

Question 2

SYNCRAPED HOURS FLOWN PER TAIL NUMBER

OSIS hours contained in this table are taken from the OSIS system and are used for maintenance planning only. These hours will differ from flight and documented post hours as indicated below the table. The notes for the difference is set above OSIS.

TAIL NUMBER	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	TOTAL	
A109	3601	0	0	0	0	0	0	0	0	0	0	0	
A109	4001	0	0	0	0	0	0	0	0	0	0	0	
A109	4002	0	0	0	0	0	0	0	0	0	0	0	
A109	4003	0	0	0	0	0	0	0	0	0	0	0	
A109	4004	0	0	0	0	0	0	0	0	0	0	0	
A109	4005	0	0	0	0	0	0	0	0	0	0	0	
A109	4006	0	0	0	0	0	0	0	0	0	0	0	
A109	4007	0	0	0	0	0	0	0	0	0	0	0	
A109	4008	0	0	0	0	0	0	0	0	0	0	0	
A109	4009	0	0	0	0	0	0	0	0	0	0	0	
A109	4010	0	0	0	0	0	0	0	0	0	0	0	
A109	4011	0	0	0	0	0	0	0	0	0	0	0	
A109	4012	0	0	0	0	0	0	0	0	0	0	0	
A109	4013	0	0	0	0	0	0	0	0	0	0	0	
A109	4014	0	0	0	0	0	0	0	0	0	0	0	
A109	4015	0	0	0	0	0	0	0	0	0	0	0	
A109	4016	0	0	0	0	0	0	0	0	0	0	0	
A109	4017	0	0	0	0	0	0	0	0	0	0	0	
A109	4018	0	0	0	0	0	0	0	0	0	0	0	
A109	4019	0	0	0	0	0	0	0	0	0	0	0	
A109	4020	0	0	0	0	0	0	0	0	0	0	0	
A109	4021	0	0	0	0	0	0	0	0	0	0	0	
A109	4022	0	0	0	0	0	0	0	0	0	0	0	
A109	4023	0	0	0	0	0	0	0	0	0	0	0	
A109	4024	0	0	0	0	0	0	0	0	0	0	0	
A109	4025	0	0	0	0	0	0	0	0	0	0	0	
A109	4026	0	0	0	0	0	0	0	0	0	0	0	
A109	4027	0	0	0	0	0	0	0	0	0	0	0	
A109	4028	0	0	0	0	0	0	0	0	0	0	0	
A109	4029	0	0	0	0	0	0	0	0	0	0	0	
A109	4030	0	0	0	0	0	0	0	0	0	0	0	
OSIS HOURS			73.2	334.4	2011.2	2227.6	3172.7	2728.8	2987.5	2073.3	2196.6	55.9	17861.0
CAPTURED HOURS			0	256.1	1942.8	2126.6	2716.1	2514.7	2987.5	2059.1	2219.5	55.9	16878.3
			-73.2	-78.3	-68.4	-101.0	-456.6	-214.1	0.0	-14.2	22.9	0.0	-982.7

OSIS hours  
CAPTURED hour  
DIFFERENCE

Question 3

Allocated Flying Hours  
for the A109 Fleet.  
(Hours do not get  
Allocated per Tail Number)

Year	Allocated	Actual (OSIS)
2003	0	
2004	0	
2005	584	334.4
2006	2000	2011.2
2007	1000	2227.6
2008	2000	3172.7
2009	2000	2728.8
2010	2000	2987.5
2011	2000	2073.3
2012	1007	2196.6
2013	71	55.9
Total Planned		17791

NB - The CAAF plans on the training paper allocated per month and then allocates resources to the need and then she does not plan for hours per airframe.

These hours are per allocation from Director of Operations (C) which is derived from the CAAF (C) and from the previous CAAF (C) and then allocated for the year. It is the difference between the total planned (C) and the actual (C).

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17861  
17791  
70

Question 4

number of pilots on strength before delivery

(1 cont)

Only one test pilot was converted onto the A109 before delivery. Five other pilots and test pilots did fly with this test pilot but the first courses for conversion onto the aircraft started after enough aircraft were delivered to entertain such a course.

Question 5

Budgeted Hours versus Actual hours.

Due to the reasons given in the explanation of question three it is possible to over or under fly planned hours. In this case if aircraft are serviceable and a disaster such as the Mozambique floods occur the Government will task the SANDF to deploy hel.

- 2005 Too little pilots trained to fly the plan.
- 2006 Aircraft Serviceability Caused a small shortfall
- 2007 Too many hours planned for the year. The system did not have the capacity.
- 2008 Squadrons Overflow Allocation
- 2009 Squadrons Overflow Allocation
- 2010 Squadrons totally overflow allocations
- 2011 Aircraft serviceability low due to upgrades and spares turn around times.
- 2012 Allocation doubled after six months of the year but still over flown by squadrons.

Question 6

If Budget hours not reached what steps were taken

The performance of all aircraft systems are measured quarterly and explained in the quarterly report and in the annual report for auditing by the Auditor General.

See Question 5  
New budget adjustments were made annually to reach an acceptable deviation from planned to actual hours.

Question 7

Pilot Training Schedule

All the courses completed for pilots are shown in Question 8. The scheduling of courses are done according to qualifications of air crew that are identified to have enough experience to advance to a next level and then a course is planned to train these.

See Question 8

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