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1. MESSAGE FROM THE EDITOR

With the holiday season fast receding behind us into a dim memory we would like to wish you all a safe and prosperous 2024. Sadly there have already been fatal aircraft accidents the causes of which we can only surmise at this time.

We felt it would be prudent to remind everyone about the new CATS and CARS and Forms which are all now in use. It is a recommendation to go to the SACAA web site each time you need to apply for a document/certificate/service and check the latest issue.

In order to have your say in the CATS and CARS you need to check the SACAA website for details of proposals under consideration. Members of CAASA and its affiliate organisations have the proposals sent to them before they get promulgated. Yet another reason to join up and support the Industries hard working associations.

Articles in 6 and 7 refer to IOSA Certification and Air Senegal having achieved this. Just published is the fact that Fly Namibia has also received its certification and is now a member of IATA, having passed their IOSA audit. Congratulations to them from all of us.

Vivienne

2. A SMALL MATTER OF KNOWLEDGE

In this age of perceived entitlement of a new generation who have recently joined our previously disciplined industry the following table may assist Captains, Certifying Inspectors, Instructors, Duty Managers, Flight Operations Staff in either identifying this trend or dealing with the possible outcomes/fall out. I was recently told of 2 major international operators who have had to let a number of "entitled" First and Second Officers go as they basically refused to accept instructions from their Captains with the attitude of who do you think you are to tell me what to do.

5 HAZARDOUS ATTITUDES TO RECOGNISE	
HAZARDOUS ATTITUDES	ANTIDOTES
ANTI-AUTHORITY - Don't tell me what to do!. This attitude is found in people who do not like anyone telling them what to do. In a sense, they tend to regard rules regulations and procedures as unnecessary	FOLLOW THE RULES - THEY ARE USUALLY RIGHT
IMPULSIVITY - Must do something now!. This is the attitude of people who do not take the time to think about what they are about to do; therefore they often do not select the best alternative	NOT SO FAST. THINK FIRST AND THINK TWICE
INVULNERABILITY - It won't happen to me. Many people feel that accidents happen only to others. They never really feel or believe that they will be personally involved. This way they are more likely to take chances and increase risk	IT COULD HAPPEN TO ME TOO
MACHO/EGOCENTRIC - I can do it - I'll show them. People with this type of attitude often take risks to prove that they are good and to impress others.	TAKING RISKS IS FOOLISH
RESIGNATION - There is nothing I can do. The person will leave the action to others, for better or worse. Such people will even go along with unreasonable requests just to be a "nice guy"	I AM NOT HELPLESS. I CAN MAKE A DIFFERENCE.
Originally from the Regional Aviation Safety Office UNLB/GSC	

3. AFRICA'S 2023 HAZARDS, INCIDENTS, ACCIDENTS AND SAFETY OCCURENCES

Source, amongst others, PlaneCrash info.com; News24, Aviation Herald, Flight Safety Information, SACAA, AIN, FSF.

ACCIDENTS INVOLVING FIXED WING AIRCRAFT IN AFRICA DURING 2023			
DATE	A/C TYPE	FATALITIES	LOCATION
02 Jan 2023	Sling 4	2	Bass Lake, Meyerton, GP, RSA
02 Jan 2023	Cessna 172	0	Grand Central Airport, GP, RSA
10 Jan 2023	Mig 21	2	Lake Victoria, Uganda
3 Jan 2023	S2R-T15	0	Volkruis, RSA
15 Jan 2023	Twin Comanche	2	NASREC, GP, RSA
16 Jan 2023	Cessna 172	0	Wonderboom, GP, RSA
27 Jan 2023	Let 410	0	2nm west northwest of the Juba aerodrome South Sudan
30 Jan 2023	Bonanza	1	Vicinity of Nelspruit, MP, RSA
19 Feb 2023	A330-200	0	HKIA, Windhoek, Namibia
05 Apr 2023	B737-86Q	0	Khartoum International Airport, Sudan
16 Apr 2023	Ilyushian IL62M	0	Khartoum International Airport, Sudan
16 Apr 2023	Ilyushian IL76TD	0	Khartoum International Airport, Sudan
16 Apr 2023	Ilyushian IL76TD	0	Khartoum International Airport, Sudan
16 Apr 2023	Antonov An-72-100D	0	Khartoum International Airport, Sudan
17 Apr 2023	Antonov AN12BP	0	Khartoum International Airport, Sudan
17 Apr 2023	Antonov AN12 BK	0	Khartoum International Airport, Sudan
17 Apr 2023	Antonov AN12 BK	0	Khartoum International Airport, Sudan
17 Apr 2023	Antonov AN12 BK	0	Khartoum International Airport, Sudan
17 Apr 2023	Antonov AN26B 100	0	Khartoum International Airport, Sudan
17 Apr 2023	Antonov AN32B	0	Khartoum International Airport, Sudan
17 Apr 2023	Antonov AN74-200	0	Khartoum International Airport, Sudan
17 Apr 2023	Ilyushian IL76 TD	0	Khartoum International Airport, Sudan
19 Apr 2023	Boeing 737-33A	0	Khartoum International Airport, Sudan
21 Apr 2023	Antonov AN12BP	0	Khartoum International Airport, Sudan
21 Apr 2023	Antonov AN26	0	Khartoum International Airport, Sudan
21 Apr 2023	Antonov AN26	0	Khartoum International Airport, Sudan
21 Apr 2023	Antonov AN30	0	Khartoum International Airport, Sudan
21 Apr 2023	Antonov AN32	0	Khartoum International Airport, Sudan
21 Apr 2023	Antonov IL76Td	0	Khartoum International Airport, Sudan
23 Apr 2023	C172	0	FALA, RSA
19 May 2023	Shorts SC.7 Skyvan	0	Kalongo Airstrip, Uganda
23 May 2023	PA28-140	0	FALA, GP, RSA
24 May 2023	Guizhou FTC-2000	0	Omdurman, Sudan
28 May 2023	Maule M-5-210C Strata Rocket	0	Botswana en-route for Polokwane, RSA
03 Jun 2023	Cessna 172F	0	Bona-Bona Airstrip near Wolmaransstad, NW, RSA
08 Jun 2023	Bat Hawk R	0	Kruger National Park, RSA
19 Jun 2023	Cessna 172K	0	FAGC, RSA
21 Jun 2023	AT-802A	1	FANS, RSA
23 Jun 2023	Cessna 182	0	Hilton-Eva's Airfield, KZN, RSA
29 Jun 2023	Gipps Aero GA-8 Airvan	2	Ghanzi, Botswana
29 Jun 2023	ICP MXP-740 Savannah	1	Farm Blumvelde, Namibia
04 Jul 2023	Guizhou FTC-2000	0	Khartoum, Sudan
11 Jul 2023	Embraer EMB-120 Brasilia	0	Mogadishu Aden Adde International Airport (MGQ), Somalia
23 Jul 2023	Antonov An-26?	9	Port Sudan Airport, Sudan
01 Aug 2023	Jabiru J430	0	Oba Akran Avenue, Ikeja, Lagos State
26 Aug 2023	Cessna 207 Sky wagon	0	Mbukula, Lukeshi, Kamiji, Lomami, DRC
02 Sep 2023	Apollot T	0	Farm in the vicinity of New Tempe Airport, RSA
05 Sep 2023	PA28-140	0	Kimberly Airport, RSA
01 Oct 2023	T210N	0	Waterberg, Limpopo, RSA
05 Oct 2023	Tornado	1	Ceres, WC, RSA
06 Oct 2023	SR22	0	Varkfontein Farm, KZN, RSA
11 Oct 2023	Piper PA-25-260 Pawnee D	1	Kroonstad Airfield, FS, RSA,
14 Oct 2023	Jodel F12A	2	FASI, GP, RSA
20 Oct 2023	Cessna 172M	0	Wonderboom Airport, GP, RSA
21 Oct 2023	Sundowner C-23	1	Bram Fischer International Airport (BFL/FABL), Bloemfontein, FS
26 Oct 2023	SC01 B-160	1	Randspruit, Limpopo, RSA
31 Oct 2023	A333	0	Abuja, Nigeria
14 Nov 2023	CRJ	0	Port Harcourt, Nigeria
21 Nov 2023	B738	0	Algiers, Algeria
24 Nov 2023	Piper Cherokee	0	Vereeniging Airfield, GP, RSA
26 Nov 2023	TBA	2	Centurian, GP, RSA
02 Dec 2023	Piper Cherokee	0	Nr. Klerksdorp, NW, RSA
02 Dec 2023	Cessna 182	0	FAEO, Mpumalanga, RSA
09 Dec 2023	Cessna 172	0	FAWB, RSA
17 Dec 2023	Cessna 208B	0	Kiuma Airstrip, Nairobi, Kenya
20 Dec 2023	AT502 & Cessna T182T	3	FAPS, GP, RSA
20 Dec 2023	Skyranger	0	Bapsfontein, GP, RSA

ACCIDENTS INVOLVING ROTOR WING AIRCRAFT IN AFRICA DURING 2023			
21 Feb 2023	RH44	0	Brisbane Farm, NW, RSA,
19 Apr 2023	Bell 206B	0	FANC, RSA
24 May 2023	Mil Mi-8T		South east Libya
13 Jun 2023	RH22	0	FAGC, RSA
17 Jul 2023	RH44	2	Swakopmund, Namibia
20 Jul 2023	Eurocopter AS 550C3 Fennec	0	Chemolingot Primary School in Baringo County, Kenya.
29 Jul 2023	Mil Mi-24	0	Nadiket village, Moroto district, Uganda
14 Aug 2023	Mil Mi 171E	4	Chukuba Sbiroro, Niger
08 Sep 2023	R44 Raven II	0	Rustenburg, RSA
22 Dec 2023	R44 Raven II	0	Dalton, KZN, RSA

AERODROME HAZARDS	
Bamako, Mali	ATC – low level of proficiency
Bangui, Central African Republic	People and animals alongside the runway
Entebbe, Uganda	ATC; Birds
Goma, Democratic Republic of Congo	Active Volcano, ATC – low level of proficiency, birds, runway incursions
JKIA, Nairobi, Kenya	Poor Security – check for stowaways / tampering with aircraft
Juba, South Sudan	Poor ATC, heavily congested airfield, large birds, local insurgents
Khartoum, Sudan	ATC – aircraft without transponders
Lanseria International Airport, RSA	Birds, FOD construction on airside.
Mogadishu, Somalia	ATC, Insurgents
Niamey, Niger	AR&FFS response
Rand Airport, RSA	ATC trainees, birds, poor service road condition,
Timbuktu, Mali	ATC information only with RPAs (Drones) operating in the area

As we go to press there are serious risks of insurgent activity in and around the Red Sea, Suez Canal, Yemen, Syria, Iran, Iraq causing a high level of risk at the airports in the region.

4. EMERGENCY RESPONSE PLANNING

Blake Emergency Services is the International Crisis Management and Contingency Planning and Response Specialist who, although based in the UK, have extensive experience in Africa having handled accidents, incidents, counselling, repatriation, DNA sampling and confirmation, in amongst others Lagos, Nigeria; Fez, Morocco; Pointe Noire, Congo; Moroni, Comoros; Maputo, Mozambique Ukraine, The Netherlands, Indonesia, Mali, Ethiopia and India. Please go to www.blakeemergency.com or contact rethea.mitchell@blakeemergency.com

If you are interested in becoming a volunteer for Blake Emergency Services, please contact Rethea at the address given above.

An Emergency Response Plan is a required section of your SMS and may also be added to your Operations Manual.

Emergency Response, Incident Response, Operations Control and Family Assistance training together with the writing of Emergency Response Plans and Procedures is now offered through Blake Emergency Services. For more information, please contact Rethea on Rethea.mitchell@blakeemergency.com.

5. HENLEY/GLOBAL AVIATION TRAINING

Should you wish to make a booking for any of the following courses please contact Candice by email to training1@henleyglobal.org.za. The full 2023 schedule is posted on the website - <http://henleyglobal.org.za/events/>

Notes:

Cost per delegate includes all training materials, refreshments and lunch.

Attendees paying in cash on the day are eligible for a 10% discount.

Both Recurrent CRM and Dangerous Goods Training Courses are available upon request – even at short notice.

On request we also offer –

Air Cargo Security (Part 108)

Cargo and Warehouse Security

First Aid and the Law

Health and Safety (Medical)

Risk Management & Investigations

6. RECOGNIZING 20 YEARS OF SAFETY IMPROVEMENTS WITH IOSA

Hanoi, Vietnam – The International Air Transport Association (IATA) marked the first 20 years of the IATA Operational Safety Audit (IOSA) at the IATA World Safety and Operations Conference taking place in Hanoi, Vietnam.

“Over the past two decades, IOSA has made a major contribution to improving safety, while reducing the number of redundant audits. While it is a condition of membership in IATA, more than 100 non-IATA member airlines also see the value of participating and we welcome others. Likewise, while more than 40 governments use or are intending to use IOSA in their safety oversight programs, many more do not,” said Nick Careen, IATA’s Senior Vice President Operations, Safety and Security.

The safety data confirm that in aggregate, airlines on the IOSA registry have a lower accident rate than airlines that are not on the IOSA registry. Since 2005, the all-accident rate for airlines on the IOSA registry is 1.40 per million sectors, compared with 3.49 per million sectors for non-IOSA airlines. In 2022, IOSA registered carriers outperformed those not on the registry by a factor of four (0.70 accidents per million sectors vs. 2.82 accidents per million sectors).

Reflecting the strong safety performance of airlines on the IOSA registry, IATA entered into IOSA's third decade with a call for:

- Regulators to recognize the significant contribution to safety that IOSA makes as the global standard for airline operational safety and to incorporate IOSA into their own safety regulatory oversight programs.
- Airlines not yet on the IOSA registry to join. Currently, some 417 operators are on the IOSA registry, of which 107 are non-IATA members.

A History of Continuous Improvement

IOSA was launched in September 2003 with Qatar Airways as the first airline to be audited and join the IOSA Registry. IOSA has been a requirement for IATA membership since 2006. It is also a condition of membership in the three global airline alliances, as well as a number of regional airline associations. It is used by regulators in numerous countries to complement their safety regulatory oversight programs, and as the primary means to verify operational safety for many airline codeshare arrangements.

The audit assesses an airline's conformity with the IOSA standards and recommended practices (ISARPs). These are based on the internationally agreed standards and recommended practices set down and maintained through the International Civil Aviation Organization (ICAO).

IOSA was developed in cooperation with aviation regulatory bodies, including Australia's Civil Aviation Safety Authority (CASA), the European Union Aviation Safety Agency (EASA), US Federal Aviation Administration (FAA) and Transport Canada.

Last year, IATA began evolving IOSA to a risk-based model under which audits are tailored to the operator's profile and focusing on high-risk areas. The new approach also introduces a maturity assessment of the airline's safety-critical systems and programs.

"IOSA is the globally recognized standard for airline operational safety auditing. Now we are taking it to the next level by tailoring the audit activity to the operator's profile and focusing on high-risk areas. As IOSA evolves to deliver greater value for the operator and the industry, we hope additional airlines will see the value of this important safety program and strongly urge more governments to make it a formal part of their safety oversight," said Careen.

IOSA by the Numbers

- 417 operators on the IOSA registry
- Over 4,000 IOSA audits conducted
- 922 standards in the [IOSA Standards Manual \(ISM\)](#)
- The ISM is in its 16th Edition
- 14 countries include IOSA in their regulations.
- Approximately 27 regulators have signed MoUs with IATA to use IOSA
- Approximately 15,000 redundant audits have been avoided through audit reports/questionnaire sharing

IATA (International Air Transport Association) represents some 300 airlines comprising 83% of global air traffic.

For more information, please contact:

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Email: corpcomms@iata.org

7. AIR SENEGAL ACHIEVES IOSA CERTIFICATION FOR ENHANCED SAFETY AND QUALITY

Air Senegal has announced its attainment of the prestigious IOSA (IATA Operational Safety Audit) certification. This certification, issued by the International Air Transport Association (IATA), serves as a hallmark of quality and safety, earned after a comprehensive audit covering an impressive 1057 checkpoints across eight critical domains.



These encompass quality management systems, safety protocols, organizational structure, aircraft maintenance practices, flight operations, cabin and technical crew training, ground operations, including cargo handling, as well as flight operations control centre and security measures.

Embracing this recognition brings forth manifold advantages for Air Senegal, propelling it forward as a leader in the aviation industry. The IOSA certification bolsters the airline's operational security and safety, elevates the quality of service delivered, and solidifies its stature in the

international aviation community. Moreover, it opens avenues for interline development with international partners and alliances, paving the way for strategic commercial agreements, including codeshare partnerships.

This achievement also positions Air Senegal for potential membership in the esteemed IATA organization, a testament to its credibility and operational proficiency. The certification's far-reaching impact even extends to tangible benefits, such as potentially reduced insurance premiums, reinforcing the airline's financial stability.

Since its inception in 2016, Air Senegal has rapidly ascended, commencing operations in 2018 with a vision to become a premier air transport provider in West Africa. Leveraging its central hub at Blaise Diagne International Airport in Dakar, the airline seamlessly connects Europe, the United States, and West Africa, servicing domestic, regional, and international routes. With a diverse fleet comprising two Airbus A330-900 Neo, two Airbus A321, two Airbus A319, and two ATR 72-600 aircraft, Air Senegal serves a network encompassing 21 destinations, including major cities like Paris, New York, and Barcelona.

8. THE AIRLINE INDUSTRY HAS PUT A DENT IN THE PILOT SHORTAGE

By [Robert Silk](#) - 2023

Regional airlines are feeling a larger impact from the pilot shortage than mainline U.S. carriers.

WASHINGTON, D.C. -- The pilot shortage has alleviated over the past year but still remains a substantial impediment for U.S. air service, especially in small markets.

According to an analysis by consulting firm Oliver Wyman, pilot availability for North American airlines is approximately 14,300 short of demand, an improvement over last year's shortage of approximately 16,900.

However, the shortage would be more severe -- an additional 6,000 pilots -- if regional carriers were flying the same number of planes as they did before the pandemic, explained Oliver Wyman partner Geoff Murray at the Regional Airline Association's (RAA) annual meeting on Tuesday.

U.S. regional aircraft flying, which typically connects small and midsize markets with airline hubs, has declined 36% from 2019, Murray said.

While the largest U.S. airlines say they have largely caught up on pilot hiring for mainline flights, a pronounced impact continues in the regional sector, Murray said, since the larger airlines do most of their hiring from the regional ranks.

According to the Wyman analysis, 75% of mainline pilots are hired out of the regional sector, with the remainder coming from business aviation and the military. The company estimates that 44% of the regional pilot workforce of 18,100 will get hired at a mainline U.S. carrier this year, including a whopping 59% of regional airline captains.

Murray said the pilot deficit improved in the past year due both to reduced demand and increased supply. Demand for pilots has been driven down by parked regional aircraft, planes being flown fewer hours per day than is optimal, and supply chain-related production delays.

Meanwhile, pilot supply has increased due to a bump in the number of pilots achieving certification to fly for commercial airlines. This year, Oliver Wyman expects 6,900 new North American airline pilots, countering 4,200 pilot retirements.

FAA data also show that pilot hiring is on the rise. Through August of this year, the agency had issued 7,526 of the Air Transport Pilot (ATP) certificates, which are the certificates required to fly for a commercial airline. That's up 8% compared to the same period a year ago, according to an analysis from the Air Line Pilots Association.

Still, the Wyman study projects that the pilot shortage will persist for the foreseeable future and will still be approximately 13,000 a decade from now, driven in part by a 30% increase in demand for pilots over that period.

The RAA says that its members were flying 300 fewer aircraft this July than they did in July 2019. Those reductions have been driven by the pilot shortage and by airline strategies to focus more on mainline flying, which offers larger margins. Forty U.S. airports have lost at least half their flights since 2019, according to the RAA.

9. EU INFRASTRUCTURE FUND EYES AFRICAN CLEAN JET FUEL PROJECTS

By [Wendell Roelf](#)

CAPE TOWN, Aug 28 (Reuters) - The European Union is scouting Africa to back clean jet fuel projects under its Global Gateway infrastructure fund, an EU official said, ahead of an anticipated boom in demand for environmentally sustainable air travel.

The EU has pledged to dedicate half of its 300 billion euro (\$324 billion) infrastructure plan, seen as a rival to China's Belt and Road Initiative, [to Africa](#). The fund has already backed renewable plants, green hydrogen initiatives, vaccines and education projects in Africa, and the official said it was now looking into sustainable aviation fuel (SAF).

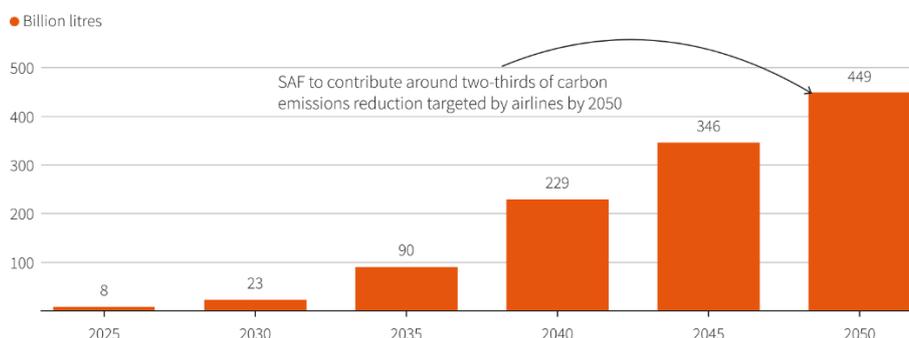
"In the context of the Global Gateway, the Commission is currently looking into possible co-financing mechanisms and guarantee instruments," said Stefan De Keersmaecker, a European Commission spokesperson. "SAF production in the African continent has great potential."

SAFs are low-carbon fuel alternatives for the aviation industry and can be made from various crops among other feedstock sources.

The EU will launch a 4 million euro capacity-building project by Dec. 31 to support SAF feasibility studies and certification in 11 African countries and India. Following feasibility studies, selected projects could draw funds from the Global Gateway, De Keersmaecker said.

SAF production needed by 2050

Sustainable aviation fuel projections by global aviation group IATA



Source: IATA

Reuters Graphics Reuters Graphics

SAF SCRAMBLE

The aviation industry contributes more than 2% of global energy-related emissions, and the EU is mandating emissions reduction targets that will require airlines to use more SAF. That will help create annual global demand of 450 billion litres of SAF by 2050, according to the International Air Transport Association, and has made Africa's vast swathes of under-utilised agricultural land increasingly attractive.

There is currently no SAF production on the continent. And establishing feedstock supply chains will be a challenge in Africa where poor infrastructure, limited refining capacity and inadequate regulations could delay projects and drive up costs, analysts said.

"The greatest way to reduce the cost of SAF in the African continent and to have SAF that is produced sustainably is through local manufacturing," Allan Kilavuka, chief executive at Kenya Airways ([KQNA.NR](#)), said.

Companies including Italy's Eni ([ENI.MI](#)), South Africa's Sasol ([SOLJ.J](#)), Linde ([LIN.DE](#)) of Germany and Danish firm Topsoe are nonetheless forging ahead with African SAF and biofuel investments.

Frankline Omondi, environmental manager at the African Civil Aviation Commission, said the body wants SAF production to launch in at least two African countries within a few years, with potential for a third.

South Africa, Kenya and Ethiopia are likely candidates, he said.

Reporting by Wendell Roelf; Additional reporting by Duncan Miriri in Nairobi Editing by Promit Mukherjee, Joe Bavier and Mark Potter

10. **RUNWAY INCURSIONS: IS BETTER TRAINING NEEDED FOR PRIVATE JET PILOTS?** **BY [DR. OMAR MEMON](#)**

Recurrent training is essential for a pilot's professional journey.

- Many new business jet pilots often lack experience and familiarity with the aircraft they operate.
- The increase in private jet travel has resulted in a rise in runway incursions, partly caused by pilot errors.
- Recurrent pilot training is crucial in maintaining flying skills and ensuring competence in aviation.

The use of private jets has significantly increased in the past two years. More and more individuals and companies have access to private jets thanks to the marketing strategies employed by business jet firms. From fractional jet ownership to on-demand charters and Jet Card memberships, consumers who can afford one have various opportunities to access private jets. In the United States, the use of private and business aircraft has increased by over 23% since the start of the pandemic.

Increased use of private jets also means a growing need for flight crew, meaning pilots. Business jet owners and management companies are eager to recruit pilots left, right, and centre. While private pilots are licensed and capable of operating a jet, they sometimes have minimal opportunities to gain experience and be thoroughly familiar with the aircraft they fly. This increased demand for private jet travel has left minimal time and resources for private jet pilots.

A lack of experience, training, and familiarity with the aircraft may lead to incidents. One such example is runway incursions, which have strikingly increased in the last several months. The National Transportation Safety Board (NTSB)

and the Federal Aviation Administration (FAA) in the US are investigating numerous runway incursions involving private jets in the US. Runway incursions can occur due to various factors, including communication failure, instrument failure, or inclement weather.

However, pilot errors due to insufficient training or lack of understanding of the instructions are alarming. In recent times, runway incursions involving private pilots have also been caused by the pilot not complying with the air traffic controller (ATC) instructions. While the FAA has decided to pay out more than \$100 million to airports to prevent runway incursions, pilot training is essential in preventing such incidents.

Recurrent pilot training

All commercial pilots, including those who fly business jets, undergo extensive training and certifications before being eligible to fly. However, insufficient emphasis is given to recurrent pilot training, which can be considered redundant and unnecessarily time-consuming. Recurrent pilot training enables pilots to maintain their flying skills at the highest level.

Competence is critical in aviation, particularly in a pilot's seat. While handling and manoeuvring the aircraft is important, understanding instructions and complying with aviation regulations is essential. Aviation is constantly evolving, and pilots must take part in recurrent training.

For example, some refresher training for human factors in aviation must be repeated every 1-2 years. Though this is non-technical training, it ensures that pilots understand the importance of human factors and how those affect human behaviour in difficult situations.

Lack of training can impact aviation safety by not preparing pilots for emergencies. Many aviation techniques are not utilized on regular flights. However, when an unusual situation strikes, pilots may find themselves unprepared because they are out of practice. Recurrent training and refreshing of knowledge can decide the fate of the flight in an unusual situation.

Courtesy of FSF

11. FAA PROMOTES ROTORCRAFT BIRD STRIKE AVOIDANCE

The FAA has issued Special Airworthiness Information Bulletin AIR-21-17R1 to advise owners, operators, crew, and passengers of techniques and equipment to avoid rotorcraft bird strikes as part of its new Rotorcraft Safety Promotion Concept (RSPC). According to the FAA, 90 percent of all bird strikes occur at altitudes of 3,500 feet agl and below.

Thus, the agency suggests several voluntary mitigation strategies for helicopter operators. They include installing equipment safety enhancements and flying helicopters with bird-resistant designs. Aircraft that fall into the latter category, according to the RSPC, include the Airbus H225 and BK117 series; Leonardo AW139, AW169, and AW189; and the Sikorsky S-92A. Additionally, crews should wear helmets and visors when practical.

OEMs and MROs are encouraged to contact FAA ACOs for approval of design modifications that provide a higher level of bird strike protection. Pilots should make flight planning and in-flight decisions that keep rotorcraft away from bird-dense environments. It is also important to understand seasonal bird migrations.

The FAA suggests reducing airspeed and increasing altitude when practical because 77 percent of all bird strikes occur at speeds above 80 knots. Additionally, a bird strike is 32 percent less likely for every 1,000 feet above 500 feet agl.

12. FAA IDENTIFIES 19 SERIOUS NEAR MISS INCIDENTS IN 2023: THE MOST IN 7 YEARS

Controller shortage is becoming a safety issue.

- **The FAA identified 19 serious runway incursions in 2023, the highest since 2016. Causes include ATC staffing shortage, pilot inexperience, and outdated technology.**
- **A panel of experts will address air traffic controller fatigue starting in January 2024 to improve safety.**
- **The FAA has hired 1,500 controllers this year and the White House allocated \$26 million for new technology to enhance aviation safety.**

The Federal Aviation Administration (FAA) has identified 19 serious runway incursions between January and October this year, a number not seen since 2016. While the total number of incidents this year has not yet been announced, it is expected to be even higher.

Officials have pointed to staffing issues, inexperience of airline pilots, and outdated technology as possible causes of the high number. Many have also pointed out that the system is under stress due to record year-on-year air traffic growth in 2023 as the industry recovers from the COVID pandemic.

The FAA has begun establishing a panel of experts, led by a former safety board official and sleep expert, to address air traffic controller fatigue after a series of near-miss incidents. The panel will begin their work in January next year to "examine how the latest science on sleep needs and fatigue considerations could be applied to controller work requirements and scheduling," according to the Wall Street Journal.

Controller shortage

According to an FAA-commissioned report, the FAA has around 1,000 fewer certified controllers than it did a decade ago, while air traffic has increased significantly. The report indicates that staffing shortages are becoming increasingly hazardous for air travel, and such risk can be reduced by slowing down traffic.

The FAA said ATC and pilots “*all play critical roles*” in the industry’s safety and noted that 1,500 controllers have been hired this year, in addition to more than 2,600 placed “*at various levels of training at air traffic facilities across the country.*”

Earlier this year, the White House allocated \$26 million in fresh funding to implement new technology aimed at improving aviation safety across the United States. The funding was first used to improve air traffic controllers' situational awareness, implementing automation systems to alert air traffic controllers when aircraft are approaching the wrong runway. The FAA also deployed runway incursion devices at an additional 72 airports.

Incidents so far

The first major near miss took place at JFK, one of the busiest airports in the country. The incident involved an American Airlines 777 and a Delta 737, both departing from the airport. Since then, we have seen numerous near misses taking place around the US.

In the month of February alone, there were at least three recorded incidents investigated, including a near-miss in Sarasota involving Air Canada Rouge and American Airlines, a close call in Hollywood Burbank Airport involving a Mesa CRJ900, operating for American Eagle, and a departing United Express E175 and another incursion at Austin-Burgstrom involving Fedex and Southwest,

In March, another near-miss took place at Hollywood Burbank Airport, this time involving Southwest B737 and a Bell helicopter. In the same month, on March 7, a near-miss occurred at Ronald Reagan Washington National Airport (DCA) that saw an American Eagle taxiing across a runway in the path of United Airlines flight UA2003, which had just been cleared for take off.

After holding a safety summit and issuing alerts on near misses, the FAA failed to prevent incidents from happening for the rest of the year. In May, a loss of separation between a JetBlue A220-300 and an American B737 MAX 8 took place at Charleston Airport, and another loss of communication caused two planes to abort landing at San Francisco International Airport.

BYANTHONY BANG AN – SIMPLE FLYING via Curt Lewis

13. NEWS FROM THE JOHANNESBURG AIRPORTS

RAND AIRPORT, GERMISTON – www.randairport.co.za

Safety Meeting – Normally held on the 2nd Thursday of each month at 10.00 in the Old Customs Hall.

- The wearing of high visibility jackets/waistcoats is mandatory for all persons, excepting for passengers under escort, on airside. (SA CAR 139.02.22(6))
- Drivers found to be speeding on airside will have their access remote taken from them.
- Vehicles being driven on airside must carry proper mandatory insurance cover.
- All delivery vehicles and visiting vehicles requiring access to airside MUST be escorted from the access gate to the premises and then after closure of their business back to the gate for egress.
- Cranes are not allowed onto Rand Airport unless their use has been specifically authorised by airport management.
- All operators are required to report Bird Strikes to the Airport Rescue and Fire Fighting Services or the Safety Office even if there has been no structural damage to the aircraft as a result of the strike.
- Fuel must not be “trucked” into Rand Airport from other sources. Should there be a special requirement permission must be sought from the Airport Manager.
- It is understood that RWY 29 is being shortened.

LANSERIA AIRPORT – www.lanseriaairport.co.za

Safety, Security and Stakeholders Meetings are normally held on the second Tuesday of each month from January to November at 12.00 at **the Training Department complex opposite NAC.**

- The wearing of high visibility jackets/waistcoats is mandatory for all persons, excepting for passengers under escort, on airside. (SA CAR 139.02.22(6))
- Drivers shall obey the published speed limits which are 30 on airside and 40 on landside.
- Lanseria is open for all international operations and it should be noted that COVID-19 testing is available for inbound or outbound passengers/Crew at either of the 2 stations erected for this service.

GRAND CENTRAL AIRPORT, MIDRAND

- The wearing of high visibility jackets/waistcoats is mandatory for all persons, excepting for passengers under escort, on airside. (SA CAR 139.02.22(6))
- Drivers found to be speeding on airside will have their access revoked.
- Should an emergency occur pedestrians are requested to stand still in a safe area out of the way of responding AR&FFS vehicles.
- During any emergency Pilots, Instructors and students should try to keep the frequencies as clear as possible.

14. FINALE

This year will see the 10th anniversary of the two tragedies involving Boeing 777 aircraft belonging to Malaysia Airlines. On 8 March 2014, flight MH370 disappeared while on a routine flight from Kuala Lumpur to Beijing. The jet is presumed to have come down in the Indian Ocean west of Australia. No trace has been found of the 227 passengers and 12 crew. On 17 July 2014, flight MH17 from Amsterdam to Kuala Lumpur was downed by a Russian missile fired from rebel-held territory in eastern Ukraine. All 298 passengers and crew perished.

Safair's inaugural Livingstone, Zambia service launch at the beginning of October was heralded by water-cannon salutes, much flesh-pressing and gaiety, by all of high-society in this tourist hotspot. The initial service is four weekly return flights on Mondays, Wednesdays, Fridays and Sundays.

Fly Namibia (previously Westair Aviation) launched a new service from Walvis Bay to Windhoek and Cape Town on 27 October 2023, with their ERJ145 fleet.

COVID is back in a different guise, I think we should all be ready to implement precautionary measures at very short notice. Check out the SACAA's Pandemic Preparedness Plan.

Zambia has a major Cholera outbreak – all precautions should be undertaken.



t/a GA Aviation Consultants (Pty) Ltd

WELCOME TO GA AVIATION CONSULTANTS

Developing and supplying solutions for sustained Safety is at the core of what we do.
Ensuring peace of mind through skills methodology, ground breaking safety inventions and streamlined implementations thereof.

Who we are

Our highly experienced Consultants are trained in the requirements of the Regulatory Authorities (CAA's/DCA's), ICAO, IATA and other Professional Aeronautical Bodies representing both rotor and fixed wing operators together with Training Organisations (ATO's) and Maintenance Organisations (AMO's).

Consultancy Aspects

GA Aviation Consultants assists its clients in these specialised aspects of their operations.

- Implementing Integrated Safety Management System
- Corporate Safety Structures
- Roles, Responsibilities and Accountabilities
- Safety Performance Standards (SPI's)
- Mandatory Occurrence Reporting
- Quality Assurance
- Aviation Security
- Specialised Aviation Consultancy services as required
- Risk Management and Mitigation

The Risk Management Process is concentrated on Risk Awareness and Mitigation to prevent loss to the client's operation. We assist with the development of a Risk Prevention Culture.

Business Support Programmes

We assist our clients in developing their Business Programmes in terms of:

- Vision and Mission Statements
- Organisation and Management Structures
- Human Resources
- Aviation Operations Manuals – Quality Assurance, Aviation Safety, Aviation Security and their Emergency Response Plans (Part 121, Part 127, Part 135, Part 138, Part 141 and Part 145) in line with the SACAA CATs and CARS
- Aviation Safety Officer Functions
- Quality Assurance Functions
- AvSec Officer Functions

Technical Support Programmes

- Aircraft Performance, Equipment and Maintenance
- Documents, Manuals, use of MEL and Operational Procedures
- Aerodrome Standards and Security
- Maintenance Resource Management (MRM)
- Safety Officer Functions
- GA Aviation Product Training
- Quality Officer Functions

GA Aviation Consultants Safety Products

We pride ourselves on providing the following world standard products:

- Integrated Safety Management and Maintenance
- Quality Assurance
- Aviation Consultancy Services
- Accident and Incident Investigation
- Assessment and implementation of Aviation Safety Programmes
- Aviation Safety and Quality Audits
- Aviation Training
- Aviation Psychological assistance, training and counselling
- Crew Resource Management (CRM)
- Single pilot/helicopter pilot CRM
- Emergency Response Planning and Training
- Human Factors Training

Flight Safety Management

(CAA Accredited and Part 141 Approved)

- ICAO Safety Management Systems
- Aviation Safety Processes and Auditing
- Roles and Responsibilities of Aviation Safety Management
- Investigation of Hazards, Incidents and Accidents
- Human Factors in Safety Management
- Emergency Response Planning and Activation
- Risk Assessment and Mitigation
- Reporting Systems
- Initial and Recurrent Specialised
- Aviation Training

Quality Assurance Management

(CAA Accredited and Part 141 Approved)

- Quality Assurance
- QA Audit Processes
- QA Audit Techniques
- Recording and Analysis

Human Factors

(CAA Accredited and Part 141 Approved)

- The need for Human Factors
- The Intellectual vs Emotional Mind
- Human Performance and the Performance Link
- The Complete Processing System
- Conflict / Communication / Negotiation
- Communication
- The Neurobiology of Stress
- Stress Management
- Performance vs Time
- Coping Strategies

Other Courses

(CAA Accredited and Part 141 Approved)

- Crew Resource Management
- Dangerous Goods
- Aviation Security Awareness
- Introduction to Safety Management Systems

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