



SOUTH AFRICAN HANG GLIDING AND PARAGLIDING ASSOCIATION

Incorporating Powered Paragliding & Hang Gliding

SAHPA AGM

MINUTES

Date: 28 August 2020

Time: 18:30 – Started at 19:00 due to technical issues

Chairman: P Wallenda

Location: Microsoft Teams

Attendees: As per the attendance register

No	Topic
1.	<p>Welcome:</p> <p>P Wallenda welcomed all present at the meeting</p>
2.	<p>Apologies:</p> <p>None received</p>
3.	<p>Approval of Previous Minutes:</p> <p>No changes. Proposed: Steven Burd, Second: Hans Fokkens</p>
4.	<p>Chairman's report:</p> <p>This year has been a trying year for SAHPA and its members and the committee has been extremely busy with SACAA and Covid implications. SACAA has been our biggest challenge with regards to regulations that were unrealistic and preventing us from flying. Firstly, we were able to reopen flying for solo pilots, then opening flying for tandems- both social & commercial. Sahpa was required to work through the barriers put in place by SACAA and Dept of Transport, even though it didn't necessarily make any sense. Also, when politicians would address the nation aviation regulations would only follow later and not necessarily align, thereby causing a lot of confusion to the pilots and so SAHPA had to bide their time and continue to live within the rules until such time as we were able to influence changed regulations.</p> <p>The second challenge was to allow tandem flight operators to fly again, which was only recently given the go ahead by SACAA.</p> <p>The Regulatory response to COVID-19 has indeed been strict and at times non-sensical.</p> <p>SAHPA Audit & MOP:</p> <p>In January SAHPA had an audit and there were 5 findings that SAHPA completed Corrective action plans which included the amendment of the MOP. This was corrected and submitted to SACAA but our MOP wasn't approved and they insisted we rewrite our MOP in a different format. With the guidance of SACAA and the assistance of K Storie we managed to rewrite our MOP in the new format and place that which was not covered in and Additional MOP and approved by SACAA, which is now available on the SAHPA website.</p> <p>With the ongoing challenges with SACAA and after consultation with SACAA members, it was suggested that SAHPA, while amending part 62, to rather attempt to develop their own part namely part 106. With the help of K Storie, committee and trusted members of SACAA, SAHPA has submitted a new part 106. It was recently opened for comments, which closed on 24</p>

	<p>August 2020 and will now be discussed further. Only 2 comments were received from members within the time frame and 2 were received outside of the timeframe. We are expecting resistance from SACAA and our fight is yet to begin as this will mean that SACAA will lose revenue, something which they are desperately in need of.</p> <p>SAHPA website & Database: Currently SAHPA office spends most of the time with renewals, applications and licence related queries. Also, the current SAHPA database is 15+ years old and in desperate need of replacement. L Stanford has been upgrading the SAHPA website and found a company whereby they can generate an identical document as to the ISO CA 62-16 form which can be loaded onto the website. With this, all data completed will automatically be captured for record keeping. The idea is to join the website and database to update and store information in one place. This is an ongoing project and the database will only be finalised once Part 106 has been promulgated.</p> <p>SAHPA is also looking at uploading all the exams online but require the instructors of each discipline to work together to generate more questions.</p> <p>In the next year SAHPA committee will look at a communication process to evaluate and address complaints within SAHPA membership. A communications plan will be drawn up and a possible communications plan set up.</p>
5.	<p>Financials:</p> <p>Income: we have increased our revenue by 34%, largely attributable to foreign pilot fee increases. There has been an increase in SACAA licence fees which SAHPA had to recover thereby causing an increase in member fees, but the SAHPA membership fee itself has remained the same for the last 2 years and we would like to continue holding this steady. The interest received increased over the prior year by 15%, largely due to the increase in visiting member revenues flowing through to cash invested. SACAA is aware of the increased revenue generated from visitor fees and will possibly try and take this given SACAA financial position. Hence the motivation to get Part 106 promulgated as the SAHPA fee structure will change and we will be able to bring in significant savings to our members and take us out of the fee structures of SACAA, allowing us more autonomy.</p> <p>Expenditure: SAHPA has spent more on competition fees than in prior years so as to encourage competitive flying. There were also savings in the current year given that there was no instructor seminar.</p> <p>We have spent money on upgrading the website and back-end processing and will continue to go with 'Freshdesk' and other cost effective applications that are currently in place until Part 106 is finalised. Then, once we are sure of the regulatory processing requirements and have more clarity, significant IT investment will be considered so as to automate and simplify online processing.</p> <p>From a financial perspective SAHPA has done well given the R563k profit increase which has essentially flowed through to cash and cash equivalents. There is therefore money available to put forward toward projects that benefit the SAHPA membership and we have requested the section heads to provide proposals as to how best to benefit the membership through various strategic initiatives.</p>
6.	<p>Membership:</p> <p>Our current membership is lower than before with Covid happening the members are only now starting to renew their licences. Hopefully, the membership will increase back to over 600 soon now that recreational and commercial flying has reopened.</p> <p>The current figures are: 549 Total full members of which there are</p> <ul style="list-style-type: none"> 450 PG pilots 39 HG Pilots 148 PPG pilots 21 PPC pilots 27 PPT pilots 123 Students <p>CAA is still accepting digital copies for applications and renewals.</p>
7.	<p>Regulations:</p> <p>In the past RAASA was against SAHPA applying for their own individual part and never allowed it to happen, however CAA is slightly open to it and therefore SAHPA is only applying for this</p>

	<p>now. Precedence is set with Parachuting/ gliding and Ballooning. Modifications that were discussed at the last instructor seminar together with a few minor adjustments and placed it into Part 106 CARS and CATS and submitted this to CARCOM. SAHPA members were requested to send comments which was done and now the regulations and comments will be looked at CARCOM. We have asked for it to go to the ASO subcommittee and deliberations between SAHPA and other authorities as well as any other interested parties will be undertaken and the finalisation of what SAHPA has proposed will be discussed. This might be a challenge as SAHPA has proposed a permit to fly rather with endorsement instead of a licence. SAHPA will advise the members when the ASO deliberation meeting has been set up. Any extra comments that came after the deadline will be taken to this meeting to discuss and see whether they may be added.</p> <p>The process will also adjust the possibility of SACAA receiving revenue and as of today SACAA has a deficit of 391 million. SACAA will fight to keep the licence in place because of this. SAHPA's fall back position will then be that members will receive their first licence and thereafter all other upgrades, etc will become endorsements and not licences and ratings as was envisaged in the proposed part 62 amendment.</p> <p>SAHPA's initial position that is being achieved is the permit to fly and SAHPA can get back control. There was a lot of input from the instructors at the seminars and has assisted the progress. This is not a new idea as this has been discussed by all the committees through the years after RAASA defaulted on what was initially promised.</p> <p>K Storie did ask the members to please comment and get involved when asked to comment and to abide by the deadline dates as this is very important in the professional environment. P Wallenda mentioned that every year regulations and matters get more complicated and are inundated with paperwork and new challenges daily.</p>
8.	<p>New Committee:</p> <p>P Wallenda would like to thank the team that worked with him during the past year namely Ria, Steve, Kev, Louis, Lennox, Mark, Nic and Louise.</p> <p>Appreciated all the hard work put in and the support especially with all the challenges we have had. Also thanked Sue Day, and Carolina for all their support.</p> <p>The Pandemic could pose a medium-term risk (2-3 years) to SAHPA through loss of income from Foreign Pilot Permits, as well as a sharp reduction in local members.</p> <p>SAHPA would like to welcome the 2020/2021 SAHPA committee:</p> <p>P Wallenda – Chairman/Accountable manager Brett Ellis – Vice Chairman Steve Burd – Treasurer Kevin Storie – Regulations /Access manager John Henderson – PG Rep Basjan Van Heerden – PPG Rep Lennox Oliver – HG Rep Louis Stanford –not a direct committee member but working with the IT side</p> <p>P Wallenda welcomed the new committee and stated that this year is going to be a difficult year because of the challenges between Covid and SACAA, but if the committee all work together, SAHPA will overcome this. Will do our best to get flying back to where it was and to keep it fun and back to being a sport.</p> <p>The goal is to get Part 106 approved so that the committee can concentrate on the flying side of the Association and not on the paperwork and logistical issue we were faced with in the past.</p>
9	<p>General:</p> <p>M Human thanked the SAHPA team. A huge debt of gratitude to K Storie who is dealing with SACAA and is no easy task. He is glad and relieved to see that there is continuity with P Wallenda, S Burd and K Storie staying on and is relieved he is not. M Human is happy to see that J Henderson has been co-opted as the PG rep and will discuss a few things that he wasn't able to accomplish during his time as PG rep.</p> <p>He did however state that he is concerned that most of the committee members are from Western Cape and commercial pilots and his concern is that the bulk of the membership is recreational. M Human did iterate that the committee welcomed are all very capable and has no objection just that representation for our sport should be for both recreation and</p>

	<p>commercials as well as from inland is necessary. A suggestion was for sub committees be formed from the different provinces for feedback and involvement. S Burd welcomed John Henderson, noting that he is a recreational pilot, and has agreed to become the PG Rep and will be responsible for overseeing the recreational side, while the commercial side is a lot of work and will be overseen by commercial representatives.</p> <p>The problem in general is that it is difficult to get recreational pilots to volunteer their time on the committee.</p> <p>M Human also felt that SAHPA needs to find a better way to communicate with the SAHPA membership. Emails are very often missed and other avenues should be looked at. Messages are being sent on the WhatsApp groups, emailers are being sent out and information posted on the website. If a newsletter is being drawn up the committee does not get feedback to post information for the newsletter.</p> <p>The meeting has noted this, and the committee is working toward finding a solution. The idea is to establish an efficient communications channel for suggestions from the members. It can then be discussed and responded to accordingly. A suggestion from M Human was form a once a month complaint review system.</p> <p>M Human said that it is not easy being on the committee as many members sit on the side-lines and comment but will not step forward to do the work. Thank goodness for the committee who have spent their time on this.</p> <p>R Moothilal wanted to add to M Human’s question about recreational activity and feeding information through to the exec. A lot of decisions are made by the executive and not by the rest of the committee and feels this should change. His suggestion is to make the reps part of the exec as the SAHPA constitution allows for up to 8 executives.</p> <p>P Wallenda stated that he always appreciated R Moothilal’s input and opinion and will look at this.</p> <hr/> <p>Hans Fokkens thanked the committee for all the effort and hard work throughout the year and for all SAHPA has accomplished.</p> <hr/> <p>Barry Pedersen posed a question on whether SAHPA will allow funding to improve sites that are used for recreational, commercial and visiting pilots. S Burd stated that SAHPA would be willing to consider all applications, but a proposal is to be drawn up and sent to SAHPA through J Henderson which will then be discussed accordingly.</p>
10.	<p>Closing: P Wallenda thanked all the members who attended. Meeting adjourned at 19H40</p>