

Safety Link

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SOUTH AFRICAN



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Parys Flying Club

by Mduduzi Dube

OUR FEATURED FLYING CLUB

PARYS FLYING CLUB (FAPY).
(S2653'14" E02730'19" - Freq: 123.5MHz)
Info: RWY 06/24- 1343m - Alt: 4740ft.

HISTORY OF THE CLUB

Flying in Parys goes back to the 1950's when the round roofed hanger on the hill was built. People like Lionel van Schalkwyk, who owns a service station in Parys, flew a Tiger Moth and amongst other things also did a Sunday news paper drop to farmers in the area. This brought much joy to all the farm children who had to run and find the paper. The current grass runway was the original runway used.

Subsequent to all these amusing activities; The Parys flying Club was formed in the early 1960's . The club owned a Cessna 150 (ZS-EGY) and flying training was given by DK Dreyer. R9.00 an hour was the hire and fly rate and for R2.00; additional flying instruction was possible. A far cry from the current rates.

In 1969 the tar runway 06/24 was built . This was as a result of a sponsorship by Mr. Tiervelder, a German citizen who wanted to land his Lear jet at Parys . Mr tiervelder spent 6 months a year at his Stocking factory in Parys and 6 months in Germany. To all accounts he only used the airfield a few times.

At present the club has 40 members, not all members are active though. The club owns a Cubby Wings Cubby (ZU-DIN). This aircraft is available to club members for hire and fly, instruction and tail wheel conversions. Ballooning and gliding also take place at Parys.

The Club has a restaurant; "Montgolfier's Basket" well known for its "Freestate" breakfasts . The breakfasts are enjoyed by many aviators who regularly fly to Parys on Saturdays and Sundays. To date this year more than 700 aircraft have landed for breakfast.

HIGHLIGHTS:

The annual "Wings and Wheels festival" also brings many visitors to our club; with 78 aircraft in attendance for last year.

Parys Flying Club has hosted the National Rally and Precision flying Championships for the past two years and also the Free State Aerobatic Championships this year. We are planning to have a permanent Aerobatic Box to the east of the field.

At present we are in negotiation with the Municipality to upgrade the airfield and to have more hangers erected on the airfield. A full time flying school is also on the cards.

Parys has among others; the advantage of having a registered AMO on the field. The objective of the club is to promote safe, affordable and enjoyable flying to all its members and the community at large. We believe that nobody should ever fly outside their comfort zone or that of the aircraft.

Nobody is too old or bold to stop learning about safe flying.

Our club welcomes all aviators into our midst and the club's contacts are:

Johan van Garderen
Chief Flying Instructor
083 531 7406

Francois Pieterse
Restaurant
083 334 0572

From The Editor

by Ishmael Mokoena



THINK AVIATION SAFETY!!

No such thing as new accidents; only new victims.....!!!!

Aviation Safety and Security is everyone's responsibility. We have to attempt to make it habitual to our lives.

If we can do that, then we will achieve a lot in terms of saving lives. When something is habitual; it automatically changes your mindset and attitude. As previously said; "A culture of safety in dependant on a positive attitude".

We have to take cognizance of the fact that there is no such a thing as "new accidents" there are only new victims. Over a period of time; studies show that the factors accident causal factors are very similar in nature.

Technological development at our disposal is aimed at improving our lives for the better.

Surely we can't continue to have spiral downturns in our levels of safety standards and accidents.

Perhaps this calls for a total review of our past situation [without technology] and the current situation [with hi-tech]. Has it improved our level of safety standards vastly or not? Are we utilizing it correctly to benefit us or; are we under utilizing it, hence the continuation of occurrences?

What has been noticed as a negative effect of our hi-tech lifestyles, is the high level of human dependency on it. This has increased to a situation of lack of inter-personal engagement as used to be in the past era.

People have resorted to avoiding the old culture of social gatherings such as clubs, where even brainstorming sessions took place. That practice had the benefit of comradeship or 'esprit de corps' and a flow of quite useful information from the more experienced to the less experienced.

It is on that note that the Authority would like to support the rejuvenation of flying clubs around the country.

This idea serves to be an added benefit to any airman who plans a sortie from one part of the country to the other.

As an airman; it will make your life much easier knowing that there are club members en-route that you can contact and they will be of help to you should the need arise.

Let's join hands and make Aviation Safety and Security our responsibility.

The Authority encourages the maintenance of these clubs and will not only form meaningful partnerships with them; but also assist and engage them on their fora with regards to safety talks; safety presentations etcetera, aimed at promoting aviation safety and security in our country.

As we enter the festive season, the SACAA would like to wish you and your families a Merry Christmas and a Prosperous 2009. See you in the New Year.

HAPPY READING!!!

Please Note: If you would like to see a subject covered; send your request to the editor at:

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Black October in Aviation

by Air Safety Investigation
Department

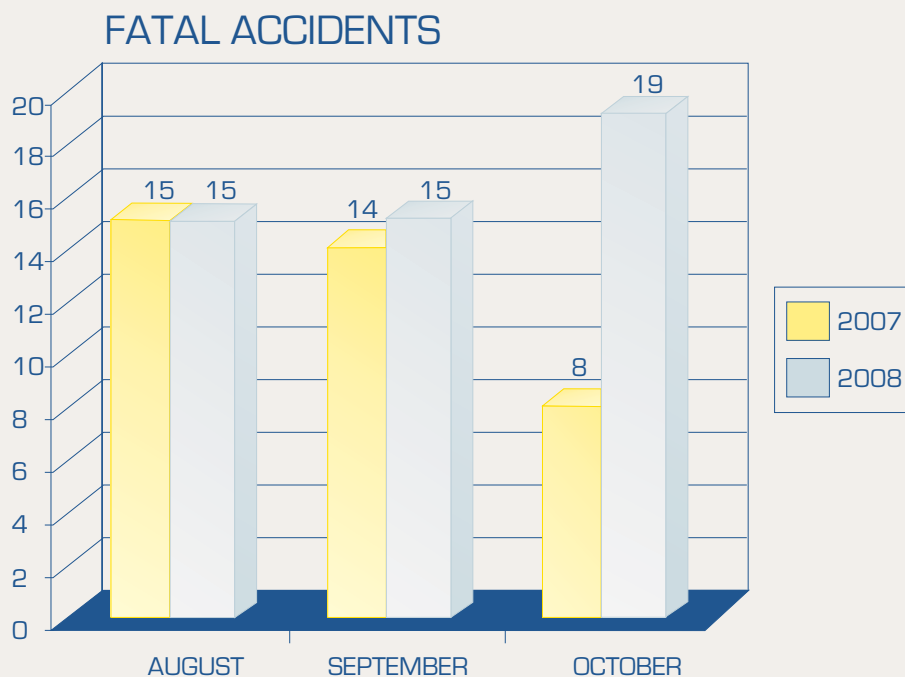
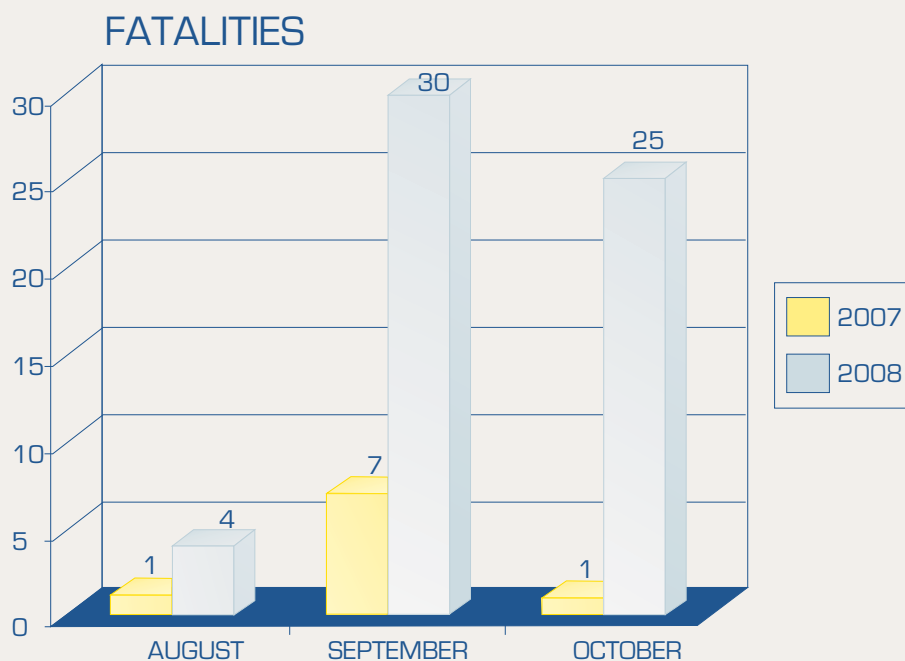
What has gone wrong in aviation? Many of us are asking ourselves the same question. Well this question may have been attributed to the recent series of aircraft accidents in our skies. Aviators have named the month of October the "black October". This shows the seriousness of aviation safety in South Africa, especially in General Aviation.

We may ask ourselves, are we safe? Is this the international trend? Most of you will agree with me to say that 2008 has been the worst when it comes to aircraft accidents.

We have seen a sharp increase in accidents between September and October 2008 as compared to the same period last year. For instance, we have seen a total of 30 fatalities in the month of September 2008 compared to the 7 fatalities same period last year. We have seen another sharp increase in fatalities in October, we recorded 25 fatalities as compared to 1 in the same period last year. This indeed raises an alarm. What are we doing wrong? What can we do to make things right?

The Accidents Investigations Department is in a process of establishing causal factors of these accidents and draw up safety recommendations to enhance safety.

In the meantime, lets go back to basics...Till next time



Air Cargo Security

by Air Cargo Division-SACAA

PRACTICAL GUIDE FOR SHIPPERS SENDING CARGO BY AIR

WHAT IS IMPORTANT WHEN SENDING CARGO BY AIR?



- The air waybill must be completed fully and accurately.
- An accurate description of the contents is critical.
- Dangerous goods must be declared and accompanied by the mandatory declaration.
- The cargo must be adequately packed, marked and labeled.
- When old packaging is re-used, old labeling and markings must be removed or obliterated.
- When tendering cargo, the cargo acceptance agent will ask you for positive identification.
- Cargo not properly packed or showing any signs of tampering may be refused for carriage.

WHAT TO EXPECT WHEN SENDING CARGO BY AIR?

Positive identification will be required from the person tendering the cargo. You will have to declare the contents of your cargo and the detail of the person tendering the cargo will be recorded. Your cargo will be screened. If you are a

Known Consignor, only random screening is applicable.

PART 108

The twenty fifth amendment to the Civil Aviation Regulations, 1997 (Insertion of Part 108) will come into operation on 01 February 2009.

As from this date, **ONLY Known Cargo** may be carried by Commercial Air Transport Operators.

WHAT IS KNOWN CARGO?

Known cargo, means a consignment from a Known Consignor or a consignment to which the appropriate security controls as prescribed in Part 108 have been applied.

WHAT IS A KNOWN CONSIGNOR?

A Known Consignor is the originator of goods for carriage by air, who has an established business relationship with a Regulated Agent, and who complies with security requirements as prescribed in Part 108.

HOW DO I BECOME A KNOWN CONSIGNOR?

You must apply to the Civil Aviation Authority to be validated as a Known Consignor.



WHAT IS REQUIRED FROM A KNOWN CONSIGNOR?

Your products that you send by air, will have to be packed and stored in a secure premises

and must be protected against unlawful interference. Your products must also be transported in a secure and sealed vehicle.

Staff that handle or transport the cargo, will have to be background checked and must receive security familiarization training.

You will have to maintain records of all security familiarization training and shipping documents.

Business must be conducted in line with the requirements of the security manual of each Regulated Agent with whom you conduct business with.

WHAT ARE DANGEROUS GOODS?

Articles or substances which are capable of posing a significant risk to health, safety and to property when transported.



SOME EXAMPLES OF DANGEROUS GOODS:

Flammable gasses, liquids such as LP gas, paint and petrol. Anything that can self ignite. Fireworks, flairs, strike anywhere matches, even things like drain cleaner, battery acid and poisons such as weed killer.

Note: Common Items Can Cause Uncommon Problems e.g. Safety Matches, Propane Torches and Anything That Can Self Ignite.

Dangerous Goods & Air Cargo Security

This is not an exhaustive guide. For further information please contact the Civil Aviation Authority.

Aviation Security Awareness Campaign

by Aviation Security Department

The South African Civil Aviation Authority (SACAA) will be engaged in an aviation security awareness campaign during this festive season.

The campaign will be spearheaded by the Aviation Security Department of SACAA and will be held at all major airports (ACSA and non ACSA) over period of 08th-16th December 2008; and it is targeted; not only to create security awareness among the flying public at large; but also to provide them with assistance on various security topics.

It is envisaged that the campaign will run concurrently for the entire duration at various aerodromes around the country.

There are various topics that the campaign will focus on; and these are:

- Prohibited items;
- Unruly passenger behaviours;
- Do's and Dont's for passengers;
- Dangerous goods;
- Lags (Liquids, Aerosols and Gels);
- Unaccompanied Minors;
- and, Air Cargo.

The sole objective of this campaign is to improve and raise the bar on aviation security in the country.

1 BEFORE CHECK-IN

Are your Liquids, Aerosols and Gels 100ml or less?

- Liquids, aerosols and gels include items such as drinks, creams, perfumes, sprays, gels, toothpaste, lipstick, lip balm and similar substances.

NO



YES



CHECK-IN



If the items are greater than 100ml, place them in your checked baggage.

There are no new restrictions on what you can pack into your check-in baggage.

CARRY-ON



APPROX 20 x 20cm

If you want to take items on board make sure:

- Each item is 100ml or less.
- All items fit in a transparent, one-litre bag.
- The bag is sealed.
- Only one bag per person is allowed.

2 SECURITY

- Proceed to the Screening Point.
- Present this bag with your other carry-on baggage.
- You may be also subject to a random frisk search. This is in addition to the explosive trace detection process already in place.



Unruly Passengers

The term “unruly or disruptive” passengers refers to passengers who fail to respect the rules of conduct on board aircraft or to follow the instructions of crew members and thereby disturb the good order and discipline on board aircraft.

Not only are incidents like this unpleasant for the crew and fellow passengers but they are also potentially dangerous. The threat of injury is obvious; the underlying threat is in the amount of attention needed to watch one passenger, with the risk of turning valuable attention away from other aspects of passenger safety.

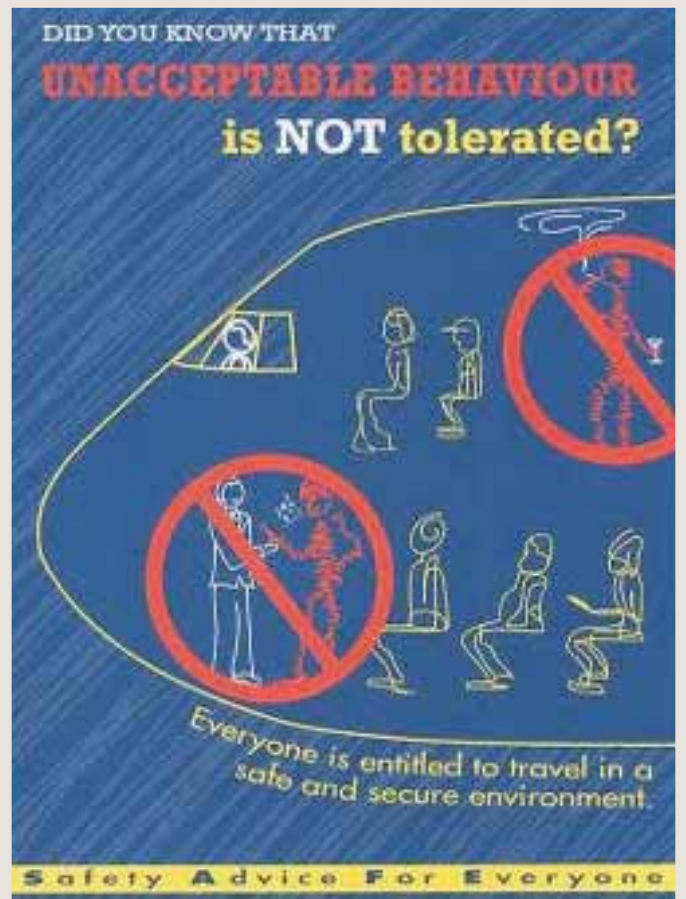
Unruly behaviour by passengers could be attributed to ignorance to regulations. Notwithstanding stress levels, abuse of alcohol and drugs and psychological effects of flying, committing acts of unruly is a serious offense.

DO NOT:

- Assault, intimidate or threaten, whether physically or verbally, a crew member, if such act interferes with the performance of the duties of the crew member or lessens the ability of the crew member to perform their duties;
- Refuse to follow a lawful instruction given by the aircraft commander or on behalf of the aircraft commander by a crew member, for the purpose of ensuring the safety of the aircraft or of any person or property on board or for the purpose of maintaining good order and discipline on board.”
- Assault, intimidate or threaten, whether physically or verbally, any another person;
- Intentionally cause damage to, or destroy any property;
- Consume excessive alcoholic beverages that will result in bad behaviour

- Take drugs on board an aircraft
- Smoke in a lavatory, or elsewhere in a manner likely to endanger the safety of the aircraft;
- Tamper with a smoke detector or any other safety-related device on board the aircraft;
- Operate a portable electronic device when such act is prohibited

FAILURE TO ABIDE BY THESE PROVISIONS WILL RESULT IN PROSECUTION.



Aviation Security Division AVSEC Screener Training And Certification

by Poppy Khoza

INTRODUCTION

The South African Civil Aviation Authority, AVSEC Division, has established a new department dealing with the issues of Aviation Security Personnel Training and Certification. There has been a gap in the past in that this sector was not properly regulated and as a result, training from an aviation security point of view, has been fragmented. The division in an endeavor to address this deficiency, has developed regulations and prides itself on being the regulator and oversight structure of the aviation security training organisations and aviation security screeners in the aviation industry. The regulations seek to ensure standardization in carrying out security tasks; and in safeguarding civil aviation against acts of unlawful interference.

WHAT DOES THE TRAINING AND CERTIFICATION DEPARTMENT DO? PREAMBLE

The Training and Certification department's purpose is to approve aviation security (AVSEC) training organisations; to certifying aviation security (AVSEC) screeners, and to support the training organisations' objective of implementing quality -controlled education and training which meets the requirements of the Training and Certification regulations as encapsulated in CARS, Part 109 and 110 as well as their associated technical standards. With combined training and certification experience and skills and armed with a team of trend setters and innovators, this department is geared towards creating powerful and rigorous solutions towards maximising the global competitive advantage in so far as aviation security training and certification is concerned.

KEY DEPARTMENTAL OBJECTIVES

Training

- Set standards of regarding aviation security training through regulations.
- Develop a curriculum in line with ICAO standards.
- Regulate aviation security training in South Africa.
- Oversee the effective functioning of aviation security training organisations

- Approval of aviation security training organisations.
- Enforcement of regulations and technical standards certification.
- Set standards for the certification of aviation security screeners.
- Develop certification regulations and technical standards and monitor compliance and conformance by screeners
- Certification of aviation security screeners in line with standards defined by the SACAA.

SET DEPARTMENTAL STANDARDS AND REQUIREMENTS

The AVSEC Training and Certification department is embarking on an awareness and advocacy campaign to sensitise all prospective and existing aviation security and awareness training organisations, screeners as well as members of the South African flying public at large about the upcoming Regulations and Technical Standards (Part 109/ 110).

Once the regulations have been approved by the Minister of Transport, workshops will be conducted across all provinces to capacitate inform prospective training organisations and screeners about the contents thereof, as well as the implementation of methods and strategies.

With the promulgation of the above mentioned legislation, the following shall apply:

Training

- Training organisations must apply to the CAA to be approved to implement training on aviation security and aviation security awareness training.
- Training implemented will have to be in line with the regulations promulgated and the technical standards (Part 109), on how the training should be conducted.
- No training organisation shall be allowed to conduct aviation security training except under the requirements and in accordance with the provisions stipulated in the regulations, Part 109 and associated Technical Standards.

Certification

- All screeners at airports, airlines, and cargo agencies shall be required to write examinations and pass as a requirement for certification.

- No person shall act as a screener at airports, airlines and regulated agents unless such a person is the holder of a valid screener certification issued by the Commissioner in terms of the Part 110 rRegulation and associated technical standards.
- In future all screeners shall be trained by SACAA AVSEC Training Organisations approved in terms of Part 109 of the Civil Aviation Regulations and associated technical standards.

The stakeholders, the public and all parties operating and interested to operate within the aviation security industry, will be expected to comply and conform to the upcoming regulations and technical standards (Part 109 and 110). These regulations prescribe what is required with regards to training and certification and how implementation should take place.

All prospective and existing training organisations wishing to implement the aviation security training are therefore expected to take into consideration the regulations and technical standards (Part 109 and 110) which explain in detail how they will be expected to implement this training.

CONCLUSION

All aviation security and aviation security awareness training organisations and aviation security screeners in South Africa are our first line of defence against acts of unlawful interference, therefore it is vital that they should be regulated and their operations standardized in line with international standards as encapsulated in the International Civil Aviation Organisation's (ICAO) standards and recommended practices. The upcoming regulations and technical standards are geared towards giving effect to these standards and to make the South African Civil Aviation Authority (SACAA) one of the best regulators in the world. throughout. All South Africans within the aviation security industry are encouraged to work in tandem with SACAA in achieving this noble goal.

For more information and clarity, on training and certification issues and the content of this article, please contact AVSEC - Training and Certification Department on: (011) 545 1007/1569.

Munitions Or Implements Of War

by Dangerous Goods Division-SACAA

SUMMARY

CONVEYANCE OF MUNITIONS OF WAR OR IMPLEMENTS OF WAR: ARTICLE 35 OF THE CONVENTION ON INTERNATIONAL CIVIL AVIATION, 1944 (CHICAGO CONVENTION)

INTRODUCTION – ARTICLE 35

Article 35 of the Convention on International Civil Aviation [1944] provides that:

“Cargo Restrictions”

(a) No munitions of war or implements of war may be carried in or above the territory of a State in aircraft engaged in international navigation, except by permission of such State. Each State shall determine by regulations what constitutes munitions or implements of war for the purposes of this article, giving due consideration, for the purposes of uniformity, to such recommendations as the International Civil Aviation Organization may from time to time make.

(b) Each Contracting State reserves the right, for reasons of public order and safety, to regulate or prohibit the carriage in or above its territory of articles other than those enumerated in paragraph.

(c) Provided that no distinction is made in this respect between its national aircraft engaged in international navigation and the aircraft of other States so engaged; and provided further no restriction shall be imposed which may interfere with the carriage and use on aircraft of apparatus necessary for the operation or navigation of the aircraft or the safety of personnel or passengers”.

Article 35 imposes an obligation on a State carrying munitions or implements of war into or above the territory of another State to obtain permission from the State to carry such items.

ENABLING LEGISLATION

Section 15A of the Aviation Act, 1962 [Act 74 of 1962] gives effect to Article 35 of the Convention. The Aviation Act gives expression to “armaments” and not munitions or implements of war. However, the meaning assigned thereto is defined in section 1 of the Armaments Development and Production Act, 1968 [Act No. 57 of 1968] as follows:

Definition of Armaments; includes any vessels, vehicles, aircraft, bombs, ammunition or weapons, or any substance, material, raw material, components, equipment system, articles or technique of whatever nature capable of being used in the development, manufacture or maintenance of armaments or for defence purposes or other purposes determined by the Minister with the concurrence of the Minister of Economic Affairs”.

EXCEPTIONS TO THE LAW

The following exceptions are applicable to armaments being conveyed in aircraft:

- (i) on behalf of the State
- (ii) by or on behalf of-

(a) The Armaments Corporation of South Africa, Limited, established by Section 2 of the Armaments Development and Production Act, 1968, or any undertaking or company established or promoted by the said corporation, or any member, director, employee or agent of that corporation or any such undertaking or company;

(b) Any person in his capacity as an officer or employee of the State;

(c) Any person for the purposes of the Defence Act, 1957 [Act No. 44 of 1957]; or

(d) Any person who is entitled by virtue of the Arms and Ammunition Act, 1969 [Act No. 75 of 1969], to possess the armaments concerned in his custody.

TRANSPORT BY AIR OF MUNITIONS OF WAR

Under the International Convention on Civil Aviation, member States have the right to control the air transport of munitions of war through their territory. However, unlike the transport of dangerous goods, there are currently no internationally agreed standards and it has been left to each individual State to develop its own requirements depending on circumstances and national needs.

The only requirement in South African legislation for the conveyance by air of armaments (munitions of war) is the prohibition of conveyance of armaments in aircraft. The written permission of the Minister or a person in the service of the State authorized thereto by the Minister and subject to such conditions as the Minister or such person may determine, no person shall convey any armaments in an aircraft. In terms of Government Notice No. R.90 of 4 May 1984 the Commissioner for Civil Aviation has been authorized to act on the behalf of the Minister in respect of the granting or refusing of permission for the conveyance of armaments in aircraft and the determination of conditions for such conveyance when permission is granted. This forms part of the Exemption process. However, this will only be for the conveyance in aircraft of dangerous goods in terms of the International Civil Aviation Organization Technical Instructions for the Safe Transport of Dangerous Goods by Air [Supplement]. By virtue of the definition all armaments whether dangerous goods or not require the approval of the Commissioner for Civil Aviation for transport by air. One must not lose sight of the fact that there are certain explosives and

other dangerous goods that may not be transported in aircraft under any circumstances. Under these circumstances the Commissioner may not grant an approval.

There is no internationally agreed definition for munitions of war and no legislation that determines what constitutes munitions of war and sporting weapons. However, I was able to obtain from the SA Police Services a “Munitions List” which categorizes the various munitions. I attach this highly confidential document for your perusal.

SPORTING WEAPONS AND AMMUNITION AS CHECKED BAGGAGE

Under “Provisions for Passengers and Crew” for carriage of sporting weapons the requirements of ICAO is as follows:

“With the approval of the operator [s], as checked baggage only, securely boxed cartridges for sporting purposes, in Division 1.4S, in quantities not exceeding 5kg gross mass per person for that person’s own use, excluding ammunition with explosive or incendiary projectiles”.

Allowances for more than one person must not be combined into one or more packages. Division 1.4S is substances and articles so packed or designed that any hazardous effects arising from accidental functioning are confined within the package unless the package has been degraded by fire, in which case all blast or projection effects are limited to the extent that they do not significantly hinder or prohibit fire fighting or other emergency response in the immediate vicinity of the package.

ICAO only makes reference to the ammunition which requires the approval of the Air Service Operator. Under no circumstances may the cartridges 1.4S or sporting weapon be taken by the passenger into the cabin of the aircraft or carried on his/her person. The sporting weapon with the ammunition will be subject to the normal security handling requirements of the Air Service Operator for handling, stowage etc.

CONCLUSION

As part of the research I attach for your perusal the following confidential documentation:

- UK Civil Aviation Air Navigation Order 2000 for carriage of weapons and munitions of war – Annexure A
- Copy of Article 35 to the Chicago Convention – Annexure B
- Munitions List from SA Police Inspectorate of Explosives – Annexure C
- Explosives Bill – Annexure D

Recreation Aviation Body Approved

by Mduduzi Dube

Transport Minister approves designation of a new recreation aviation body to oversee, administer and issue licences for microlights, gyroplanes and light sport aircraft.

The Minister of Transport, Honourable Jeff Radebe, has formalised the designation of the Recreation Aviation Administration South Africa (RAASA) as an entity that will perform an oversight role of the recreational aviation sector on behalf of the South African Civil Aviation Authority. This designation is in line with the provisions of Section 22.1(g) of the Aviation Act, 1962 (Act No. 74 of 1962) and the Civil Aviation Regulations. The Act and Regulations empower the Commissioner to designate a body or institution to carry out certain functions, the major part of which is to establish safety standards relating to recreational aviation. Various models in other countries were considered in a quest to find a structure that will work within the South African environment with our wide variety of recreational aircraft.

The Aero Club of South Africa has to date been carrying out certain of the functions that RAASA will be responsible for, but this arrangement presented various challenges and therefore couldn't meet the mandate of the SACAA. Certain shortcomings were identified in the original arrangement between the SACAA and Aero Club such as the diversity of the types of sport aviation that the Aero Club represents which made it difficult for the body to reach consensus on issues.

The efficiency of voluntary organisations is often limited by their very nature. Resources are seldom readily available and the voluntary officials are unpaid. This creates delays in service delivery and often inadequate support for the very members the organizations are there to serve. The SACAA wishes to thank the Aero Club for the role it has played over the years and its input into the creation of RAASA.

"This new partnership was three years in the making and we are pleased that the Minister has now approved the designation of RAASA in compliance with PFMA requirements. RAASA will start carrying out its official duties from February 2009, and in the meantime is putting

the necessary structures in place to hit the deck running" said Captain Colin Jordaan CEO/ Commissioner for Civil Aviation.

RAASA will operate as a Section 21 Company, i.e. an Association Not For Gain incorporated in accordance with the corporate laws of the Republic of South Africa. The entity will be governed by a seven member Board of Directors made up of two SACAA officials, three other industry experts plus two senior officials from the Aero Club. The names of the Board members are as follows: Mr. Stan Oliver – Chairman of the Aero Club; Mr. Neil de Lange – GM of the Aero Club; Mr. Chris Booysen – Chairperson of the SA Power Flying Association and a Chartered Accountant; Mr. Johannes Lok – Aircraft Maintenance Engineer; Mr. Robert Gassmann – a businessman with vast experience in the industry; Mr. Obert Chakarisa – GM Aircraft Safety at the SACAA and Mr. Anton Richman – GM Air Safety Operations at the SACAA. The Commissioner will not serve on this body.

The duties of RAASA will include, amongst others, the issuing of Authorities to Fly for light sport aircraft and the issuing of national pilot licences for microlights, gyroplanes and light sport aircraft. The entity will be funded by fees collected from users and by the SACAA for the oversight role that it will carry out on our behalf. It will exercise administrative control over recreational activities within the Non Typed Certified Aircraft (NTCA) group. At this stage it will not conduct oversight on non-powered recreational flying activities which will continue to be administered by SACAA designated Aviation Recreation Organisations (ARO's).

Notwithstanding the funding from the SACAA, the industry will retain their influence in the development of standards and establishment of a regulatory framework.

In support of this initiative the SACAA will create a new section within the Authority that will ensure the quality and standards of oversight administered by this new body. RAASA will operate from Rand Airport in Ekurhuleni.

The SACAA Sets Up The General Aviation Strategic Initiative (GASI)

by Obert Chakarisa

The South African Civil Aviation Authority notes with great concern, the spate of fatal aircraft accidents within the general aviation sector which has shocked the country in recent weeks.

During the month of October this year, South Africa has experienced an unprecedented number of fatalities whose cause is under investigation.

A total

Numbers of 12 accidents of which 7 were fatal resulting in 23 fatalities. This is compared to a total of 8 accidents, 1 fatal accident and 1 fatality in October of 2007. Included in these statistics is the accident which occurred on 5 October when a total of 9 people lost their lives near Barberton and the Wesbank Raceway accident near Rand Airport in which 6 people died on 21 October 2008.

It should be noted that there is not a common thread that can be identified as being a specific cause in these recent accidents that we can

take action on, other than the pilots of these aircraft were not very experienced. A total of 103 accidents and 34 fatalities have been recorded from April – October 2008

compared to 102 accidents and 15 fatalities during the same period last year. However, the 5 year comparison table below indicates that, notwithstanding the growth in the aviation industry, the rate of accident occurrences has been steady around 1,6% year on year; which makes the current year no different, other than the number of fatalities experienced this month.

Five-year Comparison Table

The table below shows accidents and serious incidents reported as required by the Civil Aviation Regulations, during the past five calendar years:

YEAR	TOTAL REGISTERED AIRCRAFT	TOTAL ACCIDENTS	% ACCIDENTS IN RELATION TO REGISTERED AIRCRAFT	TOTAL NUMBER OF FATAL ACCIDENTS	TOTAL NUMBER OF FATALITIES
2003	8403	139	1.65%	17	48
2004	8822	149	1.69%	17	34
2005	9314	152	1.63%	18	33
2006	9782	169	1.73%	29	50
2007	10189	168	1.65%	26	38

“The Authority would like to assure South Africans that all aircraft accidents are an area of great concern for the Authority, and regulations and procedures are continually being updated to address problem areas” said Captain Colin Jordaan, Commissioner for Civil Aviation. Various interventions are being put in place and if implemented diligently could yield positive results in the near future.

The leading cause of these accidents as proven by the outcomes of the completed accident investigations has consistently pointed to human factors as a leading cause of fatal accidents. “Human factors include incidents where aviation personnel ignore obvious things like the weather conditions, complying with the required weight allowed by aircraft manufacturers and flying without enough fuel, etc. etc.” said Capt. Jordaan.

A General Aviation Strategic Initiative (GASI) committee has been set up comprising of members of the CAA and specialists in the aviation industry. Senior members of the airline industry who are still involved in general aviation have this week offered to make their expertise available and join the committee.

This committee is required to come up with practical solutions to the findings raised during accident investigations. Amongst these is the production of visual material in the form of DVDs which illustrate and warn the industry against common mistakes committed by crew members which have resulted in accidents previously. Also included in

these initiatives is creating better access to information for pilots of smaller aircraft which would not normally be accessible to them due to the cost of accessing such information. In addition to this, the Commissioner is planning to negotiate an agreement with the Air Traffic and Navigation Services organisation to provide selected additional services to the general aviation sector operators at an affordable cost.

The Authority is calling for any useful input from members of the industry in fighting this undesirable state of general aviation aircraft safety record. We will also tap into the experience of the scheduled commercial airline sector which has an excellent safety record.

South Africa is an extremely safe country to fly in provided you are in a commercial jet aircraft. There has never been a fatality on South African soil involving a commercial jet aircraft since the very first such flight took place between London and Johannesburg in 1952, and this includes foreign operators. This speaks volumes for our infrastructure and culture of safety that has been inculcated in the commercial airline sector over the years.

One does not want to tempt the fate by repeating this statistic and we are constantly vigilant to ensure that this incredible safety record is maintained. We need to find a way to migrate this to General Aviation.

“I would like to assure the traveling public that we take our mandate very seriously and we will continue to endeavor to decrease the number of accidents occurring within this sector of aviation in our country”, says Capt. Jordaan.

"AVIATION HUMOUR" cartoons

by AeroArt



Aviation Events Calendar 2009

In an effort to provide a complete service to the aviation business we are publishing the calendar as early as possible. Airshows have become some of the largest public participation events in South Africa pulling crowds that match other major spectator sports.

South African and international airshows, fly-ins and events featuring aviation displays.

South African Airshow events and Fly-ins are subject to formal approval from the Aero Club of South Africa and confirmation of such approval needs to be sought directly from the organizers of each event.

2008

6 December SA Gyro Pilots Association Fly-Inn at Kitty Hawk.
Contact: Gerrit Roux SA GPA Cell: 082 449 9651

2009

11 – 12 February Asian Business Aviation Conference and Exhibition – ABACE
Website: www.abace.aero Hong Kong.

7 March Bultfontein Fly-in
Contact: Piet Vermaak 082 571 3422
or e-mail: avermaak@absamail.co.za

7 March Wakkerstroom Mile High festival
Contact: Hannelie van der Walt 082 379 0346
or e-mail: hanneliev@placo.co.za

9 – 13 March Aviation Outlook Africa - Cape Sun
Website: www.terrapinn.com/2009/aviationza
Contact: Genna Thatcher, Marketing Manager
+27 11 516 4940

2 – 5 April AERO Friedrichshafen - Germany
Website: www.aero.friedrichshafen.com
e-mail: mailto:besucher@messe-fn.de

22 – 24 April Air Africa – Aviation Industry Rendezvous
Website: www.airafricaexpo.com
Contact: Duma Exhibitions +27 11 788 9562
e-mail: info@airafricaexpo.com

25 April Parys Wings and Wheels day – Parys airfield
Contact: Pierre and Heilie Boulogne 082 686 7209
e-mail: boulopp@absamail.co.za

12 – 14 May European Business Aviation Convention and Exhibition – EBACE. Website: www.ebace.aero Geneva, Switzerland.

17 May Rand Airport Airshow
Contact: Anton Kruger (011) 827 8884
e-mail: randairport@mweb.co.za

22 – 24 May General Aviation Exhibition in Prague Letnany Exhibition Centre. Contact: www.expo.aero/prague/location.asp

28 – 31 May President's Trophy Air Race – New Tempe Airfield Bloemfontein. Contact: Johan Naudee 083 492 8300
e-mail: johan.naude@mangaung.co.za

20 June Heidelberg Airshow
Contact: Andre Vorster 083 654 2793
e-mail: andre@wearcon.co.za

27 June Margate Airshow
Contact: Vicky Erasmus 083 222 5149
e-mail: Vicky@wozaniafrica.co.za

27 July EAA AirVenture – Oshkosh USA

2 August Contact: Neil Bowden: 084 674 5674
e-mail: neil1@telkomsa.net

1 August Swaziland Airshow at Matsapha international Airport
Contact: Neville Houreau 00 268 518 6660
email: airsprts@realnet.co.za /
CC Pocock 082 490 5721 email: cc@bushair.co.za

29 August Vredendal Air Show & West Coast Air Carnival
Contact: André de Waal Cell: 083 627 6401

29 August Bethlehem airshow

27 – 30 August African Bush Pilots Fly-In & Airshow, Barberton Airfield
Contact: CC Pocock: 082 490 5721
e-mail: cc@bushair.co.za
Website: www.bushair.co.za/fly-in.co.za

5 – 6 September Vereeniging Airshow
Contact: Sarie van den Bergh 083 449 3378
e-mail: svandenb@media24.com

3 October Mafikeng Airshow

6 – 8 October National Business Aviation Association (NBAA) Orlando, USA
Website: www.nbaa.org

1 November Vereeniging Fly and drive in
Contact: Sarie van den Bergh 083 449 3378

13 – 15 November Test Flight and Development Centre Fly-in and airshow
Contact: Martin Richards (028) 425 4170
or 082 2927144 e-mail: tfdc@telkomsa.net

2010

23 – 28 March FIDAE International Air and Space Fair Bicentenary 2010 Santiago - Chile Website: www.FIDAE.cl

AIRSHOW ORGANIZERS: PLEASE SUPPLY THE DETAILS OF YOUR PLANNED EVENT TO AFRICAN PILOT

ASSA - Air Show South Africa: Website: www.airshowsa.org.za
Information: Lee Holmes Telephone: 083 351 8580
e-mail: airshowsa@icon.co.za Lee e-mail: leeholmes@icon.co.za

Management & Airshow Authorization: Neil de Lange - Aero Club of South Africa: Tel: 086 1018018
Website: www.aeroclub.org.za e-mail: neil@aeroclub.org.za