

TRENDS AND INSIGHTS from 2024/25 Investigation Year

Understanding Anticipated and Unanticipated Threats in Aviation Safety

Why Aviation Management Can No Longer Afford to Fly Blind on Cybersecurity

THE UNSUNG HEROES OF AVIATION A Tribute to Aircraft Maintenance Engineers

Drone Pilot Responsibility for Safety Beyond Automation



From the Desk of Ms Poppy Khoza, Director of Civil Aviation, SACAA

Greetings from our new home at Byls Bridge Office Park, Centurion!

As we settle into these modern, purpose-built premises, I am filled with optimism for the future of South African aviation. Our relocation is more than a change of address – it is a milestone of renewal, growth, and service excellence. We have retained the name *Ikhaya Lokundiza*, honouring our heritage while embracing new opportunities, closer to key partners and aviation stakeholders.

A Fresh Look, A Renewed Commitment

On 26 August 2025, we unveiled a refreshed SACAA identity, including a brighter, modernised logo that reflects our evolution. While our core values remain steadfast, our mandate now includes environmental and meteorological oversight. We have embraced a path towards complete digital transformation by 2030, and the regulation of emerging technologies such as drones has taken the traditional aviation landscape by storm.

We recently concluded the 20th Annual General Meeting of the SACAA with our shareholder, the Department of Transport under the leadership of Minister Barbara Creecy, MP. The SACAA reported a number of successes during the previous financial year including an unqualified audit outcome. Consistent with the mandate of the Regulator we confirmed yet again that no accidents, fatal or not, were recorded in the commercial airline sector. Regrettably, an increase in the number of accidents in the general aviation sector was recorded where 131 accidents occurred compared to 114 in the previous financial year. We, however, recorded a decrease both on fatal accidents and fatalities and this is encouraging considering that we are working hard to reduce accidents in this sector in collaboration with the industry. Read more in this edition as the Accident and Incident Investigation Division provides an in-depth analysis of GA accident statistics

On the note of embracing technology driven service offerings, you are invited to enjoy an article by Given Shingange, one of the SACAA's aviation security Risk Specialists on "*Why Aviation Management Can No Longer Afford to Fly Blind on Cybersecurity*". It highlights how digital threats, much like invisible turbulence in the skies, can disrupt operations if not anticipated. What I particularly appreciate is the reminder that cybersecurity is not just an IT concern – it is a leadership responsibility. Executives must understand risks, make informed decisions, and ensure that the sector remains resilient in an increasingly digital aviation environment.

Another key article by Jonathan Bates and PJ Aitken, "*Drone Pilot Responsibility for Safety Beyond Automation*", explores the balance between automation and human oversight. Even the most advanced automated systems cannot replace the judgment and accountability of the pilot in command. I especially liked how this piece emphasises situational awareness and the active role of the operator in maintaining safe skies - a crucial perspective as drones become more prevalent across our airspace.

These are just some of the articles that reflect SACAA's commitment to innovation, and proactive risk management. They remind us that leadership, awareness, and professional responsibility remain central to safety, even as technology evolves.

I hope you enjoy this edition of *SkyWatch* and take away practical insights for your work.

As always, we welcome your feedback and contributions as we continue to build a safer, stronger, and future-ready South African aviation sector.

Warm regards,

Ms Poppy Khoza
Director of Civil Aviation

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TRENDS AND INSIGHTS from 2024/25 Investigation Year

Submitted by the Accident and Incident Investigation Division (AIID)*

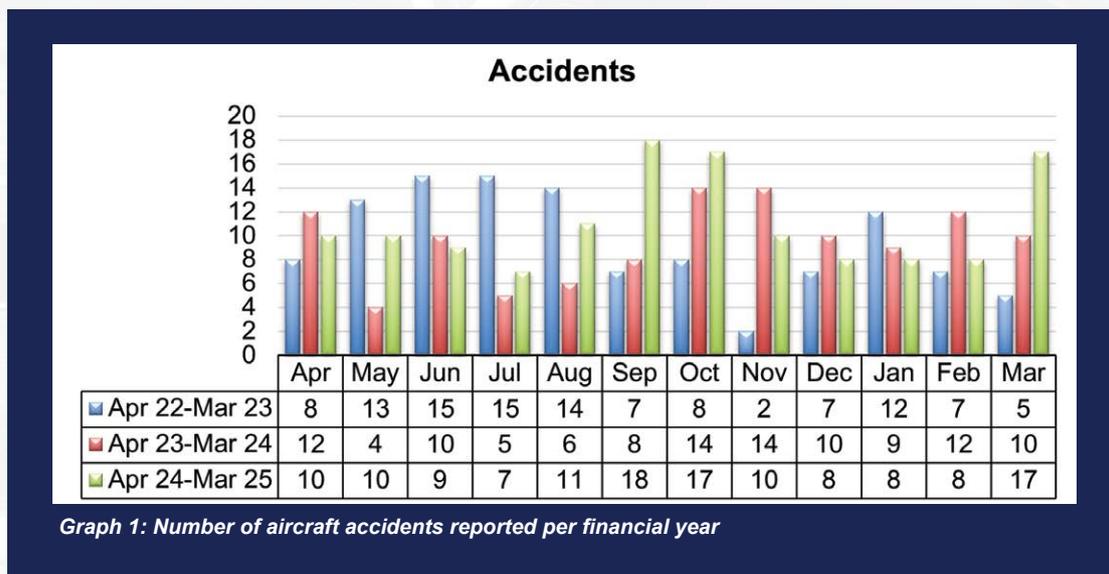
AVIATION ACCIDENTS

The 2024/25 financial year has witnessed a notable rise in aviation accidents within the Republic of South Africa, with 131 occurrences classified as accidents, marking a 17% increase from the previous year. This upswing – compared to 115 accidents recorded in 2023/24 – signals a potential return to pre-pandemic activity levels. However, with this increase in flight operations, there are growing concerns about safety preparedness and regulatory oversight within the industry.

While total accidents have risen, the latest data from the AIID indicates that the severity of these incidents has not escalated at the same rate. Fatal accidents, which traditionally signal the most extreme safety concerns, have decreased significantly, with only four fatal accidents recorded, resulting in seven fatalities. This marks a stark drop compared to the 13 fatal accidents and 21 fatalities reported in the 2023/24 financial year.

Yet, while fatalities have remained relatively low, the number of serious incidents continues to climb. The 2024/25 financial year saw 30 serious incidents – the highest recorded in the past three years. This sharp increase is particularly concerning when looking at the second half of the year, where the rate of serious incidents surged in comparison to previous years.

From October 2024 onwards, the severity of incidents spiked, especially in the General Aviation (GA) and Non-Type Certificated Aircraft (NTCA) sectors, which have been increasingly responsible for the bulk of accidents.



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Continued from page 3

TRENDS AND INSIGHTS from 2024/25 Investigation Year

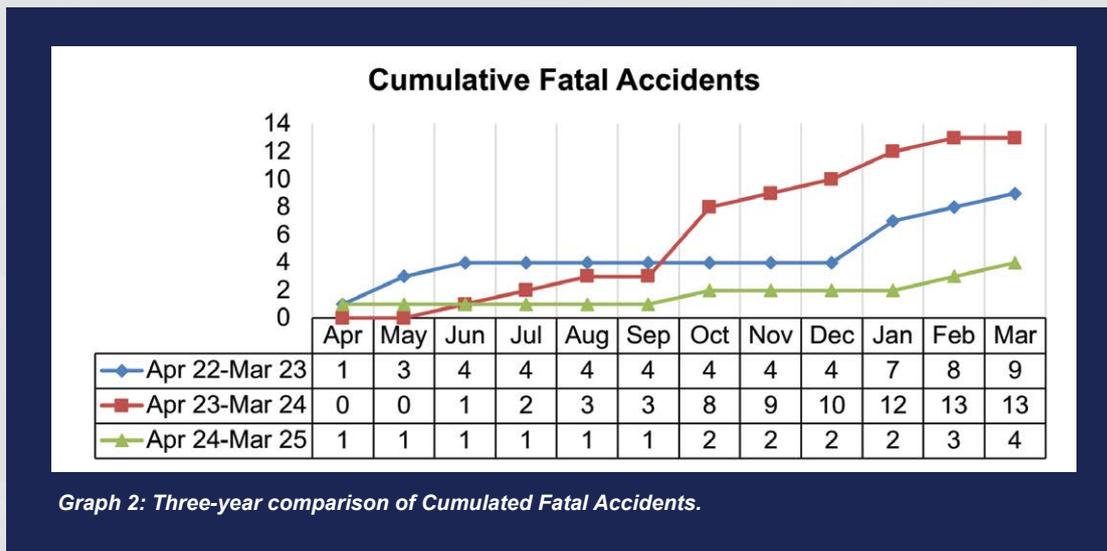
A closer look at the month-to-month data shows that there were several alarming trends, particularly in the period from September 2024 and March 2025.

In March 2025, the sector recorded the highest monthly total, with 17 accidents — more than triple the figure recorded in March 2023. Similarly, in September 2024 showed a significant surge with 18 accidents, pointing to a mid-year safety concern.

This indicates a concerning year-end spike consistent with seasonal surges observed in past years. These spikes suggest that, while aviation activity has returned to pre-pandemic levels, there may still be gaps in safety protocols, particularly in the months leading up to and following the peak holiday periods.

The increase in incidents during the second half of 2024 and in the early parts of 2025 can be attributed to multiple factors, including operational fatigue from the busy flying months and lingering safety gaps, particularly among NTCA operators and aviation training organisations.

NTCA operations alone accounted for 62 out of the 133 accidents, often driven by private recreational flying, a sector known for its variability in pilot experience, aircraft conditions, and insufficient operational oversight.

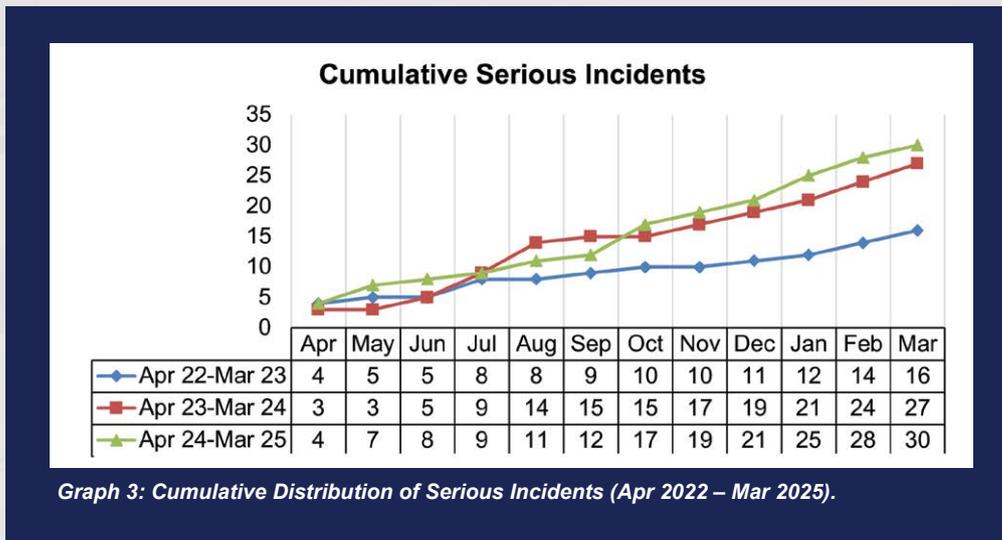


Despite these concerns, it is important to recognise that the rise in accident numbers has not been accompanied by a similar rise in fatalities.

The decline in fatal accidents could reflect improved emergency response and pilot decision-making in critical situations, along with more effective safety measures in higher-risk operations.

The relatively low fatality rate during a year of increased accidents highlights the success of ongoing safety initiatives and the industry's ability to mitigate risks in real-time.

However, the increase in serious incidents and the higher frequency of accidents in specific periods of the year underscore the importance of maintaining continuous safety oversight. The AIID has consistently called for enhanced regulatory vigilance, particularly as aviation activity continues to surge in the post the COVID-19 pandemic era.



In terms of causal factors, the data from 2024/25 reveals that pilot-related issues — such as loss of control, poor airmanship, and hard landings — remain the leading contributors to accidents, although these have seen a slight decline. Mechanical and engine issues follow as significant causes, with fuel exhaustion, loss of power, and undetermined mechanical failures being the most common sub-factors.

These findings highlight the ongoing need for rigorous maintenance practices and continuous improvements in training programmes aimed at enhancing pilot decision-making and competency.

Despite the decline in weather-related accidents, they still pose a risk in general aviation operations, underscoring the need for better weather awareness and pilot preparedness, especially in unpredictable flying conditions.

One of the most significant efforts in improving aviation safety comes from the collaboration between the AIID and various safety bodies, including the SACAA.

SAFETY PROMOTIONAL INITIATIVES

Throughout the year, the AIID has contributed to safety promotion initiatives, such as the General Aviation Accident Reduction Seminars (GAARS), aimed at reducing accidents in the NTCA and GA sectors.

These seminars focus on accident trend analyses, risk mitigation, and operator training, reinforcing the need for ongoing safety culture initiatives within the industry.

With the industry expected to maintain its recovery trajectory into the 2025/26 financial year, the AIID findings serve as a stark reminder of the need for proactive safety measures.

The continued rise in accident numbers, particularly among the non-commercial sectors, calls for stronger enforcement of safety protocols, seasonal risk assessments, and enhanced flight crew training. While the decline in fatalities offers reassurance, the increasing number of serious incidents signals that aviation safety efforts must continue to evolve in line with growing operational challenges.

As the South African aviation sector continues growing, stakeholders must remain vigilant, ensuring that the lessons learned from these incidents are embedded into daily operations, training programmes, and regulatory practices to safeguard the skies for all.

****The Accidents and Incidents Investigations Division or AIID is an independent entity that reports to the Ministry of Transport. It administered under the SACAA, in line with the Ministerial Order.***

Understanding Anticipated and Unanticipated Threats in Aviation Safety

By Dave Gove – Aviation Safety Specialist

In the aviation world, much of the focus is on high-profile accidents – the catastrophic events that capture headlines and shape public perception. However, there exists a quieter, equally dangerous class of risk that often goes unnoticed: anticipated and unanticipated threats. These incidents might seem insignificant at first, but when left unaddressed, they can carry the potential for severe consequences.

The key to addressing these threats lies in understanding them, recognising their significance, and embedding their lessons into everyday operations. By doing so, aviation professionals can build a resilient safety culture – one that protects pilots, passengers, and the future of aviation itself.

Anticipated and unanticipated threats, although sometimes seemingly minor, can have catastrophic effects if not handled with care. These threats share two essential characteristics: the immediate impact often appears low or insignificant, and the potential consequences, if repeated or ignored, could be disastrous. Unlike major accidents, these risks often involve small anomalies – a missed checklist item, a slight maintenance oversight, or a deviation from standard operating procedures.

On their own, they might appear harmless. Yet, when patterns develop or contributing factors stack up, they can set the stage for a major incident.

FIELD OF SAFETY ANALYSIS

In the field of safety analysis, these threats are seen as early warning signals – the smoke before the fire. Addressing them promptly can prevent future tragedies.

For instance, a pilot might routinely accept a late runway change from air traffic control without reviewing the updated departure brief. At first,

nothing happens. But eventually, this small habit could lead to a runway incursion, putting lives at risk. Similarly, a technician may notice a frayed wire but decide it's "good enough" to continue with, only for an electrical failure to occur mid-flight.

Fatigue, too, is often tolerated as "part of the job," with shortcuts becoming normalised, procedures treated as "flexible." While no single slip-up results in a disaster, the right combination of stressors can culminate into a catastrophic failure.

This is why aviation professionals — whether pilots, inspectors, or students — must remain alert to these seemingly minor deviations. For pilots, being aware of these subtle threats can encourage the self-discipline to address issues early, preventing them from developing into serious risks. For inspectors, recognising these threats can help identify systemic weaknesses during audits and surveillance activities. And for students, it fosters an understanding that professionalism isn't just about reacting to accidents but actively preventing them long before they occur.

Aviation operates on the principle of "defences in depth."

The earlier these threats are recognised and addressed, the stronger the safety systems become. However, recognising threats is only the first step. The next challenge is transforming these realisations into valuable learning opportunities.

The process begins by fostering a safety culture where reporting minor issues is seen as an act of responsibility, not one deserving of blame. From



there, the true risk of each situation must be analysed, going beyond the immediate outcome (“nothing happened”) to assess the potential consequences had the threat been left unaddressed.

Finally, systemic changes must be implemented to prevent similar threats from occurring in the future. This could involve adjusting training, revising procedures, or modifying maintenance practices.

OUTCOMES SHOULD NOT JUSTIFY UNSAFE BEHAVIOUR

In safety management, outcomes should never justify unsafe behaviours. A safe flight that follows an unsafe practice isn't a success – it's a warning. A close call or near miss isn't just an opportunity to breathe a sigh of relief; it's a chance to learn and improve.

To illustrate this point, consider an incident that occurred several years ago during a routine corporate flight. The weather was clear, passengers were relaxed, and the departure window was tight. With time running out, the captain suggested skipping the final checklist, reasoning: “We've done this a hundred times. Everything looks fine.”

The first officer hesitated but agreed. As they taxied for departure, a ramp worker flagged them down – the fuel access panel was still open.

Had they taken off, the panel could have detached mid-flight, leading to structural damage or fuel loss.

The incident ended safely. No report was filed. No disciplinary action was taken. The checklist was simply reinstated on future flights.

But what really happened here? The crew had fallen victim to an anticipated threat. They assumed no harm would come from skipping a safeguard, underestimating the risk. An unanticipated threat – the open fuel panel – nearly triggered a serious event.

The crew's decision to bypass a simple safety check almost led to a disaster. Fortunately, the situation was saved by a sharp-eyed worker. But relying on luck is never a sound safety strategy.

The true lesson from this incident wasn't the open fuel panel. It was about the need to respect procedures, even under pressure, and the dangers of complacency disguised as confidence.

Anticipated and unanticipated threats may be easy to miss, especially when success is the norm. Planes land safely, inspections pass, and flights arrive on time. But the seeds of future accidents are often sown in these “normal” operations.

By recognising, reporting, and learning from these threats, we can take proactive ownership of safety. In doing so, we shift from being passengers of chance to pilots of prevention.

As aviation professionals, students, and enthusiasts, let us train ourselves to see the invisible – and act before the minor becomes the major.

***Mr Dave Gove is a Flight Operations Inspector with the General Aviation Department, under the Aviation Safety Operations Division at the SACAA.**



THE UNSUNG HEROES OF AVIATION

A Tribute to Aircraft Maintenance Engineers

by Beaver Shaw

On 10 April 2025, a tragic helicopter crash over the Hudson River in the United States claimed the lives of six people, including a family of five and the pilot.

Early reports suggested a mechanical failure, with witnesses describing the rotor detaching mid-flight. While investigations continue, this incident serves as a reminder of the critical role Aircraft Maintenance Engineers (AMEs) play in ensuring the safety and reliability of aircraft – an often unseen but essential part of the aviation industry.

In South Africa, every safe take-off and landing is the result of the unwavering dedication of AMEs. AMEs are the silent sentinels behind the scenes, ensuring that every aircraft operates at the highest levels of safety. Our work begins with rigorous training – combining theoretical knowledge and hands-on experience – allowing us to understand the complex systems that keep aircraft in the sky.

This foundation is not just about knowledge; it's a lifelong commitment to excellence, precision, and safety.

COLLABORATION IN SAFEGUARDING AVIATION SAFETY

Our responsibilities are closely aligned with the SACAA, the body that regulates aviation safety across our nation. The Civil Aviation Regulations (CARs) and Civil Aviation Technical Standards (CATS) form the backbone of our work, ensuring that each maintenance task meets the stringent safety standards set forth by the SACAA.

This collaboration is fundamental in our ongoing mission to safeguard aviation safety in South Africa.

A core element of our work is the adherence to maintenance manuals provided by aircraft manufacturers.

These manuals provide detailed instructions for every task we undertake, ensuring that each action is consistent with

regulatory standards. By following these guidelines precisely, we prevent errors, uphold the integrity of the aircraft, and ensure reliability on every flight.

Quality control is the foundation of our profession. Every task – whether an inspection, repair, or modification – is meticulously documented, reviewed, and verified.

This rigorous process ensures that we meet or exceed established standards, providing traceability and accountability at every stage of maintenance.

We are also acutely aware of the influence of human factors such as fatigue, communication challenges, and environmental conditions. By understanding and mitigating these challenges, we maintain the highest standards of safety.

Ramp inspections are a critical aspect of our responsibilities. These inspections ensure that every aircraft is fit for flight, verifying that all systems are operating correctly and that safety protocols are in place.

A thorough ramp inspection can often be the final safeguard before an aircraft takes off, making sure no detail – no matter how small – is overlooked.

In aviation maintenance, documentation is not just about compliance – it's the lifeblood of airworthiness. Every inspection, modification, and maintenance action is recorded in detail, providing a transparent history of the aircraft's condition.

This meticulous documentation not only ensures compliance with regulations but also helps maintain long-term aircraft reliability and safety.

The tragic events over the Hudson River bring into sharp focus the vital role AMEs play in aviation safety. While the investigation into the helicopter crash continues, incidents like this remind us of the impact that maintenance professionals have on the aviation industry.

As AMEs, we are often the first to be questioned in such incidents. However, it is important to understand the depth of training and commitment we bring to our profession, working tirelessly to ensure every aircraft is safe and reliable.

OUR PLEDGE

We ask the public and media to recognise the dedication and professionalism that AMEs bring to the aviation industry. A simple acknowledgment of our commitment can foster greater understanding and respect for the essential role we play in maintaining aviation safety.

Aviation safety is a collective responsibility, and AMEs are a crucial pillar in this effort. Behind every flight, there's an AME ensuring that every system, every component, and every protocol is up to standard.

As we continue to face the challenges of aviation, let us remember that the safety of the skies is secured by those who maintain the aircraft that keep us aloft.

****Mr Beaver Shaw is a retired licenced Aircraft Maintenance Engineer who also carries a decorated stint in Military.***



Why Aviation Management Can No Longer Afford to Fly Blind on Cybersecurity

by Given Shingange

Every seasoned pilot is well aware of clear-air turbulence – the invisible danger that can strike unexpectedly at cruising altitude.

Today, the aviation industry faces a similar digital threat: cyber-attacks that can emerge from technological skies without warning. The key difference, however, is that while pilots are trained extensively to deal with atmospheric turbulences, many aviation executives and senior managers remain dangerously unprepared for the cyber storms that are becoming an increasing threat to the industry.

While the technical aspects of cybersecurity naturally fall under the responsibility of IT departments, the strategic oversight and overall readiness for cyber threats squarely rest with management.

Executives in airports, airlines, cargo handlers, and security screening entities are ultimately responsible for ensuring that their organisations comply with regulations, protect critical assets, and respond effectively to emerging cyber risks.

The knowledge gap in this area has become untenable. As South Africa's aviation sector continues to undergo rapid digital transformation, cybersecurity has evolved from a mere IT issue to a strategic imperative that requires leadership's full understanding and involvement.

IMPLEMENTATION OF SA-CARS

The recent implementation of SA-CAR Parts 108, 109, 110, 111, and 114 merely reaffirmed what aviation leaders have long recognised: in today's interconnected aviation ecosystem, cybersecurity literacy for management is just as essential as understanding fuel economics or operational safety.

As the digital landscape of aviation evolves, the industry faces new vulnerabilities. One compromised login credential can threaten the entire operation of an airline, and ransomware attacks have the potential to freeze vital systems, from baggage handling to air traffic control.

Third-party supply chain vulnerabilities can offer cyber criminals a backdoor into secure networks. These incidents are not anomalies.

In fact, the 2021 SITA breach, which exposed 4.5 million Air India passenger records, and the 2024 CrowdStrike outage, which grounded flights worldwide, both highlighted the fragility of aviation's digital infrastructure.

While sophisticated hackers did not always cause these breaches, many were the result of preventable security lapses that could have been mitigated with proper management oversight.

A misconception still lingers in many parts of the industry, where cybersecurity is viewed as the sole responsibility of ICT teams.

This outdated thinking overlooks a critical reality: cybersecurity decisions are not just about technology; they have direct operational consequences. When security protocols are implemented that delay turnaround times or complicate crew scheduling, management must strike a balance between security and operational efficiency.

Moreover, cyber risk is a business risk.

A successful cyberattack could ground flights, trigger regulatory penalties, and erode customer trust – consequences far beyond the reach of technical solutions. Resource allocation for cybersecurity rests with the leadership team. Executives must be able to make informed decisions about security investments, but how can they do this without fully understanding the threats they face?

While aviation leaders need not become technical experts, they must develop a baseline understanding of cybersecurity. This will enable them to ask the right questions about system vulnerabilities, third-party risks, and incident response capabilities.

They need to be able to make informed decisions about security investments, align cybersecurity with broader business goals, and ensure their organisations are equipped to deal with cyber risks effectively.

HIGH-LEVEL LEADERSHIP ON CYBERSECURITY MATTERS

Aviation airline operators such as Qantas (Australia) and Emirates (United Arab Emirates) serve as prime examples of how high-level leadership can engage with cybersecurity.

Qantas treats cybersecurity as a board-level governance issue, with regular briefings from its Chief Information Security Officer (CISO) presented in business terms that are relevant to overall organisational risk.

Similarly, Emirates integrates cyber risk assessments into every major business decision, recognising that cybersecurity is not just a cost centre but an enabler of digital transformation and a competitive advantage.

The recent spate of cyber incidents across industries has highlighted that the failure often lies not in the technology itself, but in a breakdown of oversight, preparedness, and communication. While the technical response to a cyberattack may fall on IT and cybersecurity teams, the broader response – managing the organisational fallout, coordinating departments, protecting reputation, and consulting with external stakeholders – is the responsibility of leadership.

Management teams must ensure compliance with relevant regulations such as SA-CATS 108, 109, 110, 111, and 114, the POPI Act, and the Cybercrimes Act.

They should foster a cybersecurity culture throughout their organisations, integrate cyber risk into their enterprise risk management processes, and remain vigilant about incident preparedness, vendor risks, and operational dependencies. Cybersecurity leadership is about more than writing code; it is about taking accountability, fostering communication, and empowering teams to succeed.

For those in management positions without a technical background, there are several ways to build confidence and contribute to cybersecurity leadership. Attending executive-level cybersecurity briefings is a key starting point, where internal specialists or external advisors can

provide updates on the current threat landscape and organisational readiness.

Leadership can also participate in tabletop exercises – scenario-based simulations that walk management through how a cyber incident might unfold and the decisions they would need to make. Reviewing the organisation's cybersecurity policies, establishing a cyber risk register, and ensuring that vendor contracts include clear cybersecurity expectations are further ways to ensure initiative-taking engagement.

SACAA WORKSHOPS AND GUIDANCE

Engaging with regulators like SACAA, who offer workshops and guidance, is also an effective means to stay aligned with national standards and best practices.

Cybersecurity has now become a central pillar of aviation safety, continuity, and national reputation. With the SACAA introducing structured regulatory expectations around cyber resilience, management teams must now view cybersecurity as a strategic asset – not just a compliance requirement.

Well-maintained aircraft and highly trained crews no longer only define the aviation industry; it now encompasses the protection of digital assets as well.

Whether dealing with international passengers, cargo shipments, or air traffic operations, the decisions made at the executive level will determine an organisation's ability to prevent, detect, and recover from cyber events. South Africa's aviation sector stands at a crossroads: it can continue treating cybersecurity as an afterthought, or it can embrace it as a core leadership competency.

The path forward does not require executives to become technical experts. Rather, it is about becoming informed, forming the right partnerships, and leading with vision.

With the right leadership and focus, South Africa's aviation sector can remain not only secure but also competitive in the global digital aviation arena.

***Mr Given Shingange is employed as an Aviation Security Risk Specialist in the Aviation Security Division at the SACAA.**

Drone Pilot Responsibility for Safety Beyond Automation



by Jonathan Bates and PJ Aitken from VIO Aviation Solutions

A number of recreational drones come equipped with automated safety features, built into their firmware right out of the box.

These features, including geofencing, flight control overrides, and real-time notifications on some models, are designed to assist pilots in flying safely. However, while these tools help ensure safe operations, they do not absolve the pilot from responsibility. Automation may reduce certain risks, but the ultimate responsibility for flight safety remains with the Pilot in Command (PIC).

Manufacturers regularly update these automated safety features, but pilots must initiate these updates themselves. It is important to note that even the best automation cannot prevent every potential issue. For instance, while geofencing helps prevent restricted airspace violations and unsafe flying conditions, it is not foolproof.

Moreover, some manufacturers are now limiting the amount of airspace data provided to pilots, which could further increase the risk of restricted area violations.

IMPLEMENTATION OF “BOW-TIE” RESTRICTIONS

The implementation of “bow-tie” airspace restrictions around registered airfields – designed to allow drone operators to fly closer to airports – has added another layer of complexity.

These restrictions cover the runway area, as well as approach and departure flight paths, but provide little protection for areas where helicopters may operate. Pilots must remain vigilant and understand the nuances of these regulations to ensure safety.

Beyond this, drone pilots must stay informed about a range of operational factors, including regulations, weather conditions, and their surroundings.

Pre-flight checks are critical, particularly when flying near airports or other high-risk areas. Pilots should

maintain line-of-sight during flights and be prepared to take manual control if automation fails. Most importantly, pilots must maintain situational awareness throughout the flight – automation can only do so much. Over-reliance on technology can lead to complacency, significantly increasing the risks to people, property, and other aircraft.

This is especially relevant for Beyond Visual Line of Sight (BVLOS) operations. Unlike Visual Line of Sight (VLOS) flights, BVLOS flights rely more heavily on automation. However, the same level of manual oversight, risk management, and mitigation is required – if not more so, given the extended operational range.

In these cases, pilots must have a clear mission objective and a comprehensive risk management plan in place to manage any unforeseen circumstances.

When considering the responsibility of the PIC in the context of First Person View (FPV) drone flights, safety concerns become even more pronounced. FPV flying offers a unique, immersive experience, placing the pilot inside the “cockpit” of the drone.

While this perspective enhances the flying experience, it also significantly limits the pilot’s ability to observe their surroundings. By focusing solely on the view through the goggles, pilots can lose awareness of potential threats in their environment, making it harder to take evasive action if needed.

For this reason, the use of a spotter is strongly recommended, especially when operating in or near busy airspace.

While automation can support a pilot’s efforts, it cannot replace human judgment and accountability. Safe drone operations hinge on a pilot’s awareness, decision-making, and responsibility for the flight, regardless of the level of automation in use.

***VIO Solutions is an aviation-focused company that offers updated software consultations on flight operations.**

SACAA UNVEILS NEW LOGO AND REFRESHED CORPORATE IDENTITY!

by SACAA Communications

The SACAA is proud to announce that our new logo and refreshed corporate identity officially came into effect on Tuesday, 26 August 2025.

This new logo symbolises renewal, progress, and a shared commitment to safety, security, sustainability, and innovation. It reflects the SACAA of today: dynamic, modern, and aligned with international aviation standards, while remaining firmly grounded in our mandate to serve South Africa and its aviation industry.

It also embodies the Regulator's values, calling the SACAA to continue upholding aviation safety and security standards while encouraging teamwork and the conduct of our business with integrity.

The SACAA will continue to collaborate with our stakeholders in ensure that we provide services with excellence as we interact with and transact with our clients on a day-to-day basis.

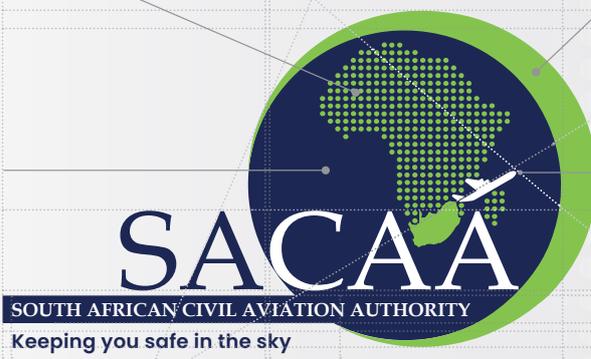
With the new logo now in effect, the key points for industry to keep in mind:

- **All current certificates, licences, and official documents remain valid until their expiry date.**
- **The rollout of new certificates and licences featuring the updated branding will be phased in to ensure a seamless transition.**

We look forward to getting your comments on the new refreshed logo!

The digital map of Africa reminds us that our values are rooted in the African principles of Ubuntu, which enables us to look forward to the future, embracing technology and innovation.

The deepest shade of the colour of the sky – blue, verbalises the characteristics of how we communicate; we are serious, approachable and are prepared to listen and engage, but not to the detriment of safety.



The colour green in context, symbolises renewal, energy, growth and safety it indicates our constant drive for improvement in delivering our mandate and in sustaining our business operations.

The aircraft is a depiction of the industry we operate in its simplest form reinforcing our commitment to communicate beyond the aviation community.

The globe reinforces our commitment to uphold international aviation safety and security standards.



CIVIL AVIATION INDUSTRY AWARDS

The Civil Aviation Industry Awards Are Back!

Get ready for aviation's most prestigious night of celebration and excellence

 14 November 2025  Gauteng

Now featuring 19 award categories, including:

- National Aviation Company of the Year
- General Aviation Award
- Aviation Security Award
- Aviation Safety Award

...and many more!

This is your year to shine

WILL YOUR NAME BE CALLED TO THE STAGE?

Entries are officially OPEN!

Scan the QR code and submit your entry today.





New address effective from **1 June 2025**

Ikhaya Lokundiza
Blys Bridge Boulevard, Blys Bridge Office Park
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The SACAA and Safety Outreach FG would like to acknowledge the efforts and contributions of its own staff and other external parties involved for their dedication towards making this publication a success.

We welcome the submission of articles for publication in SKYwatch.

Please submit your article to skywatch@caa.co.za for consideration.



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