

SACAA General Aviation Safety Strategy Focus Groups Participation GASS - FG

NAME AND SURNAME:		DATE:	
ORGANISATION OR ASSOCIATION REPRESENTING: Please also elaborate on present GA involvement or any additional details on GA activities conducted.			
CONTACT DETAILS			
CELL NUMBER:			
E-MAIL ADDRESS:			

Please indicate your willingness to participate in any of the focus groups by ticking the appropriate block. Please note that you can participate in more than one focus group.

Please forward the completed document to: GASS@caa.co.za, delangen@caa.co.za and durande@caa.co.za

For ease of reference, please find a link below to the GASS document that can provide further clarity to the focus groups if needed.

http://www.caa.co.za/General_Aviation_Notices/General%20Aviation%20Safety%20Strategy%20and%20Plan%202020-25.pdf

General Aviation Safety Strategy Focus Groups Participation GASS - FG					
F/G No & GASS Ref	FOCUS GROUP NAME & PLANNED INITIATION DATE	DESCRIPTION	STRATEGIC OUTPUT FOCUS ITEMS (These are only guidelines; additional focus items will be explored as soon as the focus groups have been established)	FOCUS GROUP INVOLVEMENT (Please indicate in which FG you would like to be involved)	
				YES	NO
1. GASS 9.5 9.8 9.9	GAARS <u>PLANNED INITIATION DATE</u> Q4 2020/2021 (Jan 2021 – Mar 2021)	The concept of GAARS is not only strongly supported by this GASS document, but proposed by the industry. The development and implementation should be regarded as a FIRST PRIORITY. Such seminars would be analogical to Crew Resource Management (CRM) training and should be compulsory to attend for all Private Pilot Licence (PPL) and National Pilot Licence (NPL) holders and repeated every two years. According to consultative feedback, EDUCATION and TRAINING must be the basic vehicle/s of change, to reduce accidents.	1. Development and implementation of the General Aviation Accident Reduction Seminars; 2. Establish a competent G.A.A.R.S. presenter team: - Establish a suitable presenter team; - Developing s syllabus for the presenters; and 3. Oversee and monitor G.A.A.R.S.		

SACAA General Aviation Safety Strategy Focus Groups Participation
GASS - FG

<p>2. GASS 9.6 9.16</p>	<p>TREND MONITORING AND RESEARCH</p> <p><u>PLANNED INITIATION DATE</u></p> <p>Q3 2020/2021 (Oct 2020 – Dec 2020)</p>	<p>Accident/incident trend predictions and advocating appropriate remedies and precautions by disseminating such information to ATOs and the industry at large, will be a useful method to proactively and predictively prevent accidents. The challenge is to convert such information into potentially life-saving messages.</p> <p>Dedicated research into the aetiologies of aircraft accidents in the South African context is vitally needed.</p>	<ol style="list-style-type: none"> 1. Accident/incident trend predictions; 2. Advocating appropriate remedies for the causal of accidents; 3. Link to other activities like internal liaison meetings and Publicity/Publications; and 4. Establish research projects. 		
<p>3. GASS 9.7</p>	<p>EGM</p> <p><u>PLANNED INITIATION DATE</u></p> <p>Q4 2020/2021 (Jan 2021 – Mar 2021)</p>	<p>Accident causal factors be brought into the educational spotlight together with the underlying precipitating factors. To effectively reduce accidents, all factors and even the criminogenic origins of accidents, need to be revealed and better understood.</p>	<ol style="list-style-type: none"> 1. Develop educational Guidance Material; and 2. Develop and implement mentorship programmes. 		
<p>4. GASS 9.10 9.13 9.14</p>	<p>SAFETY OUTREACH</p> <p><u>PLANNED INITIATION DATE</u></p> <p>2021/2022 Year 2</p>	<p>The GASS will have a dedicated publication to formulate and distribute accident-reduction recommendations in consultation with management and relevant departments.</p> <p>The GASS must be highly visible to the public and aviation participants alike. A distinct identity should be cultivated. The message of commitment to safety and the reduction of accidents should be clear.</p> <p>A biannual 'National Aviation Accident Reduction Week' focussing on brainstorming sessions or workshops, aimed at eradicating misconceptions and exposing accident causal and precipitating factors, needs to be planned.</p>	<ol style="list-style-type: none"> 1. Establish dedicated publications (all media); 2. Develop SACAA brand and enhance public appeal; and 3. Organise national aviation accident reduction week. 		
<p>5. GASS 9.11</p>	<p>SAFETY INITIATIVE SUPPORT</p> <p><u>PLANNED INITIATION DATE</u></p>	<p>The current Safety-First Aviator Campaigns should be allowed to continue its cycle. The effectiveness of these presentations has been difficult to establish, though the calibre of presenter would justify a positive reassessment.</p>	<ol style="list-style-type: none"> 1. Develop and implement a support plan to other safety initiatives in line with the GASS; and 2. Measure the effectiveness of industry campaigns. 		

SACAA General Aviation Safety Strategy Focus Groups Participation GASS - FG

	2021/2022 Year 2				
6. GASS 9.12 9.20	<p>TRAINING</p> <p style="text-align: center;"><u>PLANNED INITIATION DATE</u></p> <p>Q4 2020/2021 (Jan 2021 – Mar 2021)</p>	<p>Accidents due to unqualified pilots inadvertently or recklessly contending with Instrument Meteorological Conditions (IMC) represent a significant portion of GA accident statistics. A re-assessment and further refinements may be necessary for a GA-specific IR.</p> <p>Develop a programme for inexperienced pilots to gain experience in prepare them for the commercial and instructional aviation environment. Evaluate and explore the ab-initio PPL requirements incl minimum Instrument flying time and recency requirements. Evaluate and explore the concepts of single pilot VFR and IFR and resource management</p>	<ol style="list-style-type: none"> 1. Scrutinise the I.R. syllabi/curriculum, recommend changes if required; 2. Consider / evaluate pilot and instructor training system; 3. Professional development framework which will focus on continuous learning and recognise participation with a credited system; and 4. Part 96 Authorisations. 		
7. GASS 9.15	<p>DEVOLUTION OF POWER</p> <p style="text-align: center;"><u>PLANNED INITIATION DATE</u></p> <p>Q4 2020/2021 (Jan 2021 – Mar 2021)</p>	<p>A devolution of the powers of safety oversight would help reduce GA accidents.</p> <p>Adapting regulatory measures to bring about more proportionality in aviation governance will place more responsibility on the GA community.</p>	<ol style="list-style-type: none"> 1. Create framework for devolution of powers 2. Regulatory development for empowerment at primary levels 3. Part 149 further development 4. ATF and NPL to GA 5. Authorised Officers 		

SACAA General Aviation Safety Strategy Focus Groups Participation
GASS - FG

<p>8. GASS 9.17</p>	<p>RPAS</p> <p><u>PLANNED INITIATION DATE</u></p> <p>2021/2022 Year 2</p>	<p>With the rapidly developing RPAS industry, the regulation of this high-tech activity has been lagging. No sooner does the Authority develop a legislative framework, then by the time of implementation the advances in technology have already begun outpacing the legal framework.</p> <p>This particular aspect of aircraft accident avoidance would have to be considered by the GAARF on a continual basis, with the view to participating in the development of safety measures and risk and hazard mitigation processes.</p>	<ol style="list-style-type: none"> 1. Develop and Implement a Plan to reduce threat of R.P.A.S. to G.A. safety. 2. Regulatory development if needed 		
<p>9. GASS 9.18</p>	<p>DEVELOP GENERAL AVIATION</p> <p><u>PLANNED INITIATION DATE</u></p> <p>2021/2022 Year 2</p>	<p>The challenges facing GA present opportunities for social uplifting, though the needs of the community surpass the capacity of the industry.</p> <p>Developing the youth through GA should be a priority. The focus may well be placed on cultivating both an environment conducive to positive change and developing the individual. Cadet programmes have yielded mixed results in the past.</p>	<ol style="list-style-type: none"> 1. Develop and implement a plan for G.A. growth and safety; <ul style="list-style-type: none"> - Adventure flying; - Positive developments of pilot and technical staff; and 2. Administrative support to industry with regards to service delivery. 		
<p>10. GASS 9.19</p>	<p>MEDICAL SUPPORT</p> <p><u>PLANNED INITIATION DATE</u></p> <p>2022/2023 Year 3</p>	<p>Support to both the medical professionals as well as the pilots must be enhanced to develop systems to ensure the integrity of medical assessments on the one hand and provide mechanisms to pilots to deal with the stressors related to the demands of the cockpit environment.</p>	<ol style="list-style-type: none"> 1. Development and implementation a plan medical support to dames & pilots 		