

## President report GFA AGM August 2019

It's been an interesting year, with many good and exciting things happening, there have also been some that are not as good, but by and large we are moving forward in a positive and progressive manner.

I have taken 14 of these items and mentioned them in this report, there are many, many others

### 1. CASA and funding changes.

We started the year with a draft proposal from CASA to change the funding agreement, effectively dropping our funding by \$40,000. This should not have been unexpected because we had publicly stated that funding needed to be sorted out before Part 149 came into force, and we had also been pushing for an increase in funding since the amount was frozen in 2014.

Initially the nine Sports Aviation groups got together at CASA's expense and were told the criteria, and that CASA wanted us to sort this out. CASA left the room and we started working on this, it was never going to be easy. We went away and had a number of follow on meetings, during which it was obvious that RAAus was at loggerheads with what the other eight groups were proposing, so we separated on this matter. The group proposal was presented through an email to the head of CASA by myself as spokesman for the group. Our proposal was accepted and basically used for our current funding. As a direct result our funding is now considerably less than it was in the past, but it is better than the original formula that CASA presented. As part of this exercise CASA 'found' an extra \$20,000 for RAAus, after going to great pains on a number of occasions to advise that there was no more money.

Our reporting requirements have changed and been expanded with this years allocation, so less money and more reporting. The current agreement lasts 2 years, and I am not convinced the payments will continue. However, we are coordinating with RAAus and all the other sports groups to make a submission to the government to support further and increased payments. In the financial environment that we are in I would not hold my breath for more money.

### 2. Part 149

Part 149 is now passed into law and we have a choice to make, go into it or not. CASA has advised that if we do not enter part 149 everything will remain as it is and we will not be allowed to make any changes. When pushed on this matter using an example of a sudden massive change that will increase safety they admitted they would consider it. The cost of entering Part 149 is not insubstantial at around \$150,000 and ongoing costs of \$50,000 as suggested by the Deputy Prime Minister when this was tabled.

Part 149 is supposed to give us more autonomy, be easier to manage our affairs, and give financial certainty of CASA support in the future. At the moment we are still discussing some of the aspects, such as why CASA should be able to overturn some of our selections for senior positions such as President, Safety officer, head of Operations/Airworthiness, the cost of change of internal regulations that have to be approved by CASA, and ongoing support funding for the services that we do on behalf of CASA.

Your Board is being appraised on this significant matter regularly, and will decide as we progress towards a decision. Current thinking is that we will probably go into Part 149, but be the last group and see how it is being managed by both CASA and the other groups.

This will be the most significant change in our operating methodology since the OpRegs were introduced, and will have significant and long term effects, we need to be alert to unintended consequences that because of what I call the 'CASA effect', can not be changed because they are enshrined in some form of legislation, including CASA internal 'how to' documents.

### 3. Financial changes

The Board has agreed to changing the basis for managing our finances, from using effectively only bank fixed deposits to investing these assets to receive a greater return. The aim is not to build our finances it is to use our money more effectively in this era of minimum interest payments through banks.

We initiated this just before there was a large downturn in the market, but credit to the Board they held their nerve and we have now come out of the year with a much brighter and better outcome that would have been possible using Bank interest only.

There are risks to this approach, there will be wins and losses, ups and downs, but the aim is to grow our interest by greater than 4% above inflation. This does not stop us from going back to fixed bank fixed deposits if they increase their returns, but that is not going to happen soon.

### 4. Marketing and promotion

This has been an area we have not done well over the years, and the Board has tasked a small group of members to identify appropriate marketing logos, material and processes for the future, these people met earlier this month and are starting that process, you will see more in the near future.

### 5. Safety group

Members will be aware that this group was initially set up to deliver an appropriately leveled SMS to the GFA and clubs. This has been achieved, in no small effect because of Stuart Ferguson and the safety team, and each club now has an SMS that is appropriate to its size and complexity. This is a good thing and must now be maintained by each club.

A new GFA Safety Advisor is coming on board to take us to the next level of safety, Safety is not a 'bolt on item' run from the top down, it is a culture that is effectively bottom up controlled.

This is different to our historical approach and Professor Sidney Dekker will be assisting in this journey, I would recommend that members read at least one of his books, they are enlightening and often go against what we 'know' to be good safety activities.

### 6. SOAR Analysis Group

In the coming weeks we will be advertising for volunteer members who are interested in assisting in the safety area specifically in a SOAR Analysis group, whose task it will be to analyse in a non-biased way the Soar reports that are submitted, this will not be on site accident investigation, but analysis and follow up of submitted SOAR reports that will allow our operations, airworthiness, and sporting groups and pilots to have meaningful data and minimize the workload of our staff. This will include follow up with those reporting, as well as the CFI to speed up the process. The group will be selected using a number of criteria including having read and understood the book "The Field Guide to Human Error Investigations" by Sidney Dekker.

## 7. Membership Diversity

Approximately 4 years ago we had 5% Juniors and 2% females, the last statistics I saw said we had around 25% juniors and 12% females, fantastic.

## 8. Loans to clubs

The GFA makes loans to clubs seem to be being used more often, this is a really good thing, it assists clubs in major purchases, such as aircraft at a cheaper rate than the banks. A Win-Win situation.

## 9. Communication with members

Mandy news, the Magazine, the GFA Forum, Presidents Forum, as well as our Facebook page and individual emails when needed are some of the different communication methods we use. Occasionally these bring out the negative in some people, but largely our members are respectful and reasonable. Our new GoMembership system will also assist in this area.

## 10. Updated Member Protection Policy

We have continually been updating this to make it reasonable and useful, unfortunately some members still do not understand that it has to be started and sorted at the lowest possible level or it is no good. A general complaint does not initiate an MPP. There is a process, and slowly and surely this is being understood and that's a good thing.

## 11. Less face to Face meetings

Face to face meetings have a place in our communications, however there is a large cost to these. The Executive and Board now have 2 less face to face meetings than they did 3 years ago, saving many thousands of dollars of members money. All national groups, eg Operations/Airworthiness/Soaring Development etc have electronic meetings, mostly on a regular basis to ensure quality decision making and good process.

## 12. Online tests

Currently Radio Procedures, Airways and Airspace, and the A, B and C certificates are conducted on line, expect more as we move to be more effective in this space.

## 13. Airworthiness video's

The airworthiness group now have a Training Manager, and not only is the training documentation getting better, it is being supplemented by videos. This is great, but again costs a lot and it needs to be right.

## 14. Simulator

You may have seen the new GFA Simulator, it will benefit many people in the years ahead, if it's used correctly, it can't end up being a game machine. The plans will be available in PDF form for whoever wants to build another. Hopefully this will ensure some standardization to compliment the new standardization in our training systems.

The future and current decisions

Sadly we are also slowly seeing the demise of a large and significant group of people through the impost of advancing years, these members have been very effective in keeping our organization vibrant and alive. We cannot replicate some of their fine work, but we should ensure that their efforts are not lost, as we underpin their work and I ask them to accept the gratitude of a grateful organization.

There are also a great number of fine people working diligently to ensure we can continue to do the things we want to do with a minimum of disruption and interference from outside groups and instrumentalities.

But, We have some significant challenges ahead of us, but we also have strategies in place to overcome these. We must not return to the days of internal disruption for political purposes. We can only survive if we work together.

None of the decisions being made at Executive and Board level are made with malice, they are generally thought through with the long term aim of supporting our future. If you have a problem with something, please don't go out to the world and say how bad it is, talk to us.

Remember we are on your side.

Peter Cesco

President