



Parachute Association of South Africa

Minutes of the ADZO Meeting Thursday 03 Oct 2013, 14h00

Location: Aero Club Boardroom, Rand Airport

Chairperson: Joos Vos

ATTENDANCE AND APOLOGIES:

Present

Manuel Cordeiro	MC	Icarus Air Wear
Chris de Jager	CdJ	Skydive Central
Pam Russell	PR	WPSPC (Robertson)
Ralph Ridge	RR	Adventure Skydives Kruger, Johannesburg Skydiving Club
Mark Bellingan	MB	Skydive Cape Town / NSTO
Joos Vos	JV	EP Skydivers
Graham Field	GF	Aerial FX, Skydive Parys, Skydive Rustenburg
Jason Richardson	JR	Witbank Skydiving Club
Henk van Wyk	HW	Skydive Mossel Bay
Shaun Smith	SS	Skydive Plett
Vernon Kloppers	VK	Durban Skydive Centre

Apologies

Constant Benade	CB	Pretoria Military Parachute Club
Peter Lawson	PL	Pretoria Skydiving Club
Herman Grobler	HG	Skydive Rustenburg (GF carrying his proxy)
Peter Mauchan	PM	Skydive Cape Town (MB carrying his proxy)
Ian Douglas (Boss Doug)	ID	
Eugene Potgieter	EP	JSC (Ralph Ridge carrying his proxy)

Proceedings

JV opened the meeting at 14h08, welcomed all and went through the meeting rules. The agenda was adopted with no additional items added.

Minutes from the previous meeting

DISCUSSION		
1.	Correction to previous minutes: In 'Previous chairman's allegations and cases', "JR could not get a clear answer from Norman Langeveldt" to be corrected to read "JV could not get a clear answer from Norman Langeveldt".	
2.	The meeting asked the ADZO exec to elect the two ADZO representatives to the Management council. The constitution requires that the full ADZO board elects these representatives. All present confirmed the election of Chris de Jager and Joos Vos as ADZO representatives to the Management Council.	
CONCLUSION		
Chris de Jager and Joos Vos were ratified as the ADZO representatives to the Management Council.		
ACTION	Responsible	Deadline

Matters bright forward (JV)

DISCUSSION		
RR & MC's proposed structure for PASA office to approve ADZO application paperwork: PASA Admin has completed it.		
SOP for each approved aircraft: Guideline was to be compiled by GF and copies sent to CI's. GF confirmed that the draft for about 50 aircraft types has been documented. GF would like to present draft to NSTO before presenting to CI's. 1 week should be sufficient. CI input welcomed by GF.		
RAASA Meeting Feedback: JV will give feedback in this meeting.		
Pre-evaluation course: MB will include in the NSTO report.		
RAASA feedback: GF will include in the RAASA agenda item.		
Existing drop zone currency requirements list (RR): Included in the DZ application in the document.		
SJO requirements: Included in the DZ application in the document.		
CONCLUSION		
GF will present the draft aircraft SOP to NSTO before presenting to CI's.		
ACTION	Responsible	Deadline

Chairman's report (JV)

DISCUSSION		
Numbers are down from last year for various reasons, such as winter weather and Robertson having no aircraft.		
The tandem paragliding case (a tourist was paralyzed and won the subsequent case against SAHPA and CAA) adds to the pressure on us to be proactive in clarifying where we stand and where our tandems fit into the PASA structure. It must be clearly understood that tandem parachuting is an introductory course. It functions as an introduction skydive for the student.		
The tandem passenger is a student. If they are not briefed or do not follow the briefing, they can negatively impact the outcome of the skydive.		
As part of ensuring we have reliably and formally clarified this, a meeting is planned with CAA. At this meeting, CAA is to listen to the various different sections present their situations.		
Tandem Masters must complete an evaluation to become a Tandem Instructor documented on record as such.		
Laurel Thatcher and Joos Vos (tandem evaluators) are working on a framework with the NSTO. We have been proactive and are in close consultation with lawyers, RAASA, and the CAA to look after our members and this issue.		
Part 105 does separate our tandems as not being a commercial venture.. CAA do understand our position, we think, but we need to put things clearly and document it for CAA to feel comfortable and ensure everything is formalised.		
We must get that back on track and keep it clear, give them our best practices, and push our case.		
CONCLUSION		
ACTION	Responsible	Deadline

NSTO Report (MB)

DISCUSSION		
<p>Everyone gets the monthly summary so this was not repeated.</p> <p>Rigging qualifications - need some formalisation. The military got involved with SAQA (South African Qualification Authority) and have done a lot of work on it. We will benefit greatly by leveraging off that and adding to it for the civilian side.</p> <p>Gavin Abroue, Boss Doug and Erik Vliegenthart are busy with it on PASA's behalf, taking a detailed look on how to achieve each level of qualification. We might need to fund their flights for these meetings.</p> <p>It will take a while and we're currently formalising this with SAQA but will have great outcomes. They will be the custodians but we will have input. It will be a living document. The minimum standard will be in the manual that is developed and we can do more and raise the manual's standard if we wish.</p> <p>Those with existing ratings will keep their rating but must comply. New applicants must comply with the document and new requirements. PASA will still approve and administer its own ratings. PASA rated riggers may apply for a formal SAQA qualification if they wish. At this stage it is not a PASA requirement for PASA riggers to be SAQA qualified.</p> <p>Pre-Evaluation course - James Meyer is putting something together to help prepare people for the Instructor evaluation preparation process. CI's are not necessarily the appropriate people to give it. We will not force people to do the pre-evaluation but it will assist them with being better prepared for the evaluation.</p> <p>Steve Bartels has finished his requirements to get his evaluators rating – currently it is just for static line but there is little left for him to get it for AFF too.</p> <p>A CAA safety seminar is scheduled for 23-24th which MB is to attend.</p> <p>The budget this year is lacking due to unforeseen expenses so a CI seminar might not be possible. Some key issues are outstanding and might just have to be addressed as individual discussions.</p>		
CONCLUSION		
ACTION	Responsible	Deadline

RAASA meeting feedback (JV)

DISCUSSION
<p>JV gave the background and updated the meeting on the on-going difficulties PASA has had with RAASA. PASA's requested mediation meeting has not brought resolution or co-operation from RAASA and we continue to pursue solutions.</p> <p>PASA is still waiting for our ARO but we still do not know what the problem or resolution is to get our ARO approved. RAASA seem to be aligning with complainants and refusing to communicate with us. We have requested CAA intervention, as the breakdown in communications with RAASA has made our pursuit of resolution impossible.</p> <p>JV explained the complaints and the current state of each. We have responded and attendees were reminded that the cases are currently sub-judice. We have included these matters in our consultation with the CAA and attendees are requested to not discuss these issues with anyone asking. Formal proceedings and lines of communication are critical.</p> <p>After the unsuccessful resolution attempts we have submitted a document from PASA to Kevin Storie at the Aero Club, detailing the complaints and more importantly, the 11 issues we have with RAASA and the</p>

interference from them. We have also sent documentation to Kevin Storie.

The Aero Club have taken this to the CAA and are currently in a meeting about it. This is to facilitate a meeting with the director of the CAA to help us with how we should go forward. We are asking to operate directly under CAA.

The Aero Club was clear that they have no agreement with RAASA. Neither does PASA. There is no documented agreement on roles and responsibilities. We will only take responsibility for drop zones under our authority and approved by us.

The ADZO board confirmed unanimous support in the proceedings.

CONCLUSION

ACTION

Responsible

Deadline

DZ requirements tick box form (All)

DISCUSSION

MC thanked Neeve for her efforts in compiling the document.

MC took the meeting through the document which guides new applicants through the requirements and principles of the application process.

A discussion followed over the issue of multiple drop zones in a single location and the wording, "Negative impact on existing DZ" and whether this wording should be narrowed to safety impacts specifically. No decision to change it was taken.

Where this happens internationally, they do so by having very tight agreements in place and very often ownership is shared. The main issue is not aircraft as much as jumpers, in particular, students and wind (and unpowered flight). When is it not the same drop zone but neighbouring drop zones, it is actually harder to work successfully than when it is the same shared drop zone.

The requirements document was accepted in principle with 7 days for anyone to raise concerns. It will be taken to Dennis Cohen for his review and advice too.

CONCLUSION

Document accepted in principle, and will be submitted to Dennis Cohen.

ADZO board members have 7 days in which to submit any changes or concerns. MC will handle it going forward and after Dennis Cohen's approval will circulate the final document.

ACTION

Responsible

Deadline

PASA Admin to send to Dennis Cohen for legal review.

PASA Admin

Raise concerns with the document.

All

10 Oct 2013

New Drop Zone applications

DISCUSSION

[Skydive The Beach \(Margate\) \(Donavon Crerar\)](#)

Donavon Crerar (DC) presented the application.

The verbal agreement is still in place for Scottburgh but final approval is only expected in 6 months. That, and some unexpected infrastructure investment requirements, led to the decision by DC to abandon the application and try Margate instead.

Inside the airport is not appropriate for less than B Licence holders to land so the drop zone will wait for approval of an alternative landing area before applying for student operations. DC plans to operate in

February.

The focus is on sport and tandem operations. Only tandem and AFF will be trained for now, no Static Line.

Air traffic is not an issue as Airlink flies once a day only.

The landing area will utilise the space next to the parking lot that the municipality has allowed DC to clear for this purpose. It is not rocky where it has been cleared. Building rubble and some trees are all that is left and the plants cleared were invaders, not indigenous.

DC confirmed he is abandoning Scottburgh completely.

Equipment is available through the Angel Trust and Atlas Angel aircraft will be used at first. The plan is to operate on weekends or every other weekend until a Cessna can be found and then a more permanent operation will be pursued.

Concerns were raised with the dependence on Graeme Gordon for aircraft and equipment and his historic interference with drop zone operations in similar circumstances. DC confirmed that this is not currently a problem and that he is working toward becoming independent of all others.

DC was asked why he did not follow the correct procedure for applying, which is through PASA not RAASA.

DC said he tried going through RAASA for the relocation of Scottburgh to Margate. DC was informed by the chairman for the purposes of education that Scottburgh was in fact never approved – PASA was in favour of it only on condition of documented landowner permission. To move to Margate without the licence was not even possible. DC was requested to please go through the proper channels, which in this case was PASA.

DC said he thought that a licence was for a person and that the location could be changed. He was corrected – *a person at a location* is what gets approved.

The NSTO stated he prefers the Margate location to Scottburgh. He asked for DC to return to NSTO once the clearing has completed to proceed with an inspection.

The chairman confronted DC about his recent complaints to RAASA and the accusations levelled against ADZO therein, and how it follows that DC now wants to become a member of the same organisation.

JV asked DC directly if he wrote the letter of complaint received from him and signed by him. DC admitted he did not write it and does not agree with all of its contents, but did sign it. DC said he wanted to better the system.

It was emphasised to DC that when you (DC) are a member of ADZO you (DC) are free as a DZO to distribute this information to your members.

A vote was taken on the drop zone application: Unanimously in favour of a B licence only operation.

Skydive Ballito (Ian Douglas – presented by Vernon Kloppers on his behalf) (3rd)

Vernon Kloppers presented the application on behalf of Ian Douglas (“Boss Doug”) who will be the DZO.

The proposed CI is Dale Jowett.

Dave, the aircraft operator, will use ZS-KNZ at first but is welcome to find another. VK will operate the skydive club side.

Two of DSC’s tandem rigs and 2 student rigs will move to Ballito and only tandem and AFF training is planned.

Wind is an issue so one student at a time is considered best by VK.

1.5 km lies between the student and non-student landing areas

A C206 will be used at first then a C182 with a Mogas conversion.

Dave has met with ATC and no problems are foreseen. Some traffic problems with the International airport

are expected but the plan is to avoid their busy times and airport representatives are fine with it. The plan is to start beach jumps in December. Some work will be required for beach landing permissions.

The NSTO confirmed that it will only be B Licence and above that is approved at first. VK confirmed that they will approach NSTO when they feel ready to try move to student operations.

The NSTO proposed Nick Ames as a neutral party in the area to go and check out the drop zones. No objections were raised.

Concern was raised for open-endedly postponing the student operations. It was suggested to apply for a non-student drop zone and then just upgrade with the NSTO when time comes. No meeting is required for that and no ADZO approval is needed then.

Roy Steemson and Vernon Kloppers are the owners, Boss Doug the DZO, and Dale Jowett will help out where necessary.

No objections were voiced.

A vote was taken on the drop zone application: Unanimously in favour for a B licence only operation.

Due to confusion over the PPC licence over the years, it was proposed that ADZO return the PPC licence and R 15 000 deposit to VK and issue new licence with a new R 15 000 payment for this new drop zone. This will clarify the licence and ownership and separate it from confusing history and clubs.

Skydive Oudtshoorn (Henk van Wyk) (2nd)

Henk van Wyk (HvW) presented the application.

He has the support and infrastructure in place. The Skydive Mossel Bay (SMB) aircraft is moving to Oudtshoorn and a new Cessna is going to SMB. Gear will be split between the two drop zones and more is on order.

HvW plans for tandem and student training and operations, once a weekend for sport, once a month for the first jump course and Wednesday afternoons for sport. It will be manned 7 days a week with a receptionist and packers. The pilot is based at the Oudtshoorn airfield.

The DZO and proposed CI is Henk until someone suitable comes through the ranks. HvW is hoping Arenhold Hooper will come through over time. HvW proposes Hein Geldenhuys to become CI at SMB while HvW moves to Oudtshoorn for a few months.

The instructors include Arenhold Hooper and HvW (to be the tandem masters too). Andre Venter is a jump master. A packer has been in training at SMB for a month and two pilots from the local flight school will fly for the drop zone, one of whom has flown for SMB before.

In response to a query raised about the noise concerns (a complaint received by the Management Council too) HvW said he is aware of it and has received the letter. The same concerns were raised when opening SMB and HvW has a strategy and plans for working together with the community and manage the concerns.

HvW is confident that he can handle the complaints and understands the channels that must be followed.

The complainant must address this through the correct channel, which is the municipality. PASA cannot manage that. As long as HvW is aware of the issue and managing it, it should be fine.

No objections were voiced.

A vote was taken on the drop zone application: Unanimously in favour.

Skydive Knysna (Craig de Villiers)

Craig de Villiers (CdV) introduced himself and presented the application.

CdV plans to open for Christmas, meeting a need from a market of jumpers who are not willing to travel.

The aircraft is a C182 from Llewellyn Henman when Skydive Central is done with her.

Skydive Central has a contract until February that the owner is trying to get out of. CdJ said he does not object to them taking the aircraft before then.

The pilot is Howard Butcher.

The plan is for non-student operations.

Two tandem rigs are to be used for the drop zone and hangars, runway and infrastructure are in place.

Sport skydivers are welcome.

Discussions ensued over the power station and cables, 5-6 km away and the power station 2.5km away.

Noise complaints are often an issue and CdV was advised to be proactive and plan to fit in. CdV confirmed he planned to go in slowly, market gently and is hoping they will find out after it has been running already.

The surrounds and landing area were discussed.

No staff is considered necessary or planned but some other tandem masters have shown interest.

CdV is the proposed SO. The NSTO will talk to CdV about this and is trusting Henk's vouch for him.

No objections were voiced.

A vote was taken on the drop zone application: Unanimously in favour for a B licence only operation.

CONCLUSION

Skydive The Beach drop zone was approved (for B Licence only).

Skydive Ballito drop zone was approved (for B Licence only).

Skydive Oudtshoorn drop zone was approved.

Skydive Knysna drop zone was approved (for B Licence only).

ACTION	Responsible	Deadline
The PPC licence (and R15 000 deposit) will be terminated (and returned) and a new licence issued for Skydive Ballito.	PASA Admin	
Nick Ames may be sent by the NSTO to check out the KZN drop zones.	NSTO	

Tandem demonstration jump criteria (GF)

DISCUSSION

GF was asked to formulate criteria for tandem demo jumps, which is tough to do in the climate of the current paragliding case. GF looked at it in the context of risk justifying reward. It is a very special kind of tandem that can be very beneficial but very detrimental in a negative outcome.

The criteria have not changed. GF has tried to keep it open, but not everyone will be approved.

PASA is allowed 25 per year by our insurance cover. Air shows are a common place for requests and the organiser can often cover the tandems in their insurance. Everything must be in place and every tick box checked to do it. This is critical.

The tandem instructor requirements will raise the bar from the previous 100 tandems to 500 with other criteria set too. The venue will be looked at very carefully by the NSTO. The size and shape of person will be considered carefully. Weight and disabilities are extremely high risk.

We want to keep it on the backburner for now. GF advised that we try not to do too many demo tandems until a clear path is seen ahead with CAA on the tandem issue. We live in a very litigious society so caution is paramount.

GF requested input and feedback.		
CONCLUSION		
ACTION	Responsible	Deadline

General

DISCUSSION		
Nothing was raised under general.		
CONCLUSION		
ACTION	Responsible	Deadline

Closing

The Meeting was closed at 16h55.

Minutes recorded by: Claire King (CK)