



Safety Management System & RPBO – INDUSTRY WORKSHOP

Elevating SMS and RPBO Excellence

📅 18 – 19 February 2025 ⌚ 09:00 – 16:00 📍 Johannesburg



Reporting

By: Mr. Jeremiah Visser



Good Afternoon!!!!!!!

Jeremiah Visser

Airworthiness Inspector:

Quality Control & Accident Incident Investigation Reviews
(QC&AIIR)

Experience

Aircraft Maintenance Engineer (AMEL)

Airworthiness
Investigations

SACAA Structure

Safety Standards and Assurance
(SSA)

Consistency and Standardisation
Department
(CSD)

[ERD] [QC] [AIIR] [SSP/SMS]
[International Missions]





Reporting

- Regulatory Requirements
- Primary Objectives of Reporting
- Benefits of Reporting
- Best Practices of Reporting
- Understanding CORS



ICAO Annex 13 – Chapter 3 (3.1)

Aircraft Accident Incident Investigation

Objective: Not Apportion Blame and Liability

Civil Aviation Act – Chapter 4

Objective: Establishment of ASIB - Promoting compliance with the provisions and procedures of Annex 13 to the Convention

Civil Aviation Regulation Part 12

List Regulations: Aviation Accident and Incidents



ICAO Annex 19 – Chapter 4 Safety Management System (SMS)

Civil Aviation Act – Chapter 6 (Part 1)

Objective of Civil Aviation Authority: Ensure Safety and Security

Civil Aviation Regulation Part 140 SMS



Reporting

Regulatory Requirement – CAR Part 140.02.1 Subpart 2 SAFETY DATA AND SAFETY DATA COLLECTION, ANALYSIS, PROTECTION, SHARING AND EXCHANGE

The Director and an entity referred to in regulation 140.01.1 shall each establish—

1. Mandatory safety reporting system that includes the reporting of incidents.
2. Voluntary safety reporting system to collect safety data and safety information not captured by a mandatory safety reporting system.
3. Confidential safety reporting system to facilitate the collection of information on actual or potential safety deficiencies that may not be captured by a mandatory or voluntary safety reporting system.
4. SDCPS to capture, store, aggregate and enable the analysis of safety data and safety information.



Reporting

Regulatory Requirements – CAR Part 140.02.2

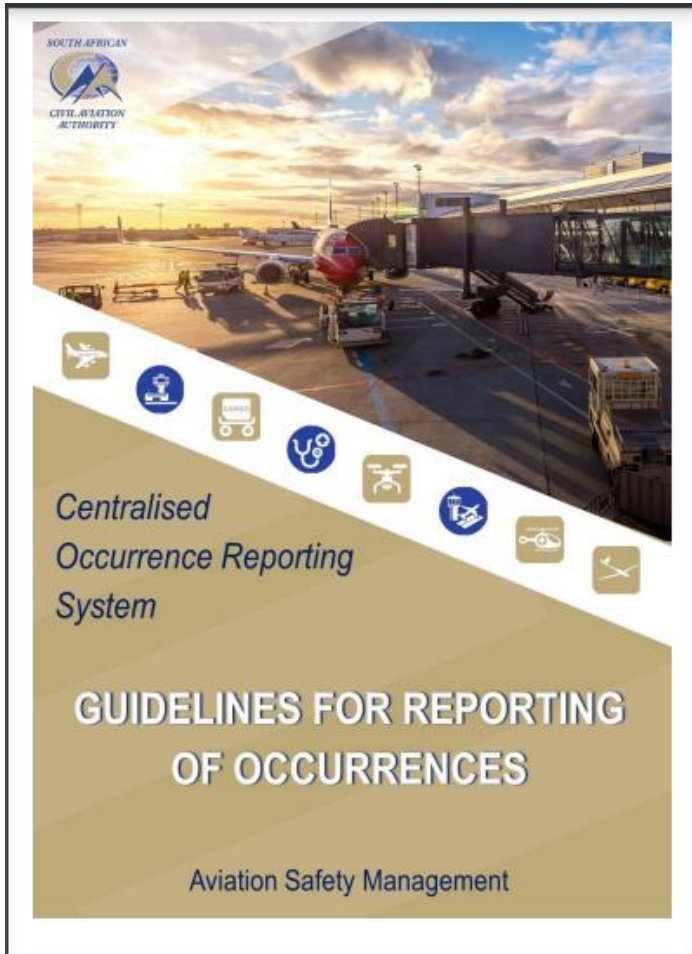
An entity referred to in CAR Part 140.01.1 shall report aviation:

- Accidents as soon as possible, within 24 hours from the time of the accident.
- Serious incidents as soon as possible, within 48 hours from the time of the incident/serious incident.
- Incidents as soon as possible, within 72 hours from the time of the incident and other safety related occurrences as per the schedule agreed with the Authority.
- An entity shall report any hazard with intolerable/high/unacceptable risk identified through its SMS to the Authority within 30 days of it being verified through its SMS processes. The report shall include the mitigation actions taken to address the risk.

Guidelines For Reporting

SA-CATS 140.01.3 Requirements of SMSM (Policy)

- An entity referred to in regulation 140.01.1 shall develop safety policy, implement and maintain such a safety policy.
- An accountable manager shall appoint a competent person to fulfil the role of safety manager, who is responsible for the implementation and maintenance of an effective SMS – Policy.
- The policy referred to in subsection shall – promote a positive reporting safety culture to encourage the reporting of safety issues.





Safety Data Collection Processing System (SDCP)

Electronic Technology Systems

- Eccairs
- ASQS - IQSMS
- Centrik

How to Report to the SACAA (Demo)



Submit your report immediately



Fill out and submit a PDF form

- SACAA website using Centralised Occurrence Reporting System (CORS).
- Completing a Smart PDF, also available on the SACAA website. (Email and e5x
- Linking the operator's electronic reporting system to CORS.



Primary Objectives of Reporting

- Identify potential safety hazards and risks.
- Investigate and analyse occurrences to determine the root causes.
- Implement corrective actions / mitigations to prevent similar events.



Benefits of Reporting (If done correctly)

- Enhanced safety culture: Encourages open reporting, promoting a culture of transparency and accountability.
- Data-driven decision-making: Provides valuable data for safety trend analysis and risk assessments.
- Reduced accidents and incidents: Proactive measures taken to address identified hazards.

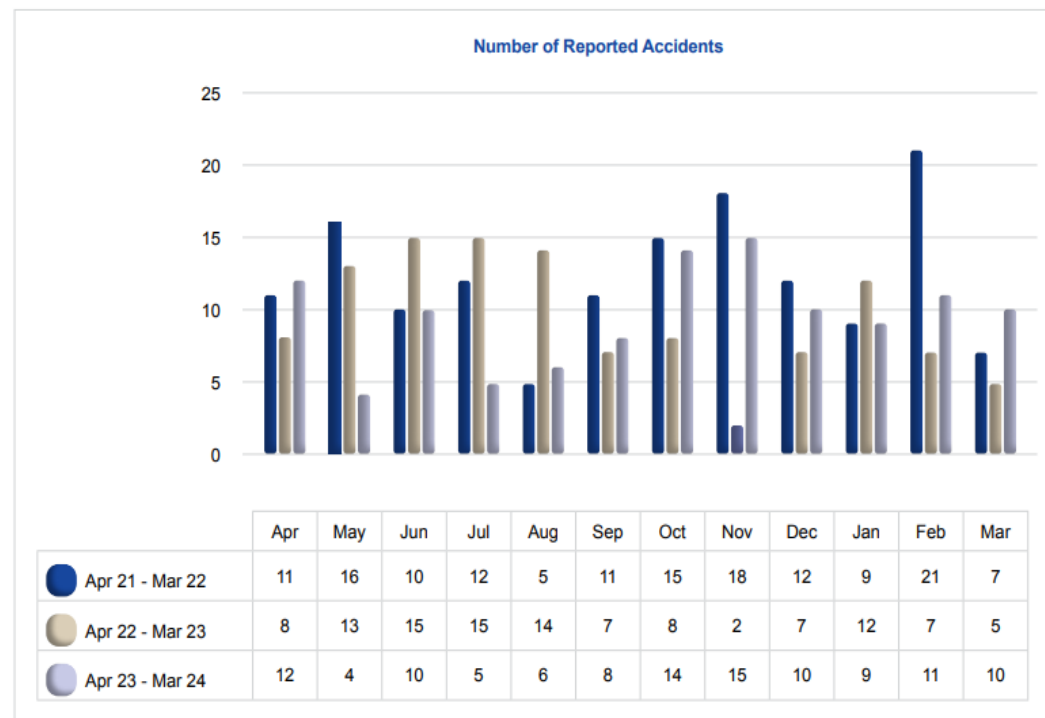


Benefits of Reporting (continued..)

- Improved regulatory compliance: Ensures adherence to local & international aviation standards.
- Better training and education: Identifies training needs, enhancing crew resource management.
- Increased passenger confidence: Demonstrates commitment to safety.

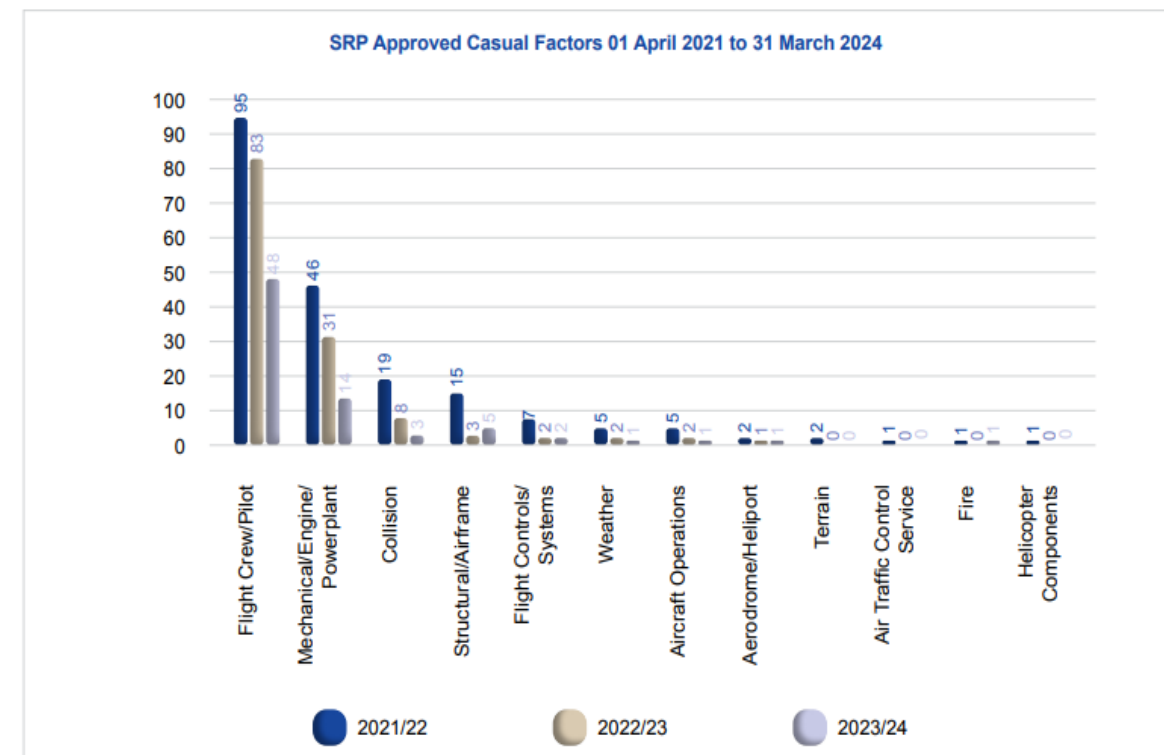


Three-year breakdown of accidents recorded between the 2021/22, 2022/23 and 2023/24 financial years.



Graph 2: Three-year breakdown of accidents recorded between the 2021/22, 2022/23 and 2023/24 financial years.

Causal factors attributed to accidents for the financial years 2021/22, 2022/23 and 2023/24.



Graph 7: Causal factors attributed to accidents for the financial years 2021/22, 2022/23 and 2023/24.

State of Aviation Safety



Best Practices of Reporting

- Establish clear reporting procedures (use TGMs that are available).
- Ensure confidentiality and immunity for reporters.
- Provide feedback and closure to reporters.
- Analyse and disseminate lessons learned.



Understanding CORS (Overview of the system)

- Identify potential areas of concern.
- Identify potential areas of improvement.
- Review if the operator is fulfilling their regulatory requirements to submit reports to the SACAA.



Summary (Spot-Check Questions)

- Regulatory Requirements
- Primary Objectives of Reporting
- Benefits of Reporting
- Best Practices of Reporting
- Understanding CORS