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## 1. MESSAGE FROM THE EDITOR

With the cold weather upon us here in the southern part of the African Continent, special attention to frozen surfaces and/or components should be taken by all of us involved in the despatch of aircraft. The long-term forecast is for another cold snap throughout the country next week. So suggestion is that wherever possible you hangar your aircraft overnight and if that is not possible ensure that all of the restraints and covers are in place if she has to stay outside.

Covid-19 continues to play a huge part in the decimation of our industry and there does not really appear to be any light at the end of the tunnel for those of us involved purely in the transportation of passengers.

*Vivienne*

## 2. A SMALL MATTER OF KNOWLEDGE

Communication - so what is communication and how do we achieve it in the aviation industry.

Basically, the international language of aviation is English. This is so ingrained into everything we do that all Pilots have to prove that they can communicate in English even if they were born in the UK and carry a British Passport. So, for those of you who were born in SA with its 11 national languages do not think that you are being got at.

Communication between the Pilots and the Engineers is paramount to ensuring a safe operation therefore it is imperative that the Engineers have a good level of communication skills in the English Language. Likewise, Engineers and other airport ground staff members must be able to understand each other. Imagine putting the chocks on the wrong side of the wheel.

Airport Operators, Aircraft Operators, AMOs and the Regulatory Authority have to communicate in both the spoken and the written form of the English Language. The usage of incorrect punctuation can turn a sentence from meaning one thing into meaning something completely different. Likewise, sentence construction is critical as again the original meaning of what is being said can be completely misconstrued by the reader.

Whilst the old saying of the art of writing especially joined up writing is not required of Pilots may be an amusing one this could not be further from the truth. It is probably the reason why a number of Pilots write in block capitals.

I have recently examined communications from persons at all levels in our industry to see if what they write can have no other meaning other than that which was originally intended. The documents have ranged from SACAA Inspector's evaluations following annual renewals, Flight Folio entries, Aircraft engine and airframe log books, Hazard/Incident Reports, Accident and Incident Reports detailed on the SACAA website and so on. The outcome is that in about 40% of cases the original meaning has been lost by the poor use of sentence construction and/or punctuation.

There is no place in our industry for short forms, emojis or anything which is not completely written out in a legible format.

So let's make the 2<sup>nd</sup> half of 2021 known for an improvement in communication skills by all concerned, assist your colleagues in a non-accusatory way by correcting or drawing their attention to the poor use of grammar or punctuation, show them what could be read into the sentence as opposed to what should have been read into the sentence.

## 3. AFRICA'S 2021 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
12 Jan 2021	Harbin Y-12-11	4	Irima hill in Tsavo East National Park near Voi, Kenya. Kenya
13 Jan 2021	Piper Malibu Mirage	0	Empangeni, RSA
20 Jan 2021	Trike	0	Buffelspoort, RSA
21 Jan 2021	Air Tractor	1	Bultfontein/Hoopstad, RSA

26 Jan 2021	Harbin Yunshuji Y-12E	0	Mukinge Mission, Zambia	
04 Feb 2021	Dromader	0	Ermelo, RSA	
21 Feb 2021	Cessna 172 Skyhawk	0	Building in the vicinity of Rand Airport, GP, RSA	
21 Feb 2021	Beechcraft B300 Kingair 350	7	Abuja-Nnamdi Azikiwe International Airport Abuja, Nigeria	
01 Mar 2021	ATR72	0	Ghardaïa Airport, Algeria.	
03 Mar 2021	LET410	10	Pieri, South Sudan	
04 Mar 2021	C182E	1	Lions head above Swadini, Mpumalanga, RSA	
17 Mar 2021	Patchen Explorer	2	Swartkops Air Force Base, GP, RS	
17 Mar 2021	Windlass	2	Ballito Airfield, KZN, RSA	
10 Apr 2021	Raptor	0	Riverside Airstrip, GP, RSA	
15 Apr 2021	PA36	0	Kirkwood, EC, RSA	
16 Apr 2021	Slick 360	0	Wings Park airfield EC, RSA	
17 Apr 2021	Jabiru SP	0	Port Alfred, EC, RSA	
20 Apr 2021	Cessna 172M	0	Panorama, GP, RSA	
22 Apr 2021	Skyleader JA600	0	Krugersdorp Airfield, GP, RSA	
26 Apr 2021	2 x Cessna 172s	4	Nr. Grasmere, GP, RSA (Midair)	
<b>ACCIDENTS INVOLVING ROTOR WING AIRCRAFT IN AFRICA DURING 2021</b>				
02 Jan 2021	Eurocopter AS350B3	0	Cape town, WC, RSA	
10 Jan 2021	Alouette II	1	Britz, South Africa	
19 Jan 2021	Bell 206B	1	Ceres, WC, RSA	
20 Jan 2021	RH44 RAV II	0	Wonderboom, GP, RSA	
21 Jan 2021	Bell 430	5	Colenso ,KZN, RSA	
26 Jan 2021	Bell 206	0	Reitz, RSA	
02 Mar 2021	RH22	0	Alldays, RSA	
05 Mar 2021	RH44	1	Xumabee Game Ranch , in the West SandVeld, Botswana	
03 May 2021	RH22	2	Durban, RSA	
14 May 2021	RH44	2	Vaal Marina, Vaal Dam, Gauteng, RSA	
<b>FIXED WING INCIDENTS AND OCCURRENCES IN AFRICA DURING MARCH, APRIL &amp; MAY 2021</b>				
<b>DATE</b>	<b>A/C TYPE</b>	<b>LOCATION</b>	<b>DETAILS</b>	<b>TYPE OF OP</b>
03 Mar 2021	Hawker 4000	Plettenberg Airport, WC, RSA	Following a brake failure, the a/c suffered a RWY excursion coming to a halt 140mt from THR	PVT
04 Mar 2021	Fokker – E3	Coves Airfield, NW, RSA	Forced landing into a ploughed field during which the aircraft nosed over.	NTCA
04 Mar 2021	Cessna 210K	Oliphants River Game Reserve, Limpopo, RSA	RWY excursion caused by a deflated tyre. A/C originated at FAGM.	PVT
10 Mar 2021	Jabiru	Tempe Aerodrome, NC. RRSA	Following an engine fault, the aircraft landed too deep and overshot the RWY by 150 mtrs	NTCA
13 Mar 2021	Fokker – E3	Stellenbosch, WC, RSA	Engine fault resulted in uncontrolled (bounced) landing following which the nose gear broke off.	NTCA
18 Mar 2021	Jabiru J170	Plettenberg Bay, WC, RSA	Following a hard landing the nose gear broke and the aircraft veered off the RWY.	PVT
20 Mar 2021	Raven 1	8nm east of Brits, FS, RSA	Engine fault resulted in forced landing on uneven terrain, a/c impacting a fence following which the nose gear collapsed.	TRNG
04 Apr 2021	Storm RG Fury	Aloe Bush Game Farm, Limpopo, RSA	After rotation the pilot retracted landing gears and noticed only one green light indication. He decided to land on the remaining runway (Runway 13) with only the left gear extended. After touch-down the aircraft veered off to the right and stopped on the runway edge.	NTCA
04 Apr 2021	B737-800F	Ndola, Zambia	A/C was expected to land at Ndola's current (and old) Simon Mwansa Kapwepwe International Airport (Coordinates: S12.9977 E28.6634) but landed on Ndola's new Copperbelt International Airport (Coordinates: S12.9624 E28.5141), that is located about 9nm west northwest of the current airport and is still under construction. The aircraft taxied to the apron, where airport construction workers signalled to the crew they were not expected at that airport. The crew thus continued taxi across the apron, entered the runway via the next taxiway and departed again.	COM
10 Apr 2021	Savannah S	Between Port St. Johns and Umkhomazi, EC, RSA	Forced landing on N2 highway caused by low fuel warning .	NTCA
16 Apr 2021	Druine D31	Rand Airport, GP, RSA	After take-off the engine power and sound became intermittent, followed by a sudden engine stoppage while at approximately 200 feet AGL. The pilot then turned right to perform a forced landing, aiming for the grass area between RWYs 17 and 11. During landing, the aircraft sustained damage to the undercarriage as a result of uneven terrain.	PVT
20 Apr 2021	PA28R-200	Rand Airport, GP, RSA	After completing the downwind checks, three landing gear lights (green) indicated on the instrument panel. However, during landing, the pilots heard a scraping noise. The pilot cut off the engine power and the aircraft skidded before coming to a halt on the runway.	TRNG

24 Apr 2021	PA28-140	Port Alfred, EC, RSA	During the landing roll on the grassy RWY 07 the pilot lost control of the a/c and it veered off to the right of the runway, which resulted in the failure of the right-side gear, as well as the right-side wing and the propeller blade tips coming into contact with the ground. The aircraft came to a halt on the edge of the runway with the nose facing 150° heading. The pilot further stated that the main landing gear collapsed was due to uneven surface on the runway.	TRNG
24 Apr 2021	B737-800	Monastir, Tunisia	A/C was climbing out of Monastir's runway 07 when the left hand engine (CFM56) ingested a number of birds later causing engine vibrations. The crew stopped the climb at FL240 and diverted to Tunis (Tunisia) for a safe landing on runway 01 about 42 minutes after departure. Maintenance found a number of fan blades deformed. The occurrence aircraft is still on the ground in Tunis about 28 hours after landing in Tunis.	COM
28 Apr 2021	B738	Juba, Sudan	A/C was on final approach to Juba's runway 13 descending through about 500 feet AGL when the crew initiated a go around after another aircraft entered the runway. The Boeing climbed out safely, positioned for another approach and landed safely on runway 13 about 15 minutes after the go around. According to Mode-S data a German glider aircraft (with no engines at all and not being towed) tail number D-KWKS lined up runway 13 at that very moment, subsequently departed climbing to FL150 (with about 300 knots over ground), the actual aircraft obviously using a fake transponder ID.	COM
03 May 2021	B737-700	Windhoek, Namibia	A/C was accelerating for take-off, when a loud bang was heard and the crew rejected take-off due to an engine (CFM56) failure. The aircraft slowed safely and returned to the apron. The airport confirmed the aircraft suffered an engine failure prior to take-off. Emergency services responded and the passengers were returned to the terminal.	COM
15 May 2021	B737-800	Durban, RSA	A/C was en-route from Johannesburg to Durban (South Africa) at FL320 about 30 minutes into the flight nearing the top of descent, when the crew received indication the park brakes had activated. The crew declared emergency, cabin crew prepared the cabin for an emergency landing and rehearsed the brace procedures with the passengers. The aircraft continued for a safe landing on Durban's runway 06 about 75 minutes after departure from Johannesburg	COM
17 May 2021	B737-500	Port Harcourt, Nigeria	A/C was accelerating for take-off from Port Harcourt when above V1 an engine (CFM56) ingested a bird and received blade damage. The crew continued take-off, climbed the aircraft to safe altitude and returned to Port Harcourt for a safe landing about 8 minutes after departure.	COM

ROTOR WING INCIDENTS AND OCCURRENCES IN MARCH, APRIL & MAY 2021				
DATE	A/C TYPE	LOCATION	DETAILS	TYPE OF OP
02 Mar 2021	RH22	Bandelierkop, Limpopo, RSA	Autorotation followed by a roll over	Power line insp
05 Mar 2021	Guimbal Cabri G2	FAMO GF, WC, RSA	A/C lost transitional lift, spinning 5 times. Suffered a hard landing.	TRNG
17 Mar 2021	RH44	Stellenbosch, WC, RSA	A/C lost engine power resulting in a forced landing	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	Active Volcano, 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)

"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."

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/GLOBAL 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
7 – 8 June 2021	SMS Introductory Course	Dan Drew	R 3,600-00
7 – 11 June 2021	Integrated Safety Course	Dan Drew	R 9,320-00
14 June 2021	CRM Refresher	Verity Wallace	R 1,450-00
14 June 2021	Dangerous Goods	Verity Wallace	R 1,155-00
14 June 2021	AvSec	Verity Wallace	R 940-00
14 – 15 June 2021 21 – 22 June 2021	Human Factors	Joel Hughes	R 3,600-00
28 – 29 June 2021	Quality Assurance Auditor Course	Dan Drew	R 3,600-00
5 – 6 July 2021 19 – 20 July 2021	Human Factors	Joel Hughes	R 3,600-00
19 July 2021	CRM	Verity Wallace	R 1,450-00
19 July 2021	Dangerous Goods	Verity Wallace	R 1,155-00
19 July 2021	AVSEC	Verity Wallace	R 940-00
26 – 27 July 2021	Quality Assurance Auditor Course	Dan Drew	R 3,600-00
2 – 3 August 2021 17 – 17 August 2021	Human Factors Course	Joel Hughes	R 3,600-00
10 August 2021	CRM	Verity Wallace	R 1,450-00
10 August 2021	Dangerous Goods	Verity Wallace	R 1,155-00
10 August 2021	AVSEC	Verity Wallace	R 940-00
30 – 31 August 2021	Quality Assurance Auditor Course	Dan Drew	R 3,600-00

### Notes:

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

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

"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."

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. WORKING IN A TOXIC ENVIRONMENT

What does the statement working in a toxic environment mean to you? Does it conjure up visions of old school steel works or working in mines where you can cut the pollution in the air with a knife?

Actually I think it refers to a large number of work places in our industry and the toxicity has got worse during the COVID-19 Pandemic.

### CLIQUEES, EXCLUSION AND GOSSIPY BEHAVIOUR ARE INDICATORS OF A TOXIC WORKPLACE

“I want the workplace to feel like eighth grade all over again,” said nobody, ever. So, when it does, it can be pretty deflating. We all know what a clique looks like. It is the group of people that sticks together, grabs each other coffee, laughs at inside jokes (of which they somehow have roughly one million) and generally excludes anyone outside of their tight-knit ring. And, while we are all adults here, it can feel extremely alienating to exist on the outside of an active clique.

Simply put, cliques are counterproductive in the workplace. While having workplace friends and acquaintances is good, any behaviour that can be described as “cliqueish” is best to be avoided. Here are a few warning signs of cliqueish behaviour:

- Constant feeling of exclusion from a group of people;
- A particular group that lunches, grabs coffee, and organises happy hours together;
- Projects often are offered to a particular group, regardless of talent or experience;
- Large parts of the workday spent whispering or chatting on messaging platforms;
- General outward disinterest from the group in anyone else—unless it involves gossip or “drama”.

Avoid cliques. Avoid gossip. They have no place at work. If you recognize that cliqueish behaviour includes management and executive-level employees, then you may very well have an organisational problem and that is about as toxic as it gets.

### A TOXIC WORKPLACE LIKELY HAS UNMOTIVATED CO-WORKERS

We are not saying that you should judge your work on the quality (or lack of quality) of those around you. However, when you find yourself in a workplace full of unmotivated co-workers, it’s going to take its toll on you. You might have two reactions to unmotivated co-workers.

- You are going to shoulder a ton of work that they aren’t handling—and find yourself burnt out
- Their lack of motivation is going to bum you out—and burn you out with a type of underchallenged burnout

Just like your co-workers can inspire you to work harder, be better, and incubate new ideas, they can wear you down. Unmotivated employees are usually a result of a much larger organisational problem. Perhaps it’s bad communication from the top? It might be disorganisation, disenfranchisement with leadership, or general distrust. Whatever it is, if everyone around you is unmotivated, you’re in a toxic work environment. Also note that the disenfranchised can also be found to have formed their own group to fight back against unfair practices.

Unfortunately, unless you’re in a leadership position, this problem is indicative of much larger problems—and it’s unlikely that you are going to learn or grow in this environment.

### BULLYING AND TOXIC WORKPLACES

Bullying runs rampant in toxic workplaces, says Mitchell Kusy, a Professor at Antioch University’s Graduate School of Leadership & Change and author of *Why I Don’t Work Here Anymore*.

The Workplace Bullying Institute defines bullying as “repeated mistreatment of an employee by one or more employees; abusive conduct that is threatening, humiliating, or intimidating; work sabotage; or verbal abuse.”

While 61% of bullies are bosses, 33% of bullies are peers with the same rank as their targets, and a surprising 6% of bullies are subordinates, a survey by the Workplace Bullying Institute found.

Bullying should never be condoned by those in authority. Those being bullied become very demotivated and tend to either keep it to themselves or they talk to others about it who in turn share their experiences and the overall result is a demotivated workforce.

## 7. AIRBUS TURNS UP HEAT ON SUPPLIERS OVER PRODUCTION AND QUALITY

PARIS (Reuters) - European plane maker Airbus has ordered suppliers to demonstrate as soon as possible that they are factory-fit for increased single-aisle jet output, in a letter that lays bare the extent of recent industrial quality problems. In the letter to suppliers in late March, seen by Reuters, Chief Procurement Officer Juergen Westermeier gave no specific targets but called for “immediate actions” to prepare for higher output, in the latest evidence of a recovery for mid-range jets.

Airbus declined to comment on contacts with suppliers. The straight-shooting letter from Airbus highlights a slim margin for error as the world's largest plane maker reboots an industrial ecosystem weakened by a global travel slump. Reuters reported last week that Airbus had told suppliers to be ready for output of 53 A320neo-family jets a month by the end of 2022, up from current monthly output of 40 and a target of 45 by end-2021.

Airbus has declined to comment on any preliminary goals beyond 2021. But underscoring advanced planning for higher output, Airbus urged suppliers in the letter to "demonstrate" rate and capability readiness as early as possible. Required actions include ensuring parts are ordered from suppliers' own sub-contractors on time. Suppliers must also implement "proper buffers" or inventory to anticipate future output increases.

Industry sources say the last point may trigger fraught negotiations as some suppliers - squeezed by the industry's worst ever crisis - are reluctant to spend cash without payment guarantees from plane makers, fearing new coronavirus setbacks.

Medium-haul jets like the A320neo are expected to lead the recovery as regional travel reopens in China, the United States and increasingly Europe, overshadowed by India's health crisis.

#### **'TOO MANY ISSUES'**

Airbus also set out a tough line on quality-control problems seen disrupting its factories or affecting airline operations. In 2020, Airbus experienced 370 quality problems from suppliers, equivalent to 1.6 per day, of which half had some impact on aircraft, the letter said.

"We are still facing too many issues ... We count on you to secure with rigour and discipline a much better containment and prevention plan," it said, adding: "Our first priority is to raise the bar on quality." Airbus has given suppliers "72 hours max" to contain any new quality defects once they have been discovered. There is no suggestion that such snags have compromised airline safety, but analysts say they can cause costly production delays.

U.S. rival Boeing is also wrestling with production quality problems on best-selling models.

Airbus operates one of the world's most valuable supply chains, with 8,000 direct suppliers and 18,000 indirect ones providing millions of parts worth some \$50 billion a year. In normal times, suppliers must tell Airbus whenever parts use components or material from a different source or get built at a different site - a change known as a Transfer of Work. At any one time, manufacturers monitor dozens of such changes. But ensuring that the rising number of switches driven by the crisis happens without any impact on quality and deliveries has moved up the plane maker's list of concerns. "Over 2021-22, more than 680 Transfers of Work will be ongoing across the globe, illustrating the deepness of the crisis," the Airbus letter said, instructing suppliers to act early to head off any disruption.

*Reuters - Reporting by Tim Hetherington. Editing by Jane Merriman*

## **8. NEW GUIDANCE ON PREVENTING RWY EXCURSIONS – FSF**

BRUSSELS, May 5, 2021 /PRNewswire/ -- Flight Safety Foundation today released new guidance and industry best practices aimed at preventing runway excursions – the most frequent type of aviation accident and a continuing risk for large and small aircraft.

The guidance, best practices and explanatory material are contained in an expanded version of the Global Action Plan for the Prevention of Runway Excursions (GAPPRE), which was developed by an international team of more than 100 aviation professionals from around the world. The document, published today on the Foundation's website, includes more than 100 recommendations to stakeholders across the industry as well guidance material and best practices that support those recommendations.

"Our focus on preventing runway excursions in regions around the world has a heightened urgency, especially in light of increases in air travel toward pre-pandemic levels. Our global campaign is to proactively raise awareness on this issue," said Dr. Hassan Shahidi, Foundation president and CEO. "We want to thank our partners across the industry for all of the work and resources that went into developing this comprehensive plan."

The development of GAPPRE was coordinated by the Foundation and EUROCONTROL. The recommendations and supporting material were developed by six working groups and validated by the Airports Council International (ACI), the Civil Air Navigation Services Organisation (CANSO), the European Union Aviation Safety Agency (EASA) and the International Air Transport Association (IATA).

The recommendations and appendixes containing the guidance and explanatory material are divided into separate sections targeting aircraft operators, aerodrome operators, air navigation service providers, aircraft manufacturers, regulators, states, international organizations and others in the industry.

The [expanded GAPPRE can be downloaded](#) from the Foundation website.

#### **About Flight Safety Foundation**

Flight Safety Foundation is an independent, non-profit, international organization engaged in research, education and communications to improve aviation safety. The Foundation's mission is to connect, influence and lead global aviation safety.

## 9. NTSB: CLOSE PASSENGER REVENUE LOOPHOLES IN PART 91



The flight path of the B-17 that crashed in October 2019 in Windsor Locks, Connecticut. (Image: NTSB)

At a hearing in March, the National Transportation Safety Board (NTSB) proposed recommendations and reiterated its support for previously lodged ones, to address exceptions, exemptions, and perceived safety loopholes and shortcomings in Part 91 passenger-carrying revenue operations. “The FAA must do everything in its power to ensure the safety of every revenue passenger in every revenue passenger-carrying operation, regardless of the operating rules. Acting upon these recommendations will be a giant step forward to that goal,” said NTSB Chairman Robert Sumwalt. “This is an opportunity to increase safety for paying passengers on Part 91 commercial operations.”

The Board’s action follows a lengthy analysis of eight fatal, high-profile crashes of sightseeing/air tour, heritage, parachute jump, and aerobatic flights conducted under Part 91 in a diverse set of aircraft, including gliders, warbirds, aerobatic fixed-wing airplanes, helicopters, and hot-air balloons that killed 45 and injured 12. Accidents examined by the NTSB in this context included but were not limited to a March 2018 FlyNYON “doors off” helitour crash in New York, a June 2019 King Air jump plane crash in Hawaii, and an October 2019 Boeing B-17 World War II bomber accident in Windsor Locks, Connecticut.

Eliott Simpson, NTSB senior accident investigator, said Board staff identified a variety of common safety shortcomings in the Part 91 passenger operations it studied, including “lack of FAA oversight, lack of structured pilot training, deficiencies in pilot skills and decision-making, and inadequate aircraft maintenance.”

Draft recommendations proposed by the NTSB include developing national safety standards, or equivalent regulations, for revenue passenger-carrying operations that are currently conducted under Part 91 including, but not limited to, sightseeing flights in a hot-air balloon, intentional parachute jump flights, living history flight experiences, and other vintage aircraft flights. The Board also said these standards or equivalent regulations should include at a minimum for each operation type requirements for initial and recurrent training and maintenance and management policies and procedures. Additionally, it said, they should cover identifying shortcomings in FAR 119.1(e) covering revenue passenger operations that include, but are not limited to, extreme aerobatic experience flights and tour flights operating as student instruction, tour flights operating as photography flights, and glider sightseeing flights.

After the shortcomings are identified, the Board recommended that information should be used to add other types of flight operations to the national safety standard or equivalent regulations requested in safety recommendation #1; to revise the flight standards information management system to include guidance for FAA inspectors who oversee operations, conducted under living history flight experience exemptions to identify potential hazards and ensure that operators are appropriately managing the associated risks; to develop and continuously update a database that includes all revenue passenger-carrying operators addressed in safety recommendations #1 and #2 to facilitate oversight of these operations; and to require safety management systems (SMS) for the revenue passenger-carrying operations addressed in safety recommendation #1 and #2 and requiring ongoing oversight of operator SMS once established.

The NTSB also reiterated its support for three previously issued recommendations: A1928, to require all commercial air tour operators, regardless of their operating rule, to implement SMS; A1930, which would require the FAA flight standards information management system to include guidance for inspectors with regard to identifying hazards for operations conducted under FAR 119.1(e) exceptions; and A1931, to develop and implement national standards under Part 135 for all air tour operations conducted in powered aircraft, bring all of them under one standard, and eliminate exceptions under FAR 135.1.

## 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 although none has been held since the early part of 2020.

- 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 event hall opposite the Wimpy by our MSP building.**

- 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.
- Now Lanseria is open for all international operations 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**

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

### **Krimson Aviation CEO named to the IS-BAH Standards Board**

Dawit Lemma, founder and CEO of Krimson Aviation, the Addis Ababa-based flight support, charter, leasing, MRO solutions and aviation consultancy, joined the International Standards for Business Aircraft Handling (IS-BAH) Board on May 17.

Dawit Lemma, founder and CEO of Krimson Aviation becomes the first African board member to be appointed to IS-BAH Standards Board. Image: Krimson Aviation. The IS-BAH Standards Board is the decision-making body for all changes to the standards contained in the IS-BAH. This marks a new phase for IS-BAH standards with Lemma’s selection representing the first African board member to be appointed.

With seven of the world’s fastest growing economies occurring in Africa, complying with international business aviation standards is essential for gaining operator confidence when flying to the continent. Putting Africa on the business aviation map and ensuring its nations are ready to meet the pending needs are among Lemma’s goals in this new role.

“As we have worked to grow Krimson, we have worked simultaneously to grow both the physical infrastructure and the quality standards for business aviators flying to Africa. African destinations are becoming increasingly popular for business travellers, and we want their experience here to be on par with their other travel experiences. I’m honoured to represent Africa on the IS-BAH™ Standards Board. I look forward to spreading the word about all we have to offer and to bringing home best practices that can be deployed across the continent. Africa is perfectly poised for growth.”

Lemma said his objectives are to promote and create awareness about IS-BAH on the continent and increase the number of certified handlers. The move to IS-BAH certification will increase safety and overall service standards of business aviation ground handling on the continent. “I am bringing expertise and knowledge of the African continent, and I hope to leverage this insight to break up misperceptions. I want members of the IS-BAH Standards Board, and IBAC at large, to understand that African bizav is on the rise and that we are ‘open for business.’ I am confident we will begin a ripple effect of raising standards which is our goal,” added Lemma.



Lemma founded Krimson Aviation in 2015. He is a Swiss citizen of Ethiopian origin, and he has lived and/or worked all over the world; from Zambia to Afghanistan, the USA to Switzerland - making him a true global citizen. He returned to Ethiopia in 2012, after almost 30 years abroad, as he recognized the thriving potential and opportunities being offered by Ethiopia's economic resurgence.

## **AFRAA: African airlines cumulatively loss \$10.21b in Q1 of 2020**

AFRAA has released African airlines' performance update as the Covid-19 pandemic continues.

A statement said: "The Covid-19 pandemic continues its devastating effects on the aviation, travel and tourism industry. The number of Covid-19 infection cases globally continues to increase in absolute terms though the rate of infection is on the decline in all world regions in April compared to prior months.

The number of infection cases worldwide exceeded 165m as at 20 May 2021. In Africa, the number of infections stood at 4.7m, representing 2.8% of the global total. The countries with the highest infection in Africa are: South Africa, Morocco, Tunisia, Ethiopia and Egypt. The recovery rate in May is 97.5% and 97.1% for global and Africa respectively.

Traffic recovery for Jan-May was 37% of 2019 level. In May alone, traffic declined by 62.2% compared to same month in 2019. Similarly, capacity declined 53.1% compared to May 2021. Mauritius remains the most impacted hub, with a reduction of 98% of possible connections to/from African airports compared to March 2020. Connectivity at Nairobi JKIA was reduced mainly due to schedule adjustments and frequency reduction of national carrier, KQ.

Demand for domestic passenger travel continues to out-perform intra-Africa and intercontinental at 61.5% compared to 23.1% for intra-Africa and 15.1% for intercontinental. In terms of capacity seats offered, domestic, intra-Africa and intercontinental account for 47.7%, 27.2% and 25.1% respectively.

After three consecutive months of increase in the number of international routes operated by African airlines (February-April), May saw a dip following border closure announcements by the governments of Algeria and Morocco resulting in airlines in the 2 countries suspending some routes. Ethiopian, RwandAir and SA Airlink however re-opened more routes in May. But the general constrained passenger demand is due to continued increase in Covid-19 cases globally, constantly evolving travel health advisories as well as restrictive access to many tourist sites around the world.

With the low volume of traffic, airlines continue to suffer major losses month after month. In the first quarter of 2021 alone, airlines loss \$2.6b and the estimate for Q2 is \$2.5b. In 2020, African airlines cumulatively loss \$10.21b."

In related Covid-19 developments

The government of Tanzania introduced more restrictive Covid-19 travel advisory effective 04 May 2021 to align with similar restrictions in the region.

Nigeria announced it will deny entry to all passengers originating from Brazil, India and Turkey. Airlines that land passengers from any of these countries will be subjected to a fine of not less than \$3,500 per passenger.

Good news from South Africa is that the business rescue practitioners filed a notice on 30 April, which ended the rescue and restructuring process of South African Airways, saying the airline was now solvent and liquid.



## 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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