



Defining General Aviation

SA-CAR: "general aviation operation" means an aircraft operation other than a commercial air transport, air ambulance or aerial work operation

ICAO:

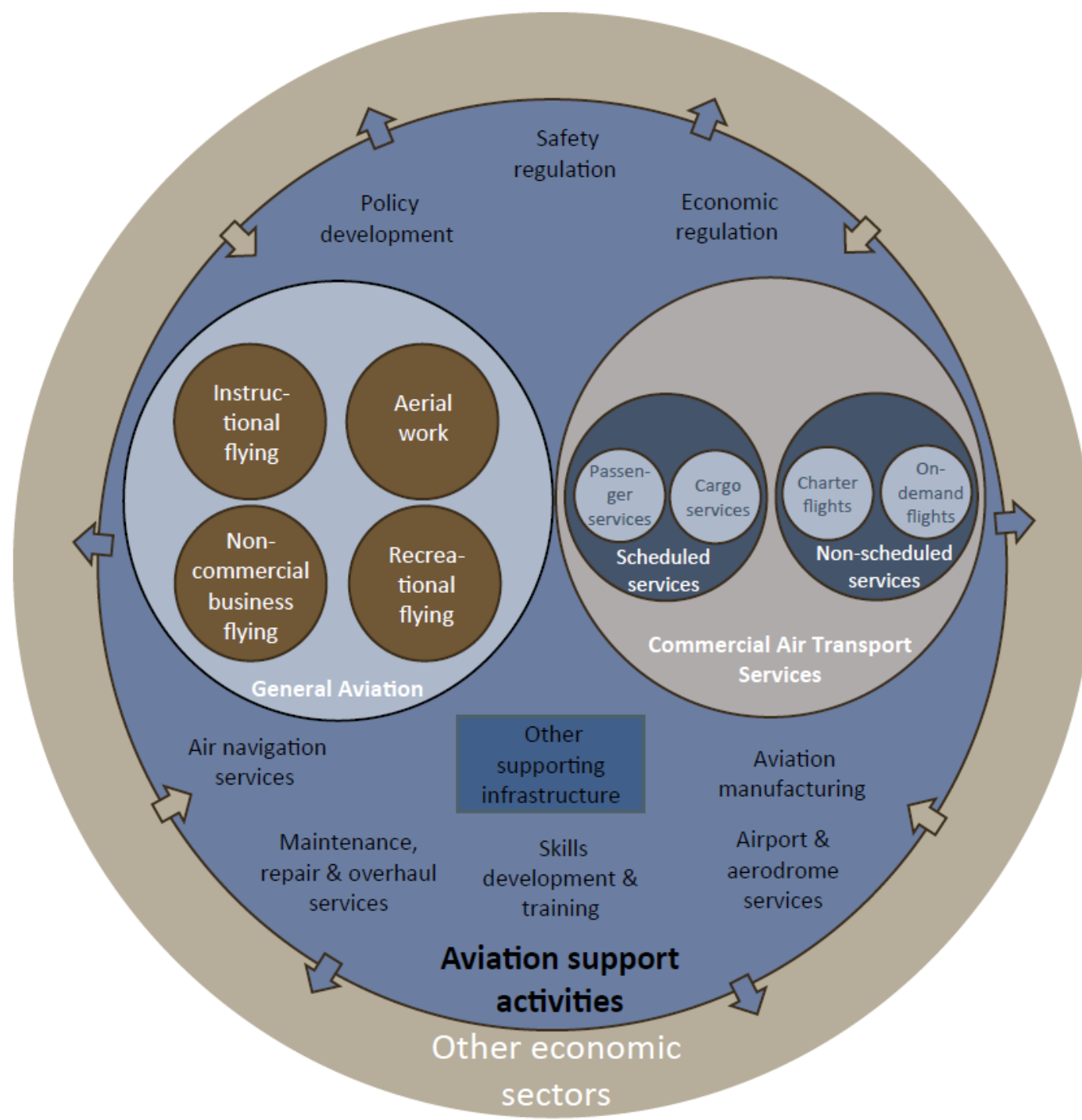
General Aviation (GA) is defined by the International Civil Aviation Organisation (ICAO) as "all civil aviation operations other than scheduled air services and non-scheduled air transport operations for remuneration or hire". The category also is sometimes called general aviation and aerial work (GA/AW).

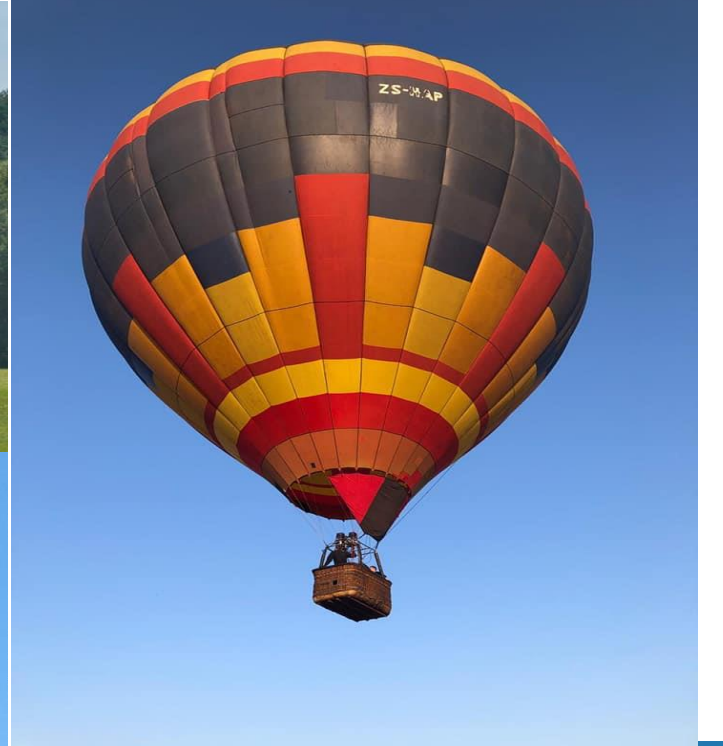
South Africa is a signatory State to the Chicago Convention of 1944 and therefore a member state of the International Civil Aviation Organization (ICAO). ICAO sets Standards and Recommended Practices (SARPs) and States such as South Africa adopt these into the legislative environment and develop the requisite regulations in line with the local context, being mindful of the sovereignty of South Africa

ICAO concerns itself with cross-border commercial operations under the banner of GA only

Colloquial/media/general public (including GOOGLE): Anything non-military and non-scheduled airliner related.

GA includes the entire wide range of Recreational Aviation. RA is largely associated with Non-Type Certificated Aircraft, but this is a limiting view as operations such as Airshows and contests/competitions also fall in this category, and Type-certificated Aircraft is very much used in Recreational Activities.





- It is clear from the available statistics that airline operations demonstrate higher levels of flight safety than shown in GA.

- **The factors promoting these higher levels of safety in airline operations could be listed as:**

- GA generally does not experience these collective and complementary flight safety provisions. It is therefore necessary to investigate how the above elements can be introduced or improved in GA.

Very high levels of oversight and control.

The monitoring of flight profiles and corrective feedback provided for any exceedance, known as the Aviation Integrated Monitoring System, (AIMS).

Meticulous pre-flight planning and the availability of Notices to Airmen (NOTAMs) and meteorological data, including satellite photographic images.

Extensive initial type-rating programmes.

High levels of technical training and testing.

Multi-crew resource management training (CRM).

Intensive recurrent training programmes, including both technical and flight handling skills.

Highly experienced instructors.

Modern technical and flight training facilities

The maintenance of discipline by both the airlines and crew.

Professional Standards Committees within the various pilot associations.

Active peer review and checking of flight standards.

Multi-crew operations.

Meticulous flight crew selection procedures and psychological profiling.

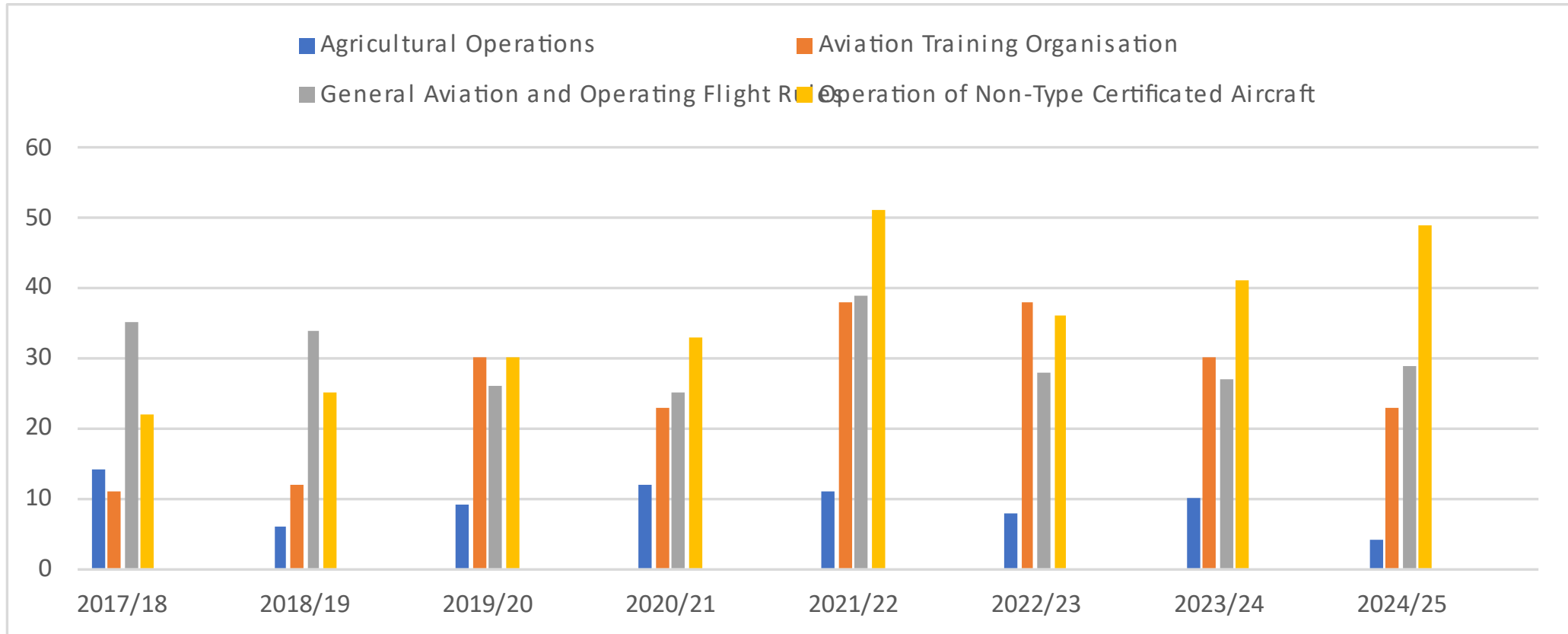
Intensive medical examinations on a regular basis.

Care groups created within airline structures to deal with the personal problems experienced by flight crews.

SAFETY TRENDS IN GA IN RSA

- Aviation, in particular General Aviation is inherently risky – accidents cannot be completely eliminated, but the risks managed.
- The GA Accident rate in SA is a reflection of the international accident rate in other ICAO member countries.
- The GA Safety Strategy (GASS) is a long-term initiative designed to drive improved safety through increased activity, legislative development, education and awareness.

GENERAL AVIATION ACCIDENTS 2017/18 – 2024/25



GASS INITIATIVE - KEY PILLARS

Reducing the number of general aviation (GA) accidents is a national, regional and international imperative.

The SACAA has embarked on a multi-faceted strategy to manage the risks, whilst at the same time not stifling operations.

To achieve a **reduction** in the number of accidents it is vital to:

- **Identify and address** the underlying *precipitating factors* leading to GA accidents;
- Have a multi-faceted and multi-disciplinary **approach** to *address* these factors;
- Have all stakeholders from industry and the regulator co-operating in required strategic **focus groups**, as well as to participate in the *implementation initiatives*;
- Have sustained and inclusive **initiatives** to implement these approaches supported with the necessary resources.



SOUTH AFRICAN
CIVIL AVIATION
AUTHORITY

25
YEARS

Keeping you safe in the sky

SKYwatch

SAFETY BRIEF

NINTH EDITION | JULY 2023

EDITORIAL NOTE BY THE DIRECTOR OF CIVIL AVIATION

KEEPING OUR SKIES SAFE



Dear Aviators,

At the time of writing this editorial note, we have all been battling a few cold fronts and I therefore hope you are all keeping warm. This is the ninth Skywatch edition and it is also the first in the new 2023/24 financial year aligned to the fourth year of implementing the General Aviation Safety Strategy.

Looking back, I am delighted to report that we closed the previous financial year on a positive note in terms of the accident rate in general aviation. The number of accidents at the end of the 2022/23 financial year decreased by 15% and the number of fatal accidents and fatalities also decreased by 25% and 29% respectively. This is a huge step towards the right direction. It may be early days to count our wins in the current financial year but the first quarter between 01 April – 30 June 2023 also closed on a positive note as the aircraft accident rate decreased by 31% when compared to the same period in the previous financial year. The number of fatal accidents and fatalities also show the same trend as they decreased by 80% and 90% respectively when compared to the same period in the 2022/23 financial year. As I said it's still early days however, we do want to recognise the efforts of all industry players who are working with the Regulator to ensure these numbers decrease and remain down.

On 14 April 2023, the SACAA hosted its annual National Aviation Conference (NAC), which proved to be another well attended, successful meeting of the minds regarding the safety

INSIDE

- Vinca in twin – vital, but could be lethal
- Air Show Organisers' Workshop
- The National Aviation Conference 2023
- Reporting of Safety Occurrences and Hazards

The information contained in this document is confidential and may not be used, published or redistributed without prior written consent.

Continued on page 2



Celebrating Aviation Excellence

THE SOUTH AFRICAN CIVIL AVIATION INDUSTRY AWARDS ARE BACK!

Open to any entity involved in General and Sport Aviation within SA who can demonstrate significant contribution or enhancement in relation to safety or access to General and Sport Aviation.

COULD THIS BE THE YEAR THAT YOU LIFT THE

GENERAL & SPORT AVIATION AWARD



CRITERIA

- ✓ Have you demonstrated experience in training programmes, flight instruction or member activities?
- ✓ What is the combined flight experience of your staff?
- ✓ Have they received any notable awards or medals?
- ✓ What are your contributions to aviation safety? What significant outreach programs have you undertaken? This can include events to boost membership and community involvement or display events such as airshows.
- ✓ Have you improved or increased the number of member or aircraft services provided on site?

Brought to you by the SOUTH AFRICAN CIVIL AVIATION AUTHORITY

CLICK THE LINK BELOW TO START YOUR NOMINATION

#CAIA2023 | www.saca.co.za/ieia/

NOMINATIONS CLOSE ON 15 SEPTEMBER 2023



SOUTH AFRICAN
CIVIL AVIATION
AUTHORITY

SKYwatch

SAFETY BRIEF

SEVENTH EDITION | MARCH 2023

EDITORIAL NOTE BY THE DIRECTOR OF CIVIL AVIATION

Keeping our SKIES SAFE



Dear Aviators,

Achieving the highest levels of safety and security in the civil aviation space continues to be the key priority of the SA Civil Aviation Authority. That is why we want to encourage all aviators not to skimp on the cost of aircraft maintenance and safety practices in the current economic realities.

The International Monetary Fund (IMF) has indicated that South Africa's economy will grow by 1.2% this year, which is slightly higher (+0.1%) than its forecast in October last year. It cautioned that "weaker external demand, power shortages, and structural constraints" will weigh on economic growth this year. In January, the Reserve Bank slashed its expectation for economic growth in 2023 to only 0.3%. It is tempting to cut corners in such an economic environment, but aviation safety should remain the first priority for aviators.

Among the top ten causal factors attributed to accidents in the last financial year, "Mechanical, Engine and Powerplant" was the second highest category. This gives us cause to pause and consider the consequences of poor maintenance and neglecting to service aircraft when necessary. Although our airlines have a proud record of safety and security, the general aviation sector still battles with the unnecessary loss of lives due to some avoidable aircraft accidents.

What seems to be giving hope to this concerning situation is the current implementation of the five-year General Aviation Safety Strategy (GASS). The SACAA has adopted a multifunctional approach and strategy in addressing the underlying factors that form the chain of events leading to aviation accidents in general aviation. You may read more about this in the article 'New enthusiasm for GA safety strategy' in this edition. In the new financial year, we will focus our efforts on reviewing the GA Safety Strategy in terms of reducing accidents in the GA sector; specifically on greater awareness of shared airspace in the uncontrolled environment and the effect of RPAS in this airspace; and interventions required to deal with increased air proximity incidents.

The Instrument Rating Syllabus will also be reviewed, while continuing research and testing the viability of a 'PPL limited IF' study unit to assist pilots to deal with loss of situational awareness. Furthermore, efforts towards the growth and development of the industry will intensify by increasing outreach activities, focusing on youth involvement in occupational opportunities in technical and operational fields in GA, and on community responsibility in the Recreational Aviation environment.

Other articles cover the issues of crew resource management, loss of control, and air proximity occurrences.

Being always prepared is the best way to deal with sudden surprises in the course of your flight!

Until next time.

Ms Poppy Khoza
Director of Civil Aviation (CEO)

INSIDE THIS ISSUE

- New enthusiasm for GA Safety Strategy
- CRM issues of the Bottom Feeder
- Loss of Control in Flight: still an unsolved mystery
- Air Proximity Occurrences

The information contained in this document is confidential and may not be used, published or redistributed without prior written consent.

ACTIONS FOR YEAR 5 2024/2025

- **General Aviation Accident Reduction seminars** – We are planning to conduct another two seminars in ensuing FY.
- **Visible presence** – SACAA plans to be more visible at public events during 2024/2025 and to attend and exhibit at regional safety impact events. Also to increase the distribution of the SKYwatch publication.
- **SKYwatch publications** – further 4 editions during the upcoming FY.
- **General Aviation Safety Strategy mid-term review** – A mid-term review has been conducted to refine the effectiveness of the strategy and to include any improvements from lessons learned. Implementation will take place in the next FY.