

Drone Innovation vs Regulation: Keeping Pace in a Rapidly Evolving Industry

Destination 2050: Operationalizing Sustainability and Innovation in Aviation

A Hose Is Never Just a Hose

Safety Beyond Compliance: Key General Aviation Safety Discussions at NAC 2026

A Renewed Safety Drive by the South African Model Aircraft Association (SAMAA)

Editorial Note

Poppy Khoza, Director Of Civil Aviation



Welcome to another edition of *SkyWatch*, where we continue to explore the issues shaping our aviation community.

As aviators, we spend countless hours maintaining aircraft, conducting inspections and ensuring compliance with safety procedures. Yet one of the most important instruments in aviation receives far less attention than it deserves, the human mind.

This edition's opening article by Dr Robert Clark offers a simple but powerful reflection on something many pilots and aviation professionals will recognise. Moments where, despite training, experience and preparation, our minds do not quite cooperate. A missed step. A forgotten check. A lapse in concentration.

Dr Clark refers to this light-heartedly as "CRAFT disease", or Can't Remember a Freaking Thing, but behind the humour sits an important reminder. Human performance is influenced by far more than technical competence alone.

Stress, fatigue, anxiety, distraction, emotional strain and even the pressures of daily life can influence how we think, process information and make decisions.

Aviation has long recognised that safety is not achieved solely through better aircraft, stronger regulations or more advanced systems. It is also achieved through self-awareness, discipline and making full use of the tools available to us.

The question is whether each of us is prepared to use every tool at our disposal to achieve them.

Being of sound mind does not mean being unaffected by life. It means recognising when conditions are less than ideal and taking the necessary steps to reduce risk.

Whether you are a pilot, engineer, air traffic controller, inspector or aviation professional, there is value in pausing to ask:

Am I mentally present? Am I fit for duty? Am I relying on memory where procedure should guide me?

The goal of every flight remains unchanged: to take off safely, operate safely and return safely.

Because at the end of the day, the greatest safety system in aviation has always been the human being operating within it.

South Africa's recent achievement of an Effective Implementation (EI) score of 95.12% during the ICAO validation activities demonstrates what is possible when oversight, compliance, preparation and a culture of continuous improvement come together. It is an achievement that positions South Africa among the leading aviation regulators globally and reinforces the value of doing the basics exceptionally well.

While oversight outcomes and operational environments differ across sectors, there is an important lesson for general aviation.

Excellence in aviation does not happen by chance.

The same principles that drive strong national safety performance can also strengthen day-to-day flying operations: thorough preparation, disciplined adherence to procedures, effective use of checklists, honest self-assessment and a commitment to continual learning.

General aviation remains one of the most vibrant and accessible parts of our industry and one of the areas where human factors continue to feature prominently in occurrences and incidents.

The question is not whether safer operations are possible. They are.

Ms Poppy Khoza

Director of Civil Aviation



Drone Innovation vs Regulation: Keeping Pace in a Rapidly Evolving Industry

by Jonathan Bates – Director: VIO Aviation Solutions

THERE HAS BEEN A RAPID ACCELERATION IN DRONE TECHNOLOGY AND DRONE-RELATED USE CASES GLOBALLY, INCLUDING WITHIN SOUTH AFRICA.

This growth has exposed a widening gap between the speed of innovation and the pace at which regulatory systems can evolve to ensure continued airspace safety. Regulators are therefore faced with the difficult task of anticipating the future direction of the drone industry while simultaneously enabling innovation and maintaining safety, accountability and public confidence.

The evolution of drones, driven by advancements such as AI navigation, Beyond Visual Line of Sight (BVLOS) operations, automation, and enhanced payload capabilities, is significantly expanding both scalability and operational application. Across industries, drones have become critical tools in sectors such as security, agriculture, logistics, infrastructure inspection, and media. Unlike traditional aviation, however, drone development is largely technology-driven, resulting in significantly shorter innovation cycles.

At the same time, reduced costs and increased accessibility have lowered barriers to entry.

Participation in the sector is no longer limited to large corporate entities or traditionally licensed aviation operators.

This has resulted in exponential growth in both commercial and private operations, creating a far more complex regulatory environment with a larger and increasingly diverse operator base requiring oversight. Regulations must therefore be practical, scalable, and enforceable.

Traditional aviation regulatory frameworks were not inherently designed for this level of speed, accessibility, or scale. As a result, regulators face growing challenges in monitoring compliance, updating rules in line with emerging technology, and ensuring consistent enforcement. Without continuous adaptation, there is a real risk that regulations become outdated, ineffective or disregarded altogether.

A critical part of the solution lies with operators, both commercial and private, who act as frontline decision-makers. Their real-time choices to comply with or bypass regulations directly impact aviation safety, public trust, and industry credibility. Strengthening the relationship between regulators and operators is therefore essential in promoting safe, responsible and compliant operations.

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Regulators are increasingly seeking to incorporate practical, real-world insights from industry participants to better inform regulatory development. This includes feedback on operational feasibility, the co-creation of workable regulatory solutions, and the early identification of emerging risks. Strong industry–regulator collaboration is key to improving both compliance and enforcement in the UAS sector.

To keep pace with innovation, regulatory approaches are becoming more agile and increasingly focused on principles-based oversight. The drone sector is also well-suited to technology-enabled oversight mechanisms such as Remote ID, digital compliance systems, and automated monitoring tools. These systems can significantly improve visibility, accountability, and enforcement without unnecessarily constraining innovation.

Global regulators such as the International Civil Aviation Organization (ICAO) and the Federal Aviation Administration (FAA) are shifting toward principles-based drone regulation that prioritises safety outcomes and operator accountability over highly prescriptive rules.

This approach is better aligned to rapid technological advancement and an increasingly diverse operator environment.

The South African Civil Aviation Authority is aligning with this evolving regulatory philosophy, recognising that success will depend on not only effective oversight, but also responsible operator behaviour and active industry participation.

Encouragingly, both local and international working groups are already driving meaningful progress in this area. Internationally, frameworks such as the FAA's next-generation BVLOS initiatives and expanded risk-based categories adopted by the European Union Aviation Safety Agency through the Specific Operational Risk Assessment (SORA) methodology are helping shape more adaptable and risk-focused regulatory models.

Underpinning this approach is a need for structured engagement with industry participants, supported by ongoing education and awareness initiatives. These remain critical tools in promoting voluntary compliance, strengthening safety culture and encouraging drone operations at scale.

Drone innovation will continue to outpace regulation. However, sustainable growth depends on shared responsibility. All operators and remote pilots have a role to play in supporting regulatory objectives, promoting shared airspace and promoting safe operational practices. Through stronger collaboration and collective accountability, regulators and industry can work together to ensure that safety evolves alongside innovation.



Destination 2050:

Operationalizing Sustainability and Innovation in Aviation

by Pamela Madondo

THE AVIATION SECTOR PLAYS A CRITICAL ROLE IN GLOBAL CONNECTIVITY AND ECONOMIC DEVELOPMENT. AS THE DEMAND FOR AIR TRAVEL CONTINUES TO GROW, SO TOO DOES THE RESPONSIBILITY TO MANAGE ITS ENVIRONMENTAL IMPACT., SUSTAINABILITY IS THEREFORE NO LONGER A FUTURE AMBITION FOR AVIATION, BUT AN IMMEDIATE GLOBAL PRIORITY.

Globally, the industry has increasingly aligned around shared vision for more sustainable aviation, particularly through the Long Term Global Aspirational Goal (LTAG) of achieving net-zero 2050. Under the leadership of the International Civil Aviation Organization (ICAO), frameworks such as the Carbon Offsetting Reduction Scheme for International Aviation (CORSIA) have been introduced to help stabilise emissions from international aviation.

Aviation's sustainability efforts are generally centred around four key pillars. The first is technological advancement, with newer aircraft designed to be significantly more fuel efficient than their predecessors. The second is operational improvement, where smarter flight planning, improved air traffic management and more efficient routing contribute to reduced fuel burn.

The third focuses on infrastructure, including airports adopting cleaner energy sources and improving ground operations. Finally, Sustainable Aviation Fuels (SAF) are emerging as one of the sectors most promising solutions, with the potential to significantly reduce lifecycle emissions compared to conventional jet fuel.

The transition, however, has its challenges. The high cost and limited availability of SAF, infrastructure constraints and policy uncertainty continue to slow the progress.

This is where practical, on-the-ground efforts become essential. Supporting the development and implementation of State Action Plan (SAP) enables countries to translate global commitments into national strategies, while, strengthening data collection and reporting systems ensures that progress can be measured in a credible and transparent manner.

The SACAA contributes to aviation sustainability through the implementation of international frameworks, the development of SAPs, and the strengthening of emissions monitoring and reporting systems.

Supporting industry readiness for mechanisms such as CORSIA, while facilitating engagement across industry stakeholders, remains essential to ensuring that sustainability measures are both credible and effective.

Advancing sustainability in aviation will require coordinated action between regulators, airlines, fuel producers' infrastructure providers, and other industry stakeholders. Building strong relationships and fostering trust across the sector will be critical, particularly in scaling SAF production and accessibility across Africa.

By leveraging regional strengths, whether in feedstock production, refining capacity, technical expertise or distribution networks, countries can work together to overcome individual limitations and accelerate progress towards a more sustainable aviation future.

ABOUT THE AUTHOR

Pamela Madondo is an Aviation Environmental Specialist working for Aviation Safety Infrastructure Division at the SACAA.

As the Sustainable Aviation Fuel (SAF) focal point, her work focuses on advancing SAF initiatives, emissions management, and supporting South Africa's contribution to the Long-Term Aspirational Goal (LTAG) of achieving net-zero carbon emissions by 2050. She also provides environmental oversight at airports to ensure compliance with applicable regulations.



A Hose Is Never Just a Hose

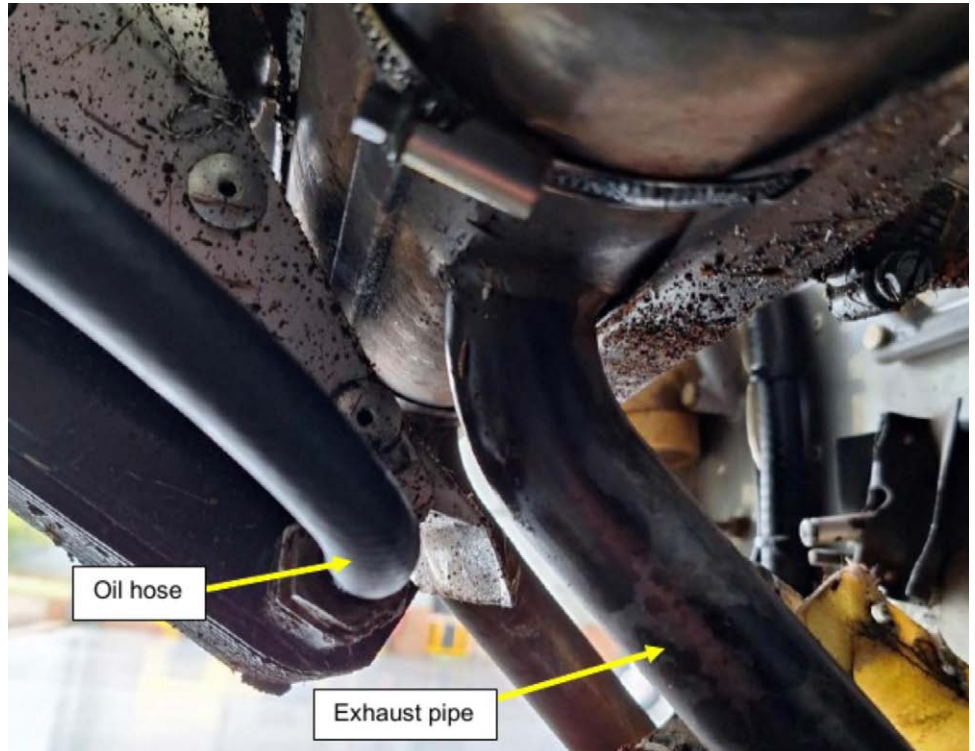
The ZU-OIL occurrence is a reminder that seemingly routine replacement parts can become decisive safety-critical items in non-type certified aircraft.

by Richard Mafahla

A forced landing involving a Jabiru SP2000 Shadow Lite highlights a simple but important airworthiness lesson: a hose that merely appears to fit is not necessarily suitable for aviation use.

In NTCA operations, authorised hose fitment and strict adherence to maintenance requirements remain essential safeguards against preventable engine failure.

“Visual similarity is not airworthiness.”



*Oil hose and exhaust pipe shown in close proximity during the ZU-OIL investigation.
Source image adapted from the occurrence investigation material.*

In aviation, safety margins are often lost not during dramatic failures, but in small maintenance decisions that appear routine at times. A ZU-OIL occurrence involving a Jabiru SP2000 Shadow Lite is a case in point. It shows how a component as ordinary-looking as a hose can become the difference between a normal training flight and a forced landing.

In April 2025, the aircraft departed Wonderboom Aerodrome on a Part 141 training flight. After about 30 minutes airborne, the crew returned to conduct touch-and-go circuits. Shortly after take-off, they observed that the oil pressure indication had decayed while the oil temperature remained constant.

Moments later, the engine began running rough and stopped completely. A forced landing was conducted on a nearby field, and the aircraft eventually nosed over. Although the aircraft sustained substantial damage, there were fortunately no injuries.

The investigation found that the engine stoppage was caused by the failure of the oil hose fitted between the oil filter and the oil cooler.

Once the hose burst, engine oil was pumped overboard, leading to loss of lubrication and ultimately, engine failure.

Further findings made the safety lesson even clearer: the hose had been installed in close proximity to the exhaust system, the protective sleeve did not extend to the most vulnerable connection point, and the hose itself seems to have been sourced from a wholesale outlet for hydraulic hoses. The hose manufacturer later indicated that the product was not intended for aircraft or vehicle applications.

That is where this occurrence becomes more than a single accident narrative. It becomes a reminder to the broader NTCA community that a hose may fit physically, look robust and even function for a period of time, yet may still be entirely unsuitable for aviation use. In aircraft systems, apparent compatibility is not enough. Suitability must be based on the correct specification, the correct application, and the correct installation.

Aircraft manufacturers publish maintenance requirements for good reasons. In the case of the Jabiru, maintenance guidance referenced during the investigation stated that flexible hoses in the engine compartment are subject to prescribed replacement intervals and must also be replaced immediately if signs of visible deterioration are identified.

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These requirements are not merely administrative formalities, but practical safety controls intended to preserve the continued airworthiness of the aircraft and prevent failures before they occur.

This lesson is particularly important in the NTCA environment, where accessibility of parts and practical maintenance decisions can sometimes create a false sense of interchangeability.

Hoses used in oil, fuel and other fluid systems are exposed to pressure, vibration, heat, fluid compatibility considerations, bend-radius limitations, and routing constraints. Their selection therefore cannot be based on size and convenience alone. Material composition, temperature tolerance, pressure rating, and protective shielding all matter.

Approved Persons, owners, and maintenance personnel should therefore approach hose replacement with the

same discipline they would apply to any other safety-critical component.

Where there is uncertainty about fitment, specification or acceptability, the correct response is not guesswork but rather consultation with the original equipment manufacturer or the aircraft manufacturer. That is not bureaucracy; it is sound maintenance judgement.

The message for the aviation community is straightforward: always use authorised hoses for the correct fluid application and always install them in accordance with the aircraft's maintenance requirements. A hose may seem like a small component, but as the ZU-OIL occurrence has shown, it can carry the safety of the entire flight.

Submitted by: Mr Richard Mafahla - Manager:
Aircraft Maintenance Organisations (AMO) for the
Airworthiness Department within the SACAA





Safety Beyond Compliance: Key General Aviation Safety Discussions at NAC 2026

by Naledi Mailula: Sub-Editor at SACAA

The South African Civil Aviation Authority hosted a successful National Aviation Conference (NAC), on 6-7 May 2026 in Kempton Park, Gauteng.

A strong spotlight was placed on aviation safety, with delegates emphasising that maintaining South Africa's world-class safety standards will require continued vigilance, stronger collaboration, and increasingly initiative-taking safety oversight across all sectors of aviation, including general aviation.

Held under the theme "Unlocking National Leadership: Enhancing Environmentally Sustainable and Climate-Resilient Air Transport in Africa while Supporting Sector Growth," the conference brought together government leaders, regulators, operators, aviation experts, and international partners to discuss the future of aviation on the continent.

Addressing delegates during the conference, the Minister of Transport Ms Barbara Creecy reaffirmed the importance of preserving South Africa's strong aviation safety culture and maintaining the country's global leadership in aviation oversight.

The conference followed South Africa's recent preliminary International Civil Aviation Organization (ICAO) Universal Safety Oversight Audit Programme (USOAP) score of 95.12%,

positioning the country first in Africa and among the highest-performing aviation states globally.

Despite this achievement, discussions during the conference acknowledged ongoing concerns relating to fatal accidents within the general aviation sector and reinforced the importance of strengthening preventative safety measures.

One of the central themes emerging from the conference was the continued transition from traditional compliance-based oversight towards Risk-Based Oversight (RBO) and predictive safety management systems. Delegates agreed that aviation safety can no longer rely solely on reactive approaches but must increasingly focus on identifying risks and hazards before accidents occur.

The conference highlighted the growing importance of safety data analysis, initiative-taking reporting, predictive oversight and stronger collaboration between regulators and industry in improving safety outcomes.

Human performance and pilot decision-making also featured prominently throughout discussions. Delegates repeatedly stressed that aviation safety ultimately depends on people, with factors such as fatigue, training quality, organisational

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Safety Beyond Compliance:

Key General Aviation Safety Discussions at NAC 2026

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culture, and operational decision-making continuing to play a significant role in accident prevention.

The conference further highlighted the importance of mature Safety Management Systems (SMS), with organisations encouraged to move beyond procedural compliance towards initiative-taking hazard identification, continuous improvement, and stronger safety cultures.

Mental wellbeing was also recognised as a key component of operational safety. Discussions explored the relationship between psychological wellbeing, cognitive functioning, and operational performance, with speakers advocating for supportive reporting cultures, peer-support systems, and early intervention programmes within aviation organisations.

Weather intelligence and operational resilience were also identified as increasingly important safety considerations. Presentations during the conference highlighted the role of advanced meteorological capabilities, integrated weather systems, and AI-enabled forecasting in supporting safer and more efficient operations.

Delegates noted that weather-related decision-making remains a critical component of general aviation safety and stressed the importance of integrating reliable weather intelligence into operational planning and flight preparation.

The conference also reinforced the importance of regional collaboration in strengthening aviation safety across the continent.

On the sidelines of NAC 2026, the SACAA and the Civil Aviation Regulatory Authority of Mozambique signed a Memorandum

of Cooperation covering technical areas including flight operations, airworthiness, aviation medicine, aviation security, and personnel licensing and training.

Director of Civil Aviation, Ms Poppy Khoza said the agreement reflected a shared commitment to strengthening technical cooperation, harmonising oversight approaches and advancing aviation safety within the Southern African region.

Throughout the conference, delegates emphasised that aviation safety does not stop at national borders and that collaborative oversight, information sharing and harmonised safety standards remain essential in supporting safe, secure, and resilient aviation systems across Africa.

The conference concluded that sustaining aviation safety excellence will require continued investment in people, technology, training, and collaborative governance.

For the general aviation community, the discussions served as an important reminder that safety is a shared responsibility built on sound decision-making, continuous learning, initiative-taking reporting, and a strong safety culture.

As the aviation sector continues to evolve, the collective focus remains clear: building a safer, smarter, and more resilient aviation environment for all.

Submitted by: Naledi Mailula - Sub-Editor in the SACAA Communications and Stakeholder Relations department.



A Renewed Safety Drive by the South African Model Aircraft Association (SAMAA)

Over the past several months, the South African Model Aircraft Association (SAMAA) has undertaken deep reflection on recent safety incidents and the valuable feedback that has followed. These discussions have reinforced a fundamental truth within aeromodelling: safety is not merely about compliance with rules but it is about cultivating a culture of safety.



While regulations, procedures, and checklists provide the necessary structure for safe operations, true safety begins with individual responsibility, sound decision-making, and shared awareness across all clubs, airfields, and events.

In response, SAMAA is proud to introduce a renewed collaborative safety initiative under the banner:

Practicing Responsible Flying

This ongoing safety drive aims to encourage all pilots, clubs, instructors, and event organisers to continually evaluate their flying practices, improve risk awareness, and openly share lessons learned from incidents and near misses.

Although this article reflects on specific modelling considerations, the principles equally apply the full-scale aviation, with the most important differentiation being the absence of a human in the cockpit. It is precisely why modelling has been such an attractive pursuit in exposing future flyers to the wonderful world of aviation.

LESSONS LEARNED

Turbine Jet Energy Management



Incident Scenario

A turbine-powered model aircraft experienced a loss of control during a manoeuvre transition shortly after take-off. The aircraft impacted the ground at low altitude, resulting in a total loss of the model.

Although no injuries occurred, the incident served as an important reminder of the aerodynamic and energy-management challenges associated with high-performance turbine aircraft.

Overview

This incident highlights the critical importance of energy management during the post-take-off phase, particularly when transitioning between manoeuvres while the aircraft is still accelerating, carrying a high fuel load, and undergoing configuration changes such as landing gear and flap retraction.



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A Renewed Safety Drive by the South African Model Aircraft Association (SAMAA)

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Low-altitude manoeuvring in turbine aircraft leaves minimal margin for error. Any misjudgement in airspeed, angle of attack, or control input can rapidly develop into an unrecoverable situation.

KEY SAFETY TAKEAWAYS

1. Energy State Awareness



Maintaining a clear awareness of the aircraft's energy state is essential, especially immediately after take-off. During this phase:

- The aircraft is typically at its heaviest due to fuel load.
- Configuration changes such as gear and flap retraction increase pilot workload and alter lift and drag characteristics.
- Airspeed margins may be lower than perceived.

Initiating manoeuvres before the aircraft is fully stabilised can significantly increase operational risk.

2. Roll-to-Pull Manoeuvres

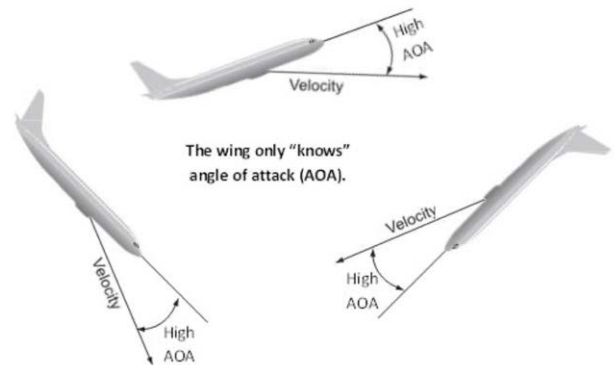
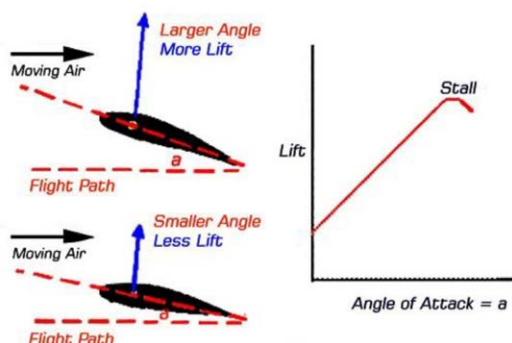
Roll-to-pull manoeuvres - such as rolling inverted followed immediately by a pull input - place substantial aerodynamic demand on the aircraft.

If elevator input is applied while:

- Airspeed is low, or
- Angle of attack is already high,

the aircraft may experience an accelerated or asymmetric stall.

3. Recognition of Accelerated Stalls



A sudden wing drop, snap, or violent departure during or immediately after a roll is often not a conventional straight-and-level stall. Instead, it is commonly an accelerated stall, triggered by excessive control input relative to available airspeed.

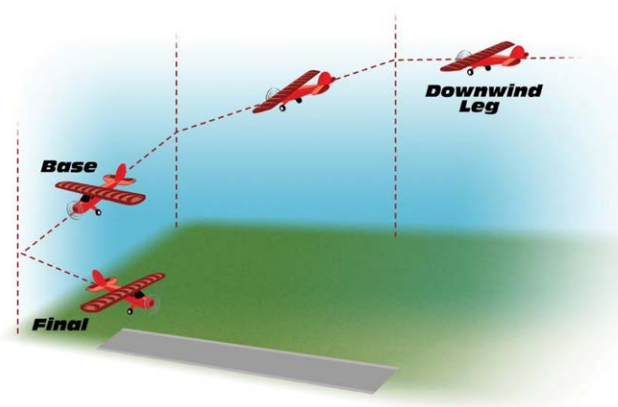
Recognising this distinction is critical for correct recovery actions and improved pilot awareness.

4. Recovery and Secondary Stalls

Following an initial stall or upset, recovery frequently involves lowering the nose to gain airspeed. However:

- Pull-out inputs must remain smooth and progressive.
- Aggressive or abrupt pull-outs at low altitude can induce a secondary accelerated stall.
- At low height, insufficient altitude may remain to complete a successful recovery.

5. Altitude Margin



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A Renewed Safety Drive by the South African Model Aircraft Association (SAMAA)

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Low altitude provides virtually no buffer for correcting energy mismanagement or control input errors.

Due to their mass, momentum, and higher wing loading, turbine aircraft generally require greater altitude margins than smaller electric or glow-powered models.

6. Aircraft Setup and Systems Knowledge

A thorough understanding of the aircraft's:

- Centre of Gravity (CG) sensitivity
- Control rates and exponential settings
- Stabilisation or gyro system behaviour is essential for safe turbine operation.

These factors significantly influence stall behaviour, handling characteristics, and recovery performance, particularly in high-performance turbine-powered models.

Safety Recommendations

SAMAA encourages turbine pilots to adopt the following best practices:

- ✓ Complete all configuration changes (gear and flaps fully retracted) before initiating manoeuvres.
- ✓ Avoid combining roll and pull inputs when operating at low speed or low altitude.

- ✓ Maintain adequate height margins when repositioning aircraft, especially during aerobatic manoeuvres.
- ✓ Practise manoeuvre transitions at altitude to better understand aircraft-specific stall onset, recovery characteristics, and energy requirements.
- ✓ Treat the post-take-off phase as a stabilisation period - not an opportunity for immediate manoeuvring.

BUILDING A STRONGER SAFETY CULTURE

Effective energy management remains one of the cornerstones of safe turbine operation.

By respecting airspeed, altitude margins, and the aircraft's aerodynamic limits – particularly during manoeuvre transitions – pilots can significantly reduce the risk of loss-of-control incidents

SAMAA believes that safety is not simply about compliance. It is about awareness, discipline, mentorship, continuous learning, and informed decision-making.

Through the "Practicing Responsible Flying" initiative, SAMAA hopes to strengthen a positive safety culture throughout the South African aeromodelling community and encourage every pilot to contribute towards safer skies for all.



Workflow Process: A brief overview of the step-by-step process once a report is submitted

- Whistleblower reports incident via their preferred reporting channel.
- The Hotline Agent interviews the caller using an approved questionnaire to compile an incident report
- Each incident report is allocated a unique reference number
- Incident is reviewed by the Hotline Team Leader and Manager
- Incident report is then protected by the password and distributed to the designated recipient within 24 hours
- The incident report is sent to the SACAA authorised designated representatives for investigation
- Upon receipt of the incident report, the SACAA authorised designated representatives conduct a case assessment and allocates the incident report to the relevant department.
- SACAA authorised designated representatives provide updates and feedback to Fraud Hotline on the progress of the investigation
- Fraud Hotline provides updates to the whistleblower.

Anonymity & Confidentiality: Confirmation of the protocols in place to protect the identity of the reporter

- Whistleblowers are guaranteed that their identity and the details of the report will be kept strictly confidential
- You can provide your name and request confidentiality
- Organisation or an individual to which you disclosed the report is required to protect your identity
- Reports to SACAA respect and protect whistleblowers anonymity by sanitizing information and voiding reports of any identification data, including gender and position.
- There are no caller line or IP address identification mechanisms in place to identify the originating telephone of the whistleblower.
- No recordings or transcripts of recordings are made available to SACAA.
- All reports are delivered, encrypted and password protected, to the authorized SACAA representatives only.
- All information received is stored securely.
- An audit trail is available of all communication with whistleblowers.
- Appropriate logistical and physical access controls protect

information received from whistleblowers, as well as reports to SACAA.

- Appropriate logistical and physical access controls are in place to protect infrastructure, networks, hardware and software.

WHISTLEBLOWERS HAVE THE CHOICE TO

- Remain ANONYMOUS to the Fraud and Ethics/Whistleblowing Hotline service provider and SACAA - **Anonymous**
- Reveal IDENTITY to the Fraud and Ethics/Whistleblowing Hotline service provider, but remain ANONYMOUS to SACAA - **Partially Anonymous**
- Reveal IDENTITY to the Fraud and Ethics/Whistleblowing Hotline service provider and SACAA **Disclosure of identity**

Feedback Loop: How and when industry members can expect updates or resolutions regarding their submissions

Industry members are advised to retain their respective reference numbers and contact Vuvuzela to request a status update on their submission. Enquiries can typically be made after 21 days from the date of submission. However, industry members are also advised to note that investigation turnaround times may vary depending on the complexity of the reported matter.

Integration: How is this data utilised to enhance broader safety initiatives within the sector?

Quarterly meetings where emerging risks are discussed in formal governance structures which includes the SACAA's Risk Management Committee that comprises of Executive Members. Subsequently, the recorded emerging risks and their corresponding mitigating controls are escalated and presented to EXCO and the Board for review and approval, ensuring that safety initiatives are continuously strengthened at a strategic level.



External Anonymous Reporting



For those who prefer to report anonymously or independently, we have partnered with Vuvuzela Hotline, a confidential and independent whistleblowing service provider.

YOU CAN REPORT FRAUD ANONYMOUSLY AND SECURELY THROUGH THE FOLLOWING METHODS:

- 📞 Toll-Free Hotline: **0800 204 911**
- 📱 SMS: **30916**
- 📲 Mobile App: Download **"Vuvuzela Hotline"** from your app store
- ✉ Email: **sacaa@thehotline.co.za**
- 🌐 Online Reporting: **www.thehotline.co.za/report**

NEW ADDRESS

Ikhaya Lokundiza
Blys Bridge Boulevard, Blys Bridge Office Park
Olievenhoutbosch Road
Doringkloof, Centurion



GA SAFETY STRATEGY CONTACTS

GASS IMPLEMENTATION COMMITTEE CHAIRPERSON

Neil de Lange

082 884 9303 | delangen@caa.co.za

ACC TRENDS & GAARS CHAIRPERSON

Erik du Rand

083 451 2617 | durande@caa.co.za

SAFETY OUTREACH CHAIRPERSON

Pappie Maja

083 451 2627 | majap@caa.co.za

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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edition delivered directly to your inbox.