



Benefits
of SAAA
Membership

Chapter network

Build support

Technical Counsellor support;
no service fee

Special Certificates of Airworthiness (SCoAs) issuance

SAAA's own Authorised Persons,
delegated by CASA to issue SCoAs

Aircraft maintenance

MPC course available to our members

Pilot Licencing

All managed by CASA – all the
opportunity a pilot aspires to
grasp; from RPL, VFR to IFR and
commercial

Flight Ops Support

SAAA has a network of Flight Safety
Advisors (FSAs)

Flight Training

SAAA has its own CASA approved
Type Transition Training program
(instructors hold FIRs IAW Pt 61)

Community Forums

Insurance

Discounted fuel

Member Air Assist

Events

Much more...

Self-Declared Medical Certification for Pilots

**Pilot Medical Reform:
Sport Aircraft Association Of Australia
– Executive Briefing**

AOPA Australia extends our sincere
thanks and appreciation to the Executive
Committee members of the Sport Aircraft
Association of Australia for the opportunity
to meet to discuss Pilot Medical Reform.



Over the past five years our two associations have stood shoulder
to shoulder, advocating for essential reforms that enable greater
participation and access to aviation nationwide.

Pilot Medical Reform sits at the very top of our agenda, and we
thank the SAAA for their continued support.

BENJAMIN MORGAN
Chief Executive, AOPA Australia

On November 26th, The Civil
Aviation Safety Authority
announced details of its
technical working group and
public consultation for the long
overdue "Self-Declared Medical
Certificate for Pilots".

Why there is no self-certification
pilot medical standard yet
for CASA licensed RPL/
PPL holders? Our members
continue to question the
regulators logic in refusing the
community with access to it –
yet at the same time approving
RAAUS RPC holder's access.

For those joining the discussion
on this issue for the first time, in
layman's terms; *self-certification
pilot medicals refer to the ability
of a pilot to self-declare that they
are fit to fly and hold a current
private driver's license. This self-
certification standard addresses*

*the obvious; that if you are fit to
hold a license to drive a car and
carry passengers, then you are
fit to fly a light aircraft.*

CASA's somewhat inconsistent
'good for one but not good
for the other' stance on pilot
medicals appears lacking in
any serious safety case or
genuine risk assessment, with
CASA refusing to publish any
justification to their decision.

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Any request from industry, SAAA or AOPA Australia to provide their safety case and risk assessments had simply been ignored. The Federal Senate Rural Regional Affairs Transport Committee achieve the same result, with CASA ignoring their direction to supply it.

The issue of self-certification pilot medicals frustrates and angers a great many in the RPL/PPL pilot community, and rightfully so. Self-certification pilot medicals have been in use for several decades by RAAUS RPC holders – all approved by CASA.

On one hand CASA says it's perfectly safe for an RAAUS RPC holder to fly using a self-certification pilot medical, then looks across to RPL/PPL holders, who in many cases are flying the same aircraft from the same airfields in the same airspace and declaring them unsafe and prohibiting them from accessing the medical standard.

You can be excused if you're feeling confused because we all are. What is good for the goose is clearly no good for the gander. Sadly, it has left many wondering as to what has happened to the much touted 'risk based, proportionate and just regulation approach' promised by past CASA Directors of Aviation Safety. It really does not take a genius to work out that CASA is actively discriminating against RPL/PPL holders and that it has delivered seriously anti-competitive regulation to drive it.

Ben Morgan, CEO of AOPA Australia says "I have all but given up counting how many times I have asked successive CASA Directors of Aviation Safety, one very

simple but vitally important question; "Yes or No? Is it safe for a pilot to fly recreationally with one passenger outside of controlled airspace, in aircraft with a maximum take-off weight of 600kgs, using a self-certification pilot medical?"

We all know the answer is an obvious YES!"

CASA now has a new Director of Aviation Safety and CEO, Ms Pip Spence, who unfortunately has inherited what is easily considered a royal mess with respect to pilot medicals.

Under new leadership, CASA has the opportunity to re-engage with industry, delivering risk based, proportionate regulation to support our collective future.

SAAA and AOPA Australia is determined to continue its advocacy to achieve a positive outcome, one that goes a great distance in helping all of aviation recover and grow. All we are seeking is for the rights of all pilots to be protected and to ensure that all sectors of aviation have an equal opportunity and footing to participate.

Fingers crossed; we can achieve this important outcome working together in 2022.

Tony White – SAAA National President / Ben Morgan, CEO, AOPA Australia

Bremer Bay Fly-in

The first fly-in for 2022 took place at Bremer Bay on January 8. This year there were 27 aircraft that flew into Bremer coming from Jandakot, Albany, Bunbury, Margaret River, Serpentine, and local surrounding areas.

The majority flew in on Saturday morning and were transported into town by members and friends. Around 70 members and partners attended a BBQ lunch at the White House hosted by our national President Tony White.

SAAA Members Greg and Barbara McFarlane coordinated and catered the event that was enjoyed by all.

If you are holding a local fly in, let us know by contacting enquiries@saaa.com



It pays to stay with the SAAA.

Member Anderson Dufty says: "So in other words with the savings on insurance and fuel you are effectively paying me to be a member of SAAA. Pretty good deal I reckon!"

By being or becoming a member you have access to great benefits, which are detailed on the front of this newsletter. The following benefits have been launched in the past few months.

Visit our website to see how you can benefit being a SAAA Member
<https://saaa.asn.au/membership-benefits>

Member Air Assist

SAAA Members helping fellow aviators when they need assistance

SAAA Member Air Assist is all about connecting SAAA Members with each other when travelling away from home base, and knowing that in many regional centres around the country, there will be SAAA Members ready to help wherever you may be:

- Local tips on airports, procedures, and weather
- Looking for somewhere to park your aircraft undercover
- Needing to borrow some tools and a spot to do an oil change or other maintenance

Have you been in a situation, or wondered how you'd go, where you are off on a big trip and you are in the middle of nowhere when – in the air or the ground, something fails or does not work? It is often not much fun but it happens! There are many examples where Members have driven or flown great distances to help their mates out – this is what we do!

Skyfuel

We have successfully negotiated a new Member benefit with Skyfuel that offers 5c per litre discount on all fuel purchased using Skyfuel issued Skyfuel-AirBP or Skyfuel Carnet cards at AirBP and Skyfuel operated locations. This benefit will apply from 1st January 2022 and will be applied to your monthly

Skyfuel invoices whenever there are any transactions using either of these cards.

Please note: If you purchase fuel with a Skyfuel World Fuel Contract Card the Skyfuel-BP discount does not apply.

This arrangement benefits all Members irrespective of how much fuel you purchase. To use this service you must hold a Skyfuel-BP card and be a financial member of the SAAA.

QBE

For over two decades, QBE and SAAA have worked together with a shared commitment to improving safety outcomes in the sports aviation sector. QBE is committed to SAAA and its Members, and SAAA is committed to cultivating the conditions to help keep its Members safe.

In October 2021 we relaunched the offering with a redesigned structure and cover options, introduced new cover options, such as tools and trans-Tasman flights, and amended the risk rating to reflect the improved safety and claims record of SAAA Members, altogether allowing SAAA members to better tailor the scope of their policies to their individual needs.

Participation in the offer does, however, require a SAAA Member to participate in the Member Support Program (MSP).

The SAAA Member Support Program covers five core activity elements including building, flight testing, maintenance, pilot type transition training and ongoing pilot proficiency (or currency). Each element has its own Charter, setting out a number of things the participant commits to doing, and which are all designed to improve knowledge and skills – collectively aiming to reduce the chance of an incident or accident. QBE Insurance rewards MSP participants with:

- Discounted premiums
- Additional policy benefits, such as Hangar Keepers insurance included
- Instalment payment options
- Parts only options – note this option still provides for engine rebuilds and top end avionics repairs that must be carried out by certified repairers

Michael McNamara, Head of Aviation and Marine, QBE Insurance, said "Investment in safety is key for every aviator at any stage of their journey, and so QBE is proud to continue its two-decade long relationship with the SAAA, and our support of the SAAA Member Support Program." Tony White, SAAA President, added, "We are proud to be working with organisations like QBE to help cultivate conditions to keep our members safe. The improvement in our safety record is a credit to our SAAA Members and QBE's commitment to our safety programs".

You can contact QBE directly to discuss your needs on 03 8602 9900 or email aviation.admin@qbe.com

Build & Fly Update

The SAAA Sponsored Youth Build and Fly Program has met a great milestone of all parts now complete and ready for integration. The wings and empennage are at our hangar in Narromine, along with our RV12 Trailer which was kindly donated by SAAA Member John Allen.

The fuselage will make its journey from Perth to Narromine soon.

The schools have showcased their component to their local community by holding open days / evenings and fetes. Burnside State High School were on the local Channel 7 News!

Each student has been presented with a certificate of participation and the schools with a plaque. We have had a plate made up which has each student's name on it who have participated in the build. This plate will be mounted in the baggage compartment of the aircraft.



Whilst we still have a way to go to the project being complete and to Certificate of Airworthiness Phase One, we could not have done this without the generous time, commitment, and knowledge of our volunteers. The SAAA has a great membership and in true SAAA spirit over forty of our members volunteered to help with the RV12 build around the country. The schools and students now have hands on experience and mentorship from all mentors involved. We have a rolling honour board on our website home page to give our thanks of appreciation to all of those involved.

Alongside the RV12 build, the RV7 empennage project at Narromine High School (NSW) and the RV12 empennage project at Temora High School (NSW) are continuing and we will give an update in our next edition of AirSport News.

MTC Update

The Maintenance Techniques Course (MTC) is progressing forward. For those who do not know - this course will give non-builder owners the ability to conduct and certify their annual inspections. We have received very positive feedback so far from our own beta-testing team and from CASA. We submitted the MTC Manual to CASA before Christmas and we are due to meet with them in February to move forward to gaining approval for the course. This will be a "game changer" for many of our members and, potentially, the future of SAAA.

A message from Jabiru



Jabiru can supply Gen 3 engine parts except new cylinder heads. Cylinders and conrods are available and cases can be supplied reconditioned.

Jabiru also provide email and phone support for all engines. Also, Gen 4 engines do not have to be paid for at order time. Payment is requested in the month of production. Currently, 2200 engine have a lead time of 2 months and 3300 engines have a lead time of 6 months. World-wide supply issues contribute to these long lead times.

SAAA in 2022

Some of the projects we are currently working on:

- **Online classifieds.**
There will be no fees for Members, but the service will be available to non-members for a fee.
- **Online advertising** for Members
- **Member Skills Matrix**
– linking skills to assist others.
- Extending the **SAAA Flight Training & Safety program** beyond the current Flight Safety Advisor (FSA) service and Type Transition Training delivered by SAAA Member Instructors to include Flight Reviews.
- **Youth flight instruction**



Visit SAAA's website at www.saaa.com

If you would like to talk to us – just call **02-6889-7777** and our friendly **Membership Services Team** will help you explore the opportunities that are available as an **SAAA member**.

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