensitive deadlines.

Rounding off his impressive skill set is the fact that he's a great communicator with fine-tuned listening skills while often exhibiting a keen sense of humour. Johannes is accustomed to international travel and delivering positive communication with different cultures and communities through long-term residence and short-term business-related interactions.

A proud South African, happily married father of two, Johannes's contribution to CAASA is richly welcomed and greatly appreciated by his fellow board members and members alike.

Cont.

KEY SKILLS:

- BUSINESS DEVELOPMENT
- MARKETING & COMMUNICATIONS
 - COMMUNICATION
- CORPORATE STRATEGY DEVELOPMENT
 - ENTREPRENEURSHIP
 - COMMERCIAL AVIATION
 - BUSINESS PLANNING
- PERSONNEL MANAGEMENT
 - SECURITY
- INFORMATION TECHNOLOGY
- MAIN BOARD DIRECTOR



Until next month, may your flight path be clear and productive.