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## 1. MESSAGE FROM THE EDITOR

Normally we would be wishing you a Happy New Year but unfortunately, 2021 has not started off well for General Aviation in South Africa. We have seen 6 fatal and 6 non-fatal General Aviation related accidents. The hardware toll is 2 fixed wing aircraft, 5 rotor wing aircraft, and 5 ultralights. These are stark figures for what is effectively only 21 days into the year. The causal factors will be released by the AIID once the investigations have been completed and as an industry we should not speculate on "what went wrong and who did or did not do what." May the 10 deceased Rest in Peace and we can only hope that their friends and family support each other through this terrible time in their lives.

In terms of COVID-19 please obey the regulations, apply them to your every-day activities and stay safe then, hopefully, we will see a reduction in the spread of the pandemic and the lifting of the restrictions which are killing our industry off here in South Africa.

*Vivienne*

## 2. A SMALL MATTER OF KNOWLEDGE

2020 Airline accident fatalities higher than 2019 despite reduction in flights

Despite the sharp reduction in flying during 2020 because of travel restrictions related to the Covid-19 pandemic, fatal losses for the last 12 months were just as high as in some recent years. Globally there were 12 fatal airline accidents in 2020, resulting in the deaths of 332 passengers and crew.

This compares with 22 fatal accidents and 297 fatalities in 2019 when commercial airline activity was at a normal level – which means four or five times the number of flights that took place in 2020.

The previous safest year for flying was in 2015, when there were nine fatal accidents and 176 fatalities. Among the four jet fatal accidents, three were the result of poorly planned and badly-executed approaches in serviceable aircraft in conditions that should not have been a problem for the crews. These involved a Pegasus Airlines Boeing 737-800 at Istanbul in February, a Pakistan International Airlines Airbus A320 at Karachi in May, and an Air India Express Boeing 737-800 at Kozhikode in August. There were 121 passengers and crew fatalities in these accidents.

But there is another unusual factor that sets 2020 apart: accidental shutdowns – in the plural. The worst accident of 2020 involved the shutdown of a Ukraine International Airlines Boeing 737-800 in January. The aircraft was climbing out of Tehran on a scheduled service to Kiev, when it was misidentified as hostile by Iranian military, who fired two missiles at it, killing all 176 people on board.

Another casualty of misidentification was an African Express Airways Embraer Brasilia operating a medical relief charter flight into Baardale, Somalia. It was shot down, ironically, by a peacekeeping unit. In both cases, effective communication between air traffic control and the military could have prevented the fatal mistakes.

The politically unstable conditions in which both events took place are likely to continue, and not only in the Middle East and Africa.

Since shutdowns, accidental or not, are killers, airlines need to approach the decision whether or not to continue operating to, or through, a conflict zone as if it were a traditional safety threat.

## 3. AFRICA'S 2020 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 2020			
DATE	A/C TYPE	FATALITIES	LOCATION
02 Jan 2020	Antonov AN12A	18	Geneina Airport, South Sudan
09 Jan 2020	Lockheed C130BZ Hercules	0	Goma, DRC

12 Jan 2020	FK14B POLARIS	2	Springs, RSA
12 Jan 2020	Windlass Trike	0	Petersgift Airfield, RSA
14 Jan 2020	Sling 2	0	Morningstar Airfield, WC, RSA
23 Jan 2020	Cessna 550	3	Outeniqua Mountains, RSA
28 Jan 2020	Sling 2	0	East London, EC, RSA
28 Feb 2020	Twin Comanche	0	Grand Central Airport, RSA
05 Apr 2020	Antonov AN26	TBA	Tarhuna, Libya
04 May 2020	Embraer EMB-120RT Brasilia	6	Bardale Airstrip, Somalia
09 May 2020	Ilyushin IL78	0	Tripoli, Libya
16 May 2020	LET 410	0	Ulang Airstrip, South Sudan
02 Jun 2020	Jabiru	0	Mountains in the vicinity of Visantekraal, WC, RSA
03 Jun 2020	S2R-T34 Turbo Thrush	0	In the vicinity of Bethlehem, FS, RSA
12 Jun 2020	Aerotrike Spirit 2	1	NW, RSA
15 Jun 2020	Piper 28-181	1	Grasskop Airfield, MP, RSA
20 Jun 2020	Raptor	0	Limpopo, RSA
08 Jul 2020	Piper34-00	0	Port Alfred, EC, RSA
13 Jul 2020	Jabiru	0	Gauteng, RSA
14 Jul 2020	DHC 8 402Q	0	Beledweyne-Ugas Khalif Airport, Somalia
22 Jul 2020	B777 F60 – African Operator	0	Shanghai Pudong International Airport, China
03 Aug 2020	Antonov 72 TK-100	0	Gao Airport, Mali
04 Aug 2020	Harbin Y12-II	0	Dhobley Airstrip, Somalia
07 Aug 2020	MIDIX	0	Brakpan, Gauteng, RSA
08 Aug 2020	Cessna 182	0	Wonderboom, Gauteng, RSA
09 Aug 2020	PA28-160	0	Springs Airport, Gauteng, RSA
10 Aug 2020	PA22-150	0	Zynkraal Airfield, Gauteng, RSA
13 Aug 2020	LET410 UVP	4	In the vicinity of Bukavu in South Kivu, Democratic Republic of Congo
14 Aug 2020	Windlass Trike	0	Middelburg, Mpumalanga, RSA
15 Aug 2020	PA31-310	0	Brakpan-Benoni Aerodrome, Gauteng, RSA
15 Aug 2020	PA28-180	0	Wonderboom, Gauteng, RSA
16 Aug 2020	PA32-300	0	Petersburg Airport, Limpopo, RSA
17 Aug 2020	Safary	0	Parsons Airstrip, Limpopo, RSA
19 Aug 2020	Cessna 172D	0	Witbank, Mpumalanga, RSA
21 Aug 2020	Bantam BJJ2		Amakhanda Game Reserve, WC, RSA
21 Aug 2020	King Air 200	0	Muritala Muhammed Airport, Lagos, Nigeria
22 Aug 2020	Antonov 26B	15	Vicinity of Juba in South Sudan
24 Aug 2020	Bush Baby 450	0	Klerksdorp, NW, RSA
26 Aug 2020	Cessna 172	1	Springs Airport, GP, RSA
28 Aug 2020	PA30-160	0	Grand Central, Gauteng, RSA
12 Sep 2020	Vans RV7	0	Pyramid Airport, Mpumalanga, RSA
19 Sep 2020	Fokker 50	0	Mogadishu, Somalia
20 Sep 2020	Aviat A-1 Husky	0	Private farm Skoemanshoek, Mpumalanga, RSA
24 Sep 2020	Cessna 172	0	Bethlehem Airport, Free State, RSA
24 Sep 2020	Cessna C210	0	Grahamstown, EC, RSA
26 Sep 2020	Bat Hawk LSA	0	Open Field, Mpumalanga, RSA
26 Sep 2020	Jora UAZ	0	Open field, Stellenbosch, WC, RSA
10 Oct 2020	Cessna 208B	0	Mundri Airstrip, South Sudan
18 Nov 2020	TBA Light Aircraft	1	Katale, province of North Kivu, DRC
02 Dec 2020	B737-500	0	Garowe, Puntland, Somalia
03 Dec 2020	Bonanza	0	Cape Town, RSA
19 Dec 2020	Cessna 182	0	Porteville Private Airstrip, WC, RSA
20 Dec 2020	Ekolot Topaz KR-030	0	Potgietersrus, RSA
21 Dec 2020	PA 25 - Pawnee	0	Ombre farm private airstrip, Limpopo, RSA
27 Dec 2020	YO23	0	Kei Mouth Golf Course, EC, RSA
30 Dec 2020	PA46	0	Air Force Base Hoedspruit, Limpopo, RSA
31 Dec 2020	B1900D	0	OR Tambo, GP, RSA
<b>ACCIDENTS INVOLVING ROTOR WING AIRCRAFT IN AFRICA DURING 2020</b>			
25 Jan 2020	SANKA AK 1-3 Z	0	Glen Eden, EC, RSA
04 Feb 2020	RH22	0	Worcester, WC, RSA
24 Mar 2020	Bell 505 Jetranger	1	Christiana, NW, RSA
12 Apr 2020	Gazelle	0	Northern Mozambique
17 Jun 2020	Bell 206B	2	Grand Central Airport, GP, RSA
23 Jun 2020	RH22	0	Gauteng, RSA
19 Jul 2020	Airbus ECU20	0	Western Cape, RSA
01 Aug 2020	RH44	0	Colesberg, NC, RSA
28 Aug 2020	Bell 206B3	3	Lagos, Nigeria
13 Sep 2020	RH44	0	Private farm nr Virginia, KZN, RSA
15 Sep 2020	RH44	0	Rooibokkraal Private Farm, Limpopo, RSA
17 Sep 2020	RH44	0	Lynwood, Gauteng, RRSA
12 Nov 2020	Blackhawk	8	Sinai,
16 Nov 2020	Bell 206	0	Tanzania (ZS Registered)
18 Nov 2020	Auto Gyro aircraft model MTO Sport 2010	1	Kajiado County, Kenya

FIXED WING INCIDENTS AND OCCURRENCES IN AFRICA DURING DECEMBER 2020 / JANUARY 2021				
DATE	A/C TYPE	LOCATION	DETAILS	TYPE OF OP
02 Dec 2020	AN-74	Bamako, Mali	A/C was climbing out of Bamako when the crew stopped the climb at about 4000 feet due to a cargo door open indication associated with cabin pressurization problems. The crew returned the aircraft to Bamako for a safe landing. A post flight inspection revealed a cargo net had entangled with the door locks.	Humanitarian
26 Dec 2020	B737-800	OR Tambo, RSA	20 minutes after take-off from FAOR, the aircraft experience engine #2 surge and stall before the aircraft starting to vibrate severely and the instruments confirmed this. The crew declared an emergency by broadcasting a PAN PAN PAN. The aircraft was levelled off at FL 140 and the crew requested to hold at GAV VOR for troubleshooting. It was determined that the engine started to vibrate when above 62% and stopped vibrating when under 62%. The crew elected to return to FAOR and the aircraft was landed safely.	COM
30 Dec 2020	B777-300	Lagos, Nigeria	A/C was on final approach to Lagos' runway 18R when the aircraft received a number of bird strikes in the flare causing a hydraulic leak. The aircraft touched down safely, rolled out and vacated the runway was taxiing towards the apron when the aircraft lost nose wheel steering, hydraulic C system indicated zero quantity and smoke was seen from the main landing gear. The crew stopped the aircraft on the taxiway.	COM
31 Dec 2020	A330-200	En-route Brazzaville (Congo) to Paris CDG (France)	A/C was en-route at FL380 about 190nm south of N'Djamena (Chad) when the crew detected a fuel leak at the #1 engine (CF6). The crew declared emergency and diverted to N'Djamena for a safe landing on runway 23 about 35 minutes later. The occurrence was rated an incident and is being investigated by the French BEA.	COM
09 Jan 2021	Bombardier CS-300	Cairo, Egypt	A/C was on approach to Cairo in low visibility, low visibility operations were in progress, and was cleared for the ILS approach to runway 05L. While turning final over the Nile river, about 10.5nm from the threshold of runway 05L, the aircraft went through the localizer runway 05L and aligned with runway 05C. ATC detected the false line up and queried the crew that they were cleared for 05L, not 05C. Subsequently ATC instructed the crew to turn left heading 360 and intercept localizer 05L. The crew intercepted localizer 05L and descended reaching 400 feet MSL about 2.6nm before the threshold runway 05L, where the aircraft should have been at 825 feet MSL. The crew subsequently went around, positioned for another approach to runway 05L and landed safely about 15 minutes after the go around.	COM
10 Jan 2021	A319-100	Tunis, Tunisia	A/C was climbing out of Tunis' runway 01 when the crew stopped the climb at 4000 feet due to being unable to retract the landing gear. The aircraft returned to Tunis for a safe landing on runway 01 about 20 minutes after departure.	COM
13 Jan 2021	Embraer ERJ-170	Harare, Zimbabwe	A/C was climbing out of Harare's runway 23 when the aircraft suffered a bird strike. The crew stopped the climb at about FL170 and returned to Harare for a safe landing on runway 05 about 35 minutes after departure.	COM
15 Jan 2021	ATR72-212A	En-route Mauritius to Rodrigues Island	A/C was en-route to Rodrigues Island when the crew decided to return to Mauritius due to some technical problem. The aircraft landed safely back in Mauritius about 30 minutes after departure. Passengers reported there were severe vibrations of the airframe prompting the return to Mauritius.	COM
25 Jan 2021	B737-800	En-route Johannesburg to Durban, RSA	A/C was en-route at FL350 about 140nm southeast of Johannesburg when the crew initiated an emergency descent due to the loss of cabin pressure, the passenger oxygen masks were released. The aircraft continued to Durban for a safe landing on runway 24 about 35 minutes after leaving FL350.	COM

ROTOR WING INCIDENTS AND OCCURRENCES IN DECEMBER 2020				
DATE	A/C TYPE	LOCATION	DETAILS	TYPE OF OP
12 Dec 2020	RH44 II	Nr. Ginyintsimbi, EC, RSA	The pilot and passenger took-off from Tafalehashi with intentions of visiting a family member at Zithulele hospital. The aircraft landed on a soccer field next to the hospital; the distance travelled was 5nm lasting seven minutes. After the visit, at approximately 09:45, the pilot indicated that start-up checks were all okay, and commenced to take-off, as the aircraft was lifting off the ground into the hover the helicopter started spinning to the left, completing two 360 degree turns. The pilot immediately closed the throttle and lifted the collective to cushion the landing, but the helicopter subsequently landed hard and rolled slightly onto its starboard side. The pilot confirmed that there were no mechanical issues with the aircraft that could have led to the occurrence.	PVT

AERODROME HAZARDS	
Bamako, Mali	ATC – low level of proficiency
Entebbe, Uganda	ATC; Birds
Bangui, Central African Republic	People and animals alongside the runway
Goma, Democratic Republic of Congo	ATC – low level of proficiency, birds, runway incursions
Juba, South Sudan	Poor ATC, heavily congested airfield, large birds, local insurgents
Lanseria International Airport, RSA	Birds,
Rand Airport, RSA	ATC trainees, birds, poor service road condition.
Timbuktu, Mali	ATC information only with RPAs (Drones) operating in the area
JKIA, Nairobi, Kenya	Poor Security – check for stowaways / tampering with aircraft

#### 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](http://www.blakeemergency.com) or contact [rethea.mitchell@blakeemergency.com](mailto: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](mailto:Rethea.mitchell@blakeemergency.com).

#### 5. HENLEY AVIATION TRAINING

Should you wish to make a booking for any of the following courses please contact Candice on +27 (0)11 024 5446/7 or by email to [training1@henleyglobal.org.za](mailto:training1@henleyglobal.org.za). The full 2020 schedule is posted on the website - <http://henleyglobal.org.za/events/>

DATES	COURSE	LECTURER	COST EXCL VAT
1 – 2 Feb 2021 5 – 16 Feb 2021 1 – 2 Mar 2021 12 – 13 Apr 2021 3 – 4 May 2021 14 – 15 Jun 2021	Human Factors	Joel Hughes	R3,270-00
22 Feb 2021 8 Mar 2021 6 Apr 2021 10 May 2021 17 May 2021 14 Jun 2021	CRM Refresher	Verity Wallace	R 1,320-00

22 Feb 021 8 Mar 2021 6 Apr 2021 10 May 2021 17 May 2021 14 Jun 2021	Dangerous Goods	Verity Wallace	R 1,050-00
22 Feb 021 8 Mar 2021 6 Apr 2021 10 May 2021 17 May 2021 14 Jun 2021	AvSec	Verity Wallace	R 850-00
15 – 16 Mar 2021 7 – 8 Jun 2021	SMS Introductory Course	Dan Drew	R3,250-00
15 – 20 Mar 2021 7 – 11 Jun 2021	Integrated Safety Course	Dan Drew	R8,470-00

**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. ROLLS-ROYCE TO LEAD MAJOR RESEARCH PROGRAMME ON AIRCRAFT ENGINE INSPECTION AND REPAIR**

A research program being led by Rolls-Royce in the UK is to develop miniature inspections tools, snake-arm robots and parts that repair themselves inside aircraft engines. The miniature maintenance and inspection tools and new repair technologies will be used on Rolls-Royce's existing engines such as the Trent XWB. Researchers on the Reinstatement project will also work on inspection and repair solutions for the composite fan technology being used in Rolls-Royce's next-generation engine design, the UltraFan.

In total engineers will work on 20 technologies that aim to reduce disruption for airlines and lessen the environmental impact of aircraft by repairing components rather than scrapping them. Dr Ian Mitchell, chief of technology – repair and services, at Rolls-Royce, said, "This program will improve how we service our engines, creating technologies which will reduce waste, avoid emissions and minimise disruption, while laying the foundations to service the gas turbine and hybrid-electric engines of the future."

The three year program, which is part-funded by the UK Government via the ATI (Aerospace Technology Institute) Programme, involves the University of Nottingham, the University of Sheffield, and the University of the West of England, as well as the companies Roke Manor Research, BJR Systems, Clifton Photonics. The University of Nottingham, researchers will support the development of the following technologies snake-arm robots that travel inside jet engines to access complex parts, enabling repairs which are not possible with today's tools, inspection and analysis tools to inspect parts buried deep within engines while they are being repaired and automated repair technologies that target parts that cannot currently be repaired.

Professor Dragos Axinte, director of the Rolls-Royce University Technology Centre (UTC) in Manufacturing and On-Wing Technology at the University of Nottingham said, "Following an extensive track record of working with Rolls-Royce I am delighted that our team will continue to support an exciting research area which will help shape air travel for many years to come. "The UTC at Nottingham brings together a range of skills which places us perfectly to support our industrial partners. The Reinstatement initiative expands our capability significantly and I look forward to delivering new capabilities through the course of this project." Engineers at Roke Manor Research will lead on the development of algorithms that use data from engine installed inspection sensors to analyse and provide rapid in-service diagnostics.

Paul MacGregor, managing director of Roke said, "Focusing on our machine vision capabilities, we will help Rolls-Royce interpret and exploit the diverse data challenges to better predict when engines need maintenance."

<https://www.aerospacetestinginternational.com/news/engine-testing/rolls-royce-to-lead-major-research-program-on-aircraft-engine-inspection-and-repair.html>

**7. AFCAC, IATA, AFRAA PROMOTE JOINTLY AVIATION SAFETY AND CONNECTIVITY IN AFRICA**

The International Air Transport Association (IATA) and African Airlines Association (AFRAA) have joined forces with the African Civil Aviation Commission (AFCAC) on a three-year safety project. The objective is to provide technical support to

"Aviation Safety, in all of its guises, is Avia Global and GAAC's' first and only concern and to that end our clients' safety on the ground and in the skies, is our Alpha and Omega."

the African air operators of states party to the Single Africa Air Transport Market (SAATM) to ensure that they achieve and maintain global aviation safety standards.

the initiative is backed by African Development Bank grant funding provided to AFCAC and is specifically for carriers in countries that have signed up to the African Union's (AU) flagship Single African Air Transport Market (SAATM) program. The project will identify eligible airlines, conduct gap analyses, and recommend corrective actions for each participating carrier to prepare them for IATA Operational Safety Audits (IOSA) or IATA Standard Safety Assessment (ISSA) evaluation.

In addition, participating airlines' personnel will receive quality and safety management systems training. IATA, AFRAA, and AFCAC will also host workshops and training sessions held at their facilities in Nairobi, Johannesburg, and Dakar.

"Depending on the size of their organization and aircraft they operate, airlines wanting to take advantage of the SAATM's market and commercial expansion benefits are required to be certified either through IATA's Operational Safety Audit (IOSA) or Standard Safety Assessment (ISSA) programs. Both safety programs are globally recognized, and part of the African Safety Targets of Abuja Ministerial Declaration hallmarks of aviation safety. We are committed to opening up Africa's skies through SAATM and supporting the region's airlines in doing so," explained Tefera Mekonnen Tefera, Secretary-General of AFCAC.

"This project will not only bolster safety standards in line with the Abuja Declaration on Safety in Africa. It will also help operationalize the SAATM and reinforce the development of sustainable commercial air transport in Africa, which is crucial to the recovery and future growth of economies throughout the continent that have been devastated by the COVID-19 crisis," said IATA's Regional Vice President for Africa and the Middle East, Muhammad Ali Albakri. "The ultimate goal of the project is to improve safety levels for the airline sector in Africa. Indeed, the 2012 Abuja Declaration safety targets stipulate that all African-based airlines, attain IOSA or ISAA certification by the end of 2022," said Abdérahmane Berthé, Secretary-General, AFRAA.

IOSA is an internationally recognized evaluation system that assesses airlines' operational management and control systems from a safety perspective. The auditing process creates a single worldwide standard. IOSA's roll-out and adoption across Africa over the past eight years has led to a significant improvement in the region's safety performance for commercial airlines. African carriers on the IOSA registry had an accident rate of nearly half that of non-IOSA operators for 2015 -2019. IOSA has also minimized the number of duplicate audits improving operational efficiency and reducing costs for participating airlines.

ISSA is a voluntary safety evaluation program derived from IOSA but tailored for operators of smaller aircraft that are not eligible for IOSA.

IOSA is a requirement for IATA and AFRAA membership. Therefore, the primary beneficiaries of this initiative are non-member airlines of these organizations in Africa.

SAATM was launched in January 2018 and is critical to the AU's integration agenda. It provides a logistics pillar which is crucial to the success of the Africa Continental Free Trade Area (AfCFTA), which is envisaged to be the world's largest single market for goods and services, facilitated by the movement of people and promoting trade and economic integration. To date, 34 of the AU's 55 member countries have signed the commitment to establish the SAATM.

*Courtesy of [TornosNews.gr](http://TornosNews.gr)*

## 8. THINGS TO EXPECT FROM COMMERCIAL AVIATION IN 2021

2020 was a year that the airline industry will want to forget. Nonetheless, many lessons would have been learned and these will be taken into the new year.

### **Sustainability initiatives**

There have been breakthroughs in technology, with billions of dollars of investment going into more sustainable aircraft and fuel. We can expect to see new announcements when it comes to aircraft innovations in this field next year as airlines continue their commitments.

### **New business models**

Following last year's shakeup, airlines are having to go back to the drawing board to find ways to build up cash again. So, many companies will be looking at revising their business models. There has been a rise in airline subscriptions in recent years and the initiative is starting to gain traction. Following the likes of Volaris seeing results with this method, it won't be a surprise to see more carriers jumping on the bandwagon in 2021.

### **Coming out of bankruptcy**

There was a series of Chapter 11 bankruptcies as airlines needed to restructure. These airlines will be expecting to come back stronger as 2021 develops. LATAM has confirmed that it will come out of its reorganization process during the second half of the year.

### **Return to profits**

Profits have been a long-gone memory for most carriers. However, there are already indications that several operators will be reporting profits sooner than later.

### **Lift Airlines**

In December start-up LIFT Airlines completed its maiden flight from Cape Town to Johannesburg. Just in time for the South African summer season, the carrier could make a name for itself amid South African Airways' struggles.

## **Return of the MAX**

Since being grounded in March 2019, the Boeing 737 MAX is finally returning to the air. A handful of carriers are already deploying the plane. However, as the year gets going, we will be seeing many units at airports across the globe.

## **Immunity passports?**

As governments try to put effective solutions for air travel into place amid the current climate, we could see the rise of immunity passports after the successful rollout of a vaccine. This sort of documentation divides opinion, but the likes of Qantas have already said that they would require passengers on future international operations to be vaccinated against COVID-19.

## **Reopening borders**

With this progress in vaccination expected to continue throughout the year, we will hopefully see fewer borders being outright closed. So, the likes of Australia and several other Asia-Pacific nations can have life at their airports again.

## **Returning to the skies!**

Operators have managed to hold on for the most part until now despite the extreme difficulties. As testing programs get more robust and vaccines continue to be rolled out, there will be more opportunities for passengers to fly high again. It's not just customers that are looking to return to the air. Airline staff will also be eager to hit the skies after such a tough period.

*Courtesy of Curt Lewis/FSF and <https://simpleflying.com/21-things-to-expect-from-commercial-aviation-in-2021/>*

## **9. Airlines warned over safety as jets return from pandemic storage**

Regulators, insurers and experts are warning airlines to take extra care when reactivating planes left in extended storage during the Covid-19 pandemic, citing potential pilot rustiness, maintenance errors and even insect nests blocking key sensors.

The unprecedented number of aircraft grounded as coronavirus lockdowns blocked air travel - at one point reaching two-thirds of the global fleet - has created a spike in the number of reported problems as airlines return them to service.

The number of "unstabliised" or poorly handled approaches has risen sharply this year, according to the International Air Transport Association (IATA). Such mishaps can result in hard landings, runway overshoots or even crashes.

Worried by IATA's data, insurers are questioning airlines about whether they are doing extra pilot training to focus on landings, said Gary Moran, head of Asia aviation at insurance broker Aon PLC. "They want to know about the circumstances of the training," he said. Approaches and landings place significant demands on crew for which training and regular experience are seen as vital. According to aircraft maker Airbus SE, the largest category of fatal accidents can be traced back to the approach to an airport, while the largest number of non-fatal accidents happen during landing.

In May, a Pakistan International Airlines jet crashed after an unstabilised approach, killing 97 people, while 18 died in an Air India Express crash on landing in August, also after an unstabilised approach.

### **Insects in tubes**

Training is not the only concern.

The European Union Aviation Safety Agency (EASA) has reported an "alarming trend" in the number of reports of unreliable airspeed and altitude readings during the first flight after a plane leaves storage. In some cases, take-offs had to be abandoned or the aircraft had to return to base. In most cases, the problem was traced back to undetected insect nests inside the aircraft's pitot tubes, pressure-sensitive sensors that feed key data to an avionics computer.

In June, a Wizz Air Holdings PLC jet halted take-off after the captain found the airspeed was reading zero. Examination of the plane found insect larvae in one of the pitot tubes, with the aircraft having been parked for 12 weeks before the flight, the U.K. Air Accidents Investigation Branch said last month. No passengers were on board.

Insects blocking a pitot tube contributed to the 1996 crash of a chartered Birgenair plane in the Dominican Republic that killed all 189 people on board.

Kate Seaton, a Singapore-based aerospace partner at law firm HFW, said flight crews need to be aware of potential defects that might not have been identified properly as planes return to service after an unprecedented grounding. "We are in new territory - the industry must take steps to mitigate the risks but need to be prepared for the unexpected," she said.

### **Honest assessment**

EASA said last month that issues found after prolonged parking included an engine shutdown in flight after technical problems, fuel system contamination, reduced parking brake pressure and emergency batteries losing their charge.

"We've got people returning to work who are quite rusty, which is a big issue," insurer Aon's Moran said.

Airlines have developed training programmes for pilots re-entering service ranging from theory refreshers to multiple simulator sessions and supervised in-flight checks, depending on the length of absence.

Australia's aviation regulator said on Nov. 30 its inspectors would beef up surveillance on Covid-19 related risks involving the re-entry into service, pilot training and safety risk management for the remainder of the year through to June 30, 2021.

Pilots also need to make an honest assessment of their skills and confidence upon returning to work, International Federation of Air Line Pilots' Associations representative Peter Meiresonne said at an industry webinar in October. They may need to turn down offers like shorter landing approaches from air traffic control if they do not feel ready, he said. "Maybe now is a good time to say, 'We are not able today' or 'Give us a six- or 10-mile line up rather than a four-mile line up', which you might accept when you are more proficient and (flight experience is) more recent," he said.

*(This story has been published from a wire agency feed without modifications to the text.)*

*Courtesy of Curt Lewis FST, FSF and the Hindustan Times.*

## 10. NEWS FROM THE JOHANNESBURG AIRPORTS

Users of the Johannesburg aerodromes must be aware of the fact that they all take Aviation Safety and AVSEC seriously. If you want to use these airports as a Pilot or are employed in any way on them, then we would recommend that you make yourself more than familiar with Part 139 in the SACARs and the Rules and Regulations applicable to that particular aerodrome. Be prepared for fines being levied if you breach any of the SARPs.

### **RAND AIRPORT, GERMISTON – [www.randairport.co.za](http://www.randairport.co.za)**

Safety Meeting – Normally held on the 2<sup>nd</sup> Thursday of each month at 09.00 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.

### **LANSERIA AIRPORT – [www.lanseriaairport.co.za](http://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 in the LIA Training School.

- 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.

### **GRAND CENTRAL AIRPORT, MIDRAND**

Safety Meeting are normally held on the 1<sup>st</sup> Tuesday of each month at 12.00 in the Boardroom

- 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
- Cranes are not allowed onto Grand Central Airport unless their use has been specifically authorised by airport management

## 11. FINALE – A ROUND UP OF AVIATION RELATED TITBITS OF INFORMATION

SACAA have proposed changes to Part 140 (Safety Management Systems) and have issued proposed Part 114 (AvSec for the GA Industry). The later Technical Standards are being revised by the AvSec Division of the SACAA and the Industry Representative ANSO (Association of Non Scheduled Operators) who still have some issues the proposed requirements.

The restrictions on travel globally are causing Airlines and cross border non-scheduled operators to come up with ways to ensure that passengers are carried in compliance with the relevant legislation laid down by individual States. The following is just one that has been developed and will initially be used on BA flights to the USA.



## BRITISH AIRWAYS FOLLOWS AMERICAN AIRLINES BY LAUNCHING VERIFY HEALTH PASSPORT

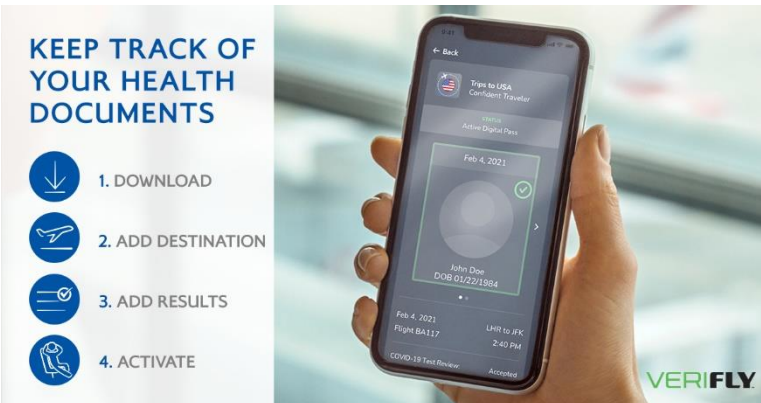
Today, British Airways has revealed that it would follow its joint business partner American Airlines in launching the Verify digital health passport. Starting on February 4th, passengers traveling from London to the United States will be able to use the app to confirm that they meet the travel requirements.

For a while now, COVID-19 tests have been an essential part of the COVID-19 travel experience. However, declaring one's vaccination status could also become a vital part of the travel experience as the vaccine becomes more widespread. Some airlines such as Qantas have even said that vaccines will be mandatory. Airlines are turning to technology to keep track of these requirements.

### British Airways turns to Verify

British Airways is turning to the app Verify to certify test certificates and required travel documentation for flights to the United States from February 4th. British Airways is working on adding US-UK flights to the app in a future release. The app will allow customers to complete all verification before leaving home, leading to a faster experience at the airport.

The app allows customers to pre-submit items that would usually be checked at the airport. This allows both the airline and passengers to avoid a potential contact point at the airport and makes traveling more seamless.



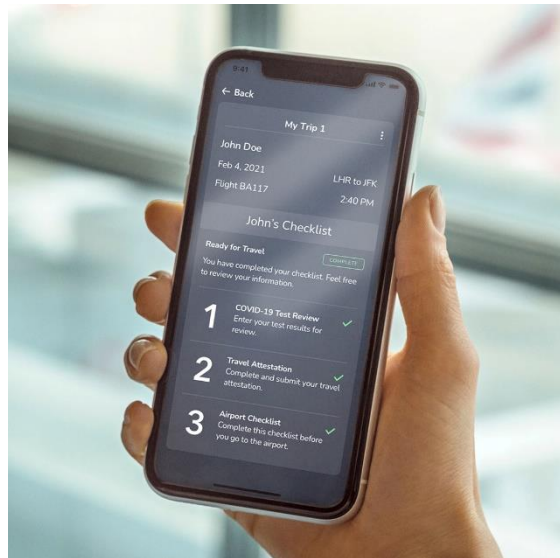
The Verify app allows passengers to upload all necessary details, such as the outcome of a COVID-19 test. It will then display a pass or fail message, depending on if the passenger meets the requirements required. In the future, the app will be adapted to make sure that passengers have a valid need to travel, as was mandated by UK Prime Minister Boris Johnson earlier this week.

British Airways chose to use Verify, as it is the app that partner American Airlines has been using since November. There is currently a

range of other solutions being developed, including the [IATA Travel Pass](#).

### Other options remain for passengers.

Of course, not everybody has a smartphone. As such, the use of the app won't be made mandatory. Passengers traveling to the US with British Airways will continue to be able to verify travel eligibility at the airport in person.



The app asks people to upload information that would usually be presented at the airport.

Commenting on the roll-out of the app, British Airways CEO Sean Doyle said,

***“Although flying is currently restricted, it is essential we do as much as we can now to help those who are eligible to fly and prepare to help our customers navigate the complexities around changing global entry requirements when the world re-opens. We remain focused and committed to finding user-friendly, evidence-based solutions to make journeys as seamless they can be.”***

**What do you make of British Airways' new travel verification app? Let us know your thoughts in the comments.**

Photos: British Airways

Article courtesy of Curt Lewis, FS Info and Simpleflying.



## Can we help you with your aviation safety and / or quality assurance requirements?

Under SA CAR 140.01.2 if you and your organisation hold one of the following

- a category 4 or higher aerodrome licence;
- an ATO approval;
- an aircraft maintenance organisation approval;
- a manufacturing organisation approval;
- an ATSU approval;
- a design organisation approval;
- an AOC issued in terms of Part 101, 121, 127, 135, 141;
- a procedure design organisation approval; and
- an electronic services organisation approval,

then you shall establish a Safety Management System for the control and supervision of the services rendered or to be rendered by that organisation.

If you do not already have an approved Air Safety Officer and an approved Safety Management System then please contact us for assistance.

Avia Global in conjunction with Henley Air deliver the following SA CAA Approved training courses at Rand Airport;

- Safety Management Systems
- Integrated Safety Officer Course
- Quality Assurance Auditor
- Crew Resource Management (Initial and Recurrent)
- Dangerous Goods
- Human Factors for AME's
- Safety Management System Course (every 3 years)

Should your operation be of a size whereby the full-time employment of an Air Safety Officer and/or Quality Assurance Officer is not financially viable then we can provide you with Consultants who have previously held Air Services Licensing Council approval. We can also provide you with a tailor-made SA CAA approved Safety Management System and all Manuals as required by your Regulatory Authority for your operation.

For further information on how we can help you please contact Rethea or Candice on +27 (0)11 024 5446/7 or e-mail [admin@aviaglobal.net](mailto:admin@aviaglobal.net)

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