



SAMAA webinar bulletin # 1

The South African Model Aircraft Association. CAA ARO #10
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To SAMAA club chairmen

8 July 2022

Dear all

Our sincere thanks for those club chairmen and representatives who tuned in to the first SAMAA webinar on ARO matters. We know it was instructive and informative, and we hope that more members will tune in to better understand the intricate workings of the SAMAA as an ARO (Aviation Recreation Organisation). The session was presented by Alec Groenewald, the SAMAA vice-chairman and compliance officer.

The following attendees registered and participated:

Eike Richter – Shongweni

Henry Honiball – Ladysmith

Davon Lambrecht – Henley

Sarel Venter – Lowveld

Franco du Plooy – Bloemfontein

Christo le Roux – Two Oceans

Peter Carlisle – Durban Deep

Tony Stockwell – Pretoria RF

Ian Becke – Durban MAC

Yvette Steyn-Churchman - FlyFPV

Alec Groenewald – SAMAA

Allen Fraser – Silverton

Martin Venter – Irene

James Daubermann – Border

Doug Ross – Fish Hoek

Trevor Wolfaard – Newcastle

Maurice van Egmond – St Blaize

Marc Wolfe – Cape RF

Stefan Joubert – Tygerberg MFC

Mike Lloyd – Cape RF

David Hickson – Stofpad RF

Linda Dold – SAMAA

Bob Lloyd – Henley

Gerrit van Deventer – Bosveld

Roland Fisher – Cato Manor

Norman de Villiers – Walker Bay

Calvin Schroll – Klerksdorp

Johan Hefer – Umbila

Shaun Ruth – Port Elizabeth RF

Stefan Jacobs – Barnstormers

Richard Fleming – Durban MAC

Johan van Greunen – Ficksburg

Bob Skinner – SAMAA

Background

Alec explained that the ARO processes are new to all of us and are conducted in a regulatory environment that is foreign to many of us, and in some cases even intimidating. The SA Civil Aviation Authority will conduct an audit on the SAMAA, and it may entail visits to our clubs as well. It is important that we are aware and familiar with the language and culture of the Regulator.

Objective

The objective of the webinars is to transfer information and knowledge to our clubs about the ARO and the way forward. We hope to promote better communication to be able to understand the growth and changes in direction. The concept of AROs is here to stay, and the webinars will aim to unpack the processes, policies, and procedures.

Introduction

In November of 2021, the SCAA Regulations were amended to allow for the application and approval of Aviation Recreation Organisations. This is Part 149 of the Regulations (see a list of some of the CARS below). This was always available to other air sports, but not to aeromodelling. The process was started with a POPS (Prospective Operator's Pre-Assessment Statement). In this document, the SAMAA had to declare that we comply with certain conditions before the formal application process could be started.



The SAMAA is a PBO (Public Benefit Organisation) - with its main objective being that of the building and flying of model aircraft.

SACAA Regulations

To give a little more insight into the Civil Aviation Regulations, here is a simplified list of those regulations that affect aeromodelling activities (in bold):

Part 1	General Provisions
Part 11	Procedure for making Regulations
Part 12	Aviation Accidents
Part 24	Airworthiness: Non type certificated aircraft
Part 44	Maintenance Rules
Part 94	Operation of Non type certificated aircraft
Part 141	Aviation Training Organisations
Part 145	Aircraft Maintenance Organisations
Part 149	Aviation Recreation Organisations
Part 175	Aeronautical Information Services
Part 187	Fees and Charges

This is just a glimpse of an exhaustive list of Regulations. Most of the Regulations follow the pattern of: Definitions. Abbreviations. Applicability. Designation. Reporting. Certification. Licencing. Validity. Conditions. Duties and Responsibilities. Approvals. Authorisations. Most of the Regulations are supported by CATS (Civil Aviation Technical Standards). All the Civil Aviation Regulations (CARS) and CATS may be viewed on Lexis Nexis, a global provider of content enabled workflow solutions for corporate and government markets. Or visit the SACAA website on http://www.caa.co.za/Legal%20Documents/CIVIL_AVIATION_REGULATIONS-2011.pdf

Display of documents

As part of the compliance to the ARO MOP, it is expected of our clubs to display the MOP, the ARO certificate, and other ARO documents, like the SAMAA Constitution and the Code of Conduct. Each club of course has its own Constitution, safety rules, and operational procedures, and the SAMAA office staff annually request a copy of each club's AGM minutes. This demonstrates to the SACAA that clubs, although under the auspices of the SAMAA, operate independently, each with its own culture and specific needs (a power flying club is different to a glider club, and an FPV club is different to a park flying club, or a slope soaring club). We know that clubs face challenges and it is often not possible to have permanent fixtures on site. Whatever a club deems to be practical for its members to have access to these documents, will suffice.

Terminology

The SAMAA management is acutely aware of the unfamiliar language and terminology of the ARO MOP and other documents, and nobody is expected to know the intimate details by heart of this 52-page document. If club officers know where to find it, this would be sufficient. The same with the ARO certificate (the SAMAA is ARO no. 10). Club officials can do well to save these documents to their mobile devices, should a SACAA inspector wish to see it. The inner workings of the ARO MOP are managed by the SMC and the SAMAA office.

Inspections/audits

Should a SACAA inspector (of the GA – General Aviation division) visit a SAMAA club as part of an audit, he will want to see how the club is being managed, how safety is enforced, and how there is compliance to the MOP and other policies. If there is non-compliance, he will note it as a finding, and if there are a few findings, there will be a process to effect rectification or remedial action.

At the SAMAA's first demonstration in February at the Barnstormers club, the team of GA inspectors wanted to see the information board, the frequency control board, the evacuation process and assembly point, emergency contact numbers, and the general nature of model aircraft operations, with the accent on safety, and how club members conduct themselves.

Revisions and amendments

With regards to revisions and amendments to the ARO MOP, this is done by the SAMAA Quality Assurance officer, in conjunction with the Accountable Manager (SAMAA chairman). The SMC and SAMAA office staff manage this process, and whenever there are changes to the MOP, the latest revision will always be sent to each club. Because of a recent drastic increase in SACAA fees, it makes sense to limit any changes only to what is really necessary.

Personnel and resources

For the SACAA, there are two personnel portfolios that are important for responsible oversight of an ARO's activities: the chairman, and the safety officer. It would serve a club well to appoint additional safety officers; one person cannot be expected to be at the club, all the time. The POPS and the MOP (all these acronyms could be confusing!) state what resources and personnel are appointed by the ARO, what their duties, responsibilities, accountabilities, and competencies are, and how their performances are reviewed, and further training given if necessary.

In the near future it will be communicated to clubs that some of the SMC members may schedule club visits, to do internal audits.

We sincerely hope that you will join us for the next webinars, and encourage others to also join in. The more members of the SAMAA who take an active interest in the advocacy matters of our Association, the better it will be for all of us. Yes, we all enjoy our hobby, but we have to be aware that we must do it responsibly, with proper oversight, and above all, safety.

Next Web Forum

Date and Time	Topic
Wednesday 13 th July 2022 @ 6pm	Manual of Procedures (pg 24 – 44) - SAMAA Insurance - Risk Assessment Information session