SOUTH AFRICAN CIVIL AVIATION AUTHORITY

Keeping you safe in the sky

INDUSTRY LIAISON FORUM

Date: Friday, 03 June 2022

Presented by:

Ms Poppy Khoza

Director of Civil Aviation

PRESENTATION OUTLINE

1. Purpose
2. Announcements
3. Organisational Performance
4. USAP CMA Audit
5. SACAA Financial Performance
6. Accident Statistics
7. GASS Update
8. CORSIA
9. SKA Update
10. Upcoming Industry Events

PURPOSE

The purpose of this presentation is to update the industry on matters of importance regarding the oversight role of the Regulator.

ANNOUNCEMENTS

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SACAA BOARD APPOINTMENT

- The previous Board's Term came to an end on 31 May 2022.

- It is with pleasure that we announce that the Minister of Transport has since re-appointed the following members onto the Board for a period of three years effective 1 June 2022:

  - Mr E Khosa – Chairman
  - Mr S Sooklal
  - Ms B Koyana
  - Ms T Phewa

- The Board currently has 5 Board Members including the DCA.

- There are 3 vacancies on the Board and the Ministry is in the process of filling these vacancies.

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FAA AUDIT UPDATE

- In line with article 6 of the Air Transport Agreement signed between South Africa and the United States of America, an International Aviation Safety Assessment (IASA) was conducted in South Africa from 15 to 19 November 2021.

- The FAA final written report was received on 15 March 2022.

- The SACAA has been afforded 45 - days from date of receipt of the report to address the findings and the FAA will further schedule a findings closure verification visit with the SACAA at a time to be agreed upon.

- FAA and SACAA are still engaging on the final date for the verification visit.

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CIVIL AVIATION BILL

- The President signed the Bill into law in April 2022 and it is called **Civil Aviation Amendment Act 22 of 2021**. Once associated regulations have been developed and approved, the President through proclamation will gazette the commencement date of the Act.

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41ST ICAO TRIENNIAL ASSEMBLY

- ICAO Triennial Assembly will be held in Montreal from 27 September to 14 October 2022. Indications are that this might be a hybrid event.

- Preparations for the Assembly have started, and South Africa through DOT has established various Commissions and meetings of the Commissions are ongoing.

- Various Commissions will provide feedback to the Plenary. Plenary will provide guidance as and when the meetings are scheduled.

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SADC - CIVIL AVIATION COMMISSION

- The CAC meeting was held on 19 – 20 May 2021

- During this meeting it was noted that with regards to the operationalization of SAATM, 34 African Union Member States have signed the Solemn Commitment.

- Nine (9) SADC Member States namely Botswana, Lesotho, DRC, Eswatini, Mozambique, Namibia, SA, Zambia, and Zimbabwe have signed the implementation of SAATM.

- Another CAC meeting was held on 30-31 May 2022. During this meeting it was noted that South Africa and Tanzania are at advanced stages towards signing the SASO Charter and should the 2 states sign, SASO will be fully operationalised.

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ORGANISATIONAL PERFORMANCE

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2021/22 PERFORMANCE & 2022/23 APP

- The preliminary organisational performance is at 100% for the 2021/22 financial year. The final outcome will be pronounced by AGSA as soon as the year end audit is completed.

- The Minister of Transport signed the SACAA Annual Performance Plan for 2022/23 in March 2022. Some of the industry related targets are reflected as follows:

The following targets relating to SACAA external stakeholders are planned for the current FY:

- Industry Cyber Security Strategy implementation
- Risk and Performance Based Oversight implementation
- Civil Aviation Safety Plan implementation
- Stakeholder Management Plan
- Operationalisation of the Civil Aviation Pandemic Preparedness Plan
- Security Culture plan implementation
- General Aviation Safety Strategy implementation
- USOAP CMA Preparedness plan implementation
- USAP CMA audit
- Regional Cooperation Strategy implementation

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USAP CMA AUDIT

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UPCOMING USAP CMA AUDIT

- Preparations for the Audit are advanced.

- All required pre-audit documentation have been submitted to the team leader.

- The two airports that will be the subject of the audit have been selected:
  - OR Tambo International Airport
  - Cape Town International Airport

- The audit team leader is in the process of developing the audit schedule as well as selecting other organisations that will be part of the audit.

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SACAA FINANCIAL POSITION

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PASSENGER NUMBERS

Scheduled Passenger Numbers							
	2017/18	2018/19	2019/20	2020/21	2021/22	Month to month increase/decrease 2020/21 to 2021/22	Month to month increase/decrease 2019/20 to 2021/22
Apr	1 938 442	1 902 690	1 938 540	12 567	926 361	7271%	-52,21%
May	1 756 866	1 766 837	1 740 168	6 639	836 408	12498%	-51,94%
Jun	1 653 681	1 744 895	1 858 691	54 481	670 010	1130%	-63,95%
Jul	1 872 582	1 840 902	1 860 686	123 167	387 157	214%	-79,19%
Aug	1 855 586	1 919 666	1 972 690	209 803	622 173	196,55%	-68,46%
Sept	1 866 517	1 898 663	1 924 409	369 050	892 802	141,92%	-53,61%
Oct	1 959 247	1 952 092	1 937 208	539 326	1 059 543	96,46%	-45,31%
Nov	1 881 582	1 932 500	1 945 855	638 259	1 051 249	64,71%	-45,97%
Dec	2 038 036	2 093 400	2 173 220	905 558	1 106 568	22,20%	-49,08%
Jan	1 784 064	1 796 596	1 893 700	561 364	1 068 892	90,41%	-43,56%
Feb	1 696 464	1 732 918	1 815 147	507 600	1 096 849	116,09%	-39,57%
Mar	1 976 749	2 088 377	1 216 864	824 379	1 368 667	66,02%	12,47%
Total	**22 279 816**	**22 669 536**	**22 277 178**	**4 752 193**	**11 086 679**		
Average	1 856 651	1 889 128	1 856 432	396 016	923 890		
% growth	4,63%	1,75%	-1,73%	-78,67%	133,30%		

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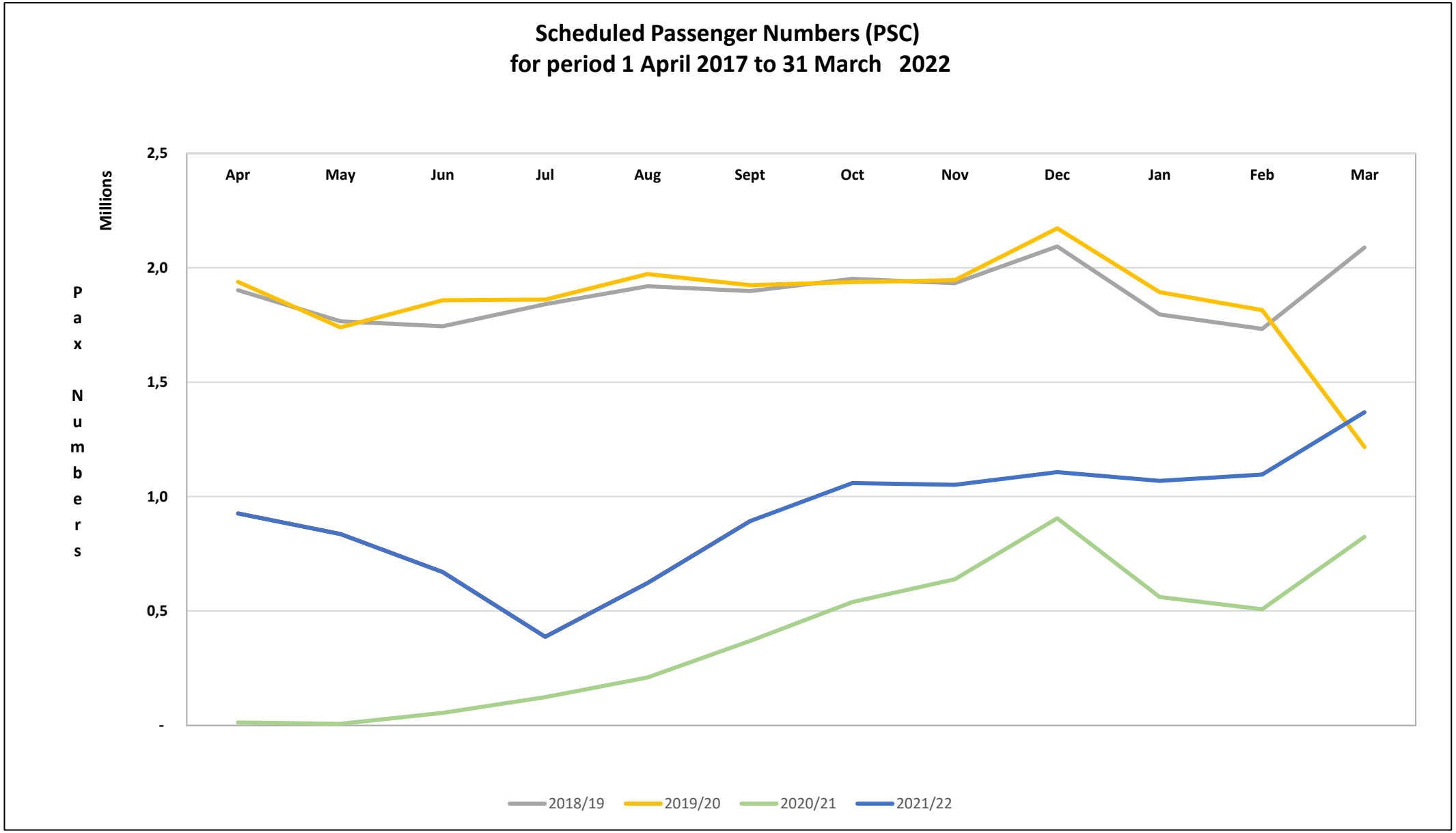
PASSENGER NUMBERS



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AIRCRAFT ACCIDENTS & SERIOUS INCIDENTS – GENERAL AVIATION 01 April 2019 to 31 March 2022

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REPORTED AVIATION OCCURRENCES

Reported Aviation Occurrences			
Occurrence Category	2019/20	2020/21	2021/22
Accidents	98	97	165
Serious Incidents	55	30	52
Incidents	3542	1183	2324
CAHRS	47	34	59
TOTAL	3742	1344	2600

- **A total of 2600 aviation occurrences were reported during the 2021/22 financial year.**
- **An increase across all the occurrence categories was recorded in the 2021/22 financial year.**
- **This implies that for occurrence management, more effort is needed to address the hazards and safety deficiencies identified at earlier stages before these manifests into either serious incidents or accidents.**
- **This will require a collaboration between the industry and the regulator in managing the hazards through safety performance indicators.**

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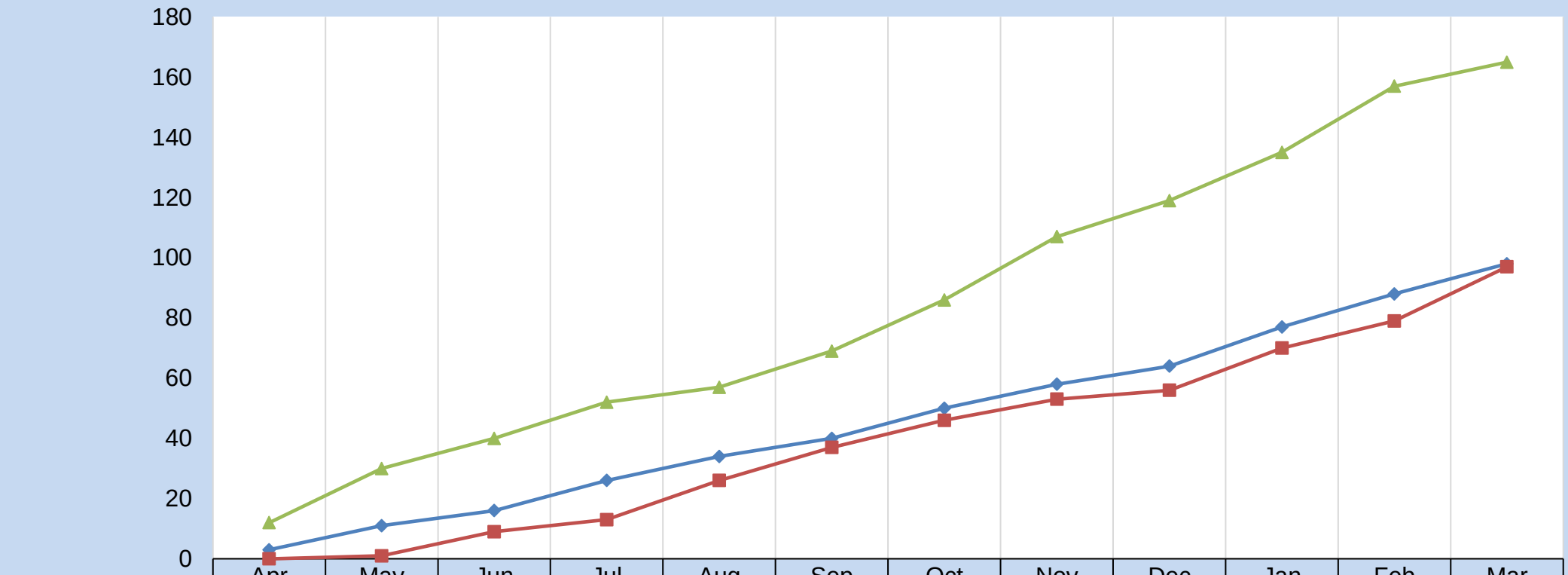
AIRCRAFT ACCIDENTS



	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar
Apr 19-Mar 20	3	11	16	26	34	40	50	58	64	77	88	98
Apr 20-Mar 21	0	1	9	13	26	37	46	53	56	70	79	97
Apr 21-Mar 22	12	30	40	52	57	69	86	107	119	135	157	165

- **We recorded one hundred sixty five (165) accidents, a 70% increase in the number of accidents recorded as compared to 2020/21.**
- **55% percentage was a combination of Non-type-Certificated Aircraft and General Aviation.**

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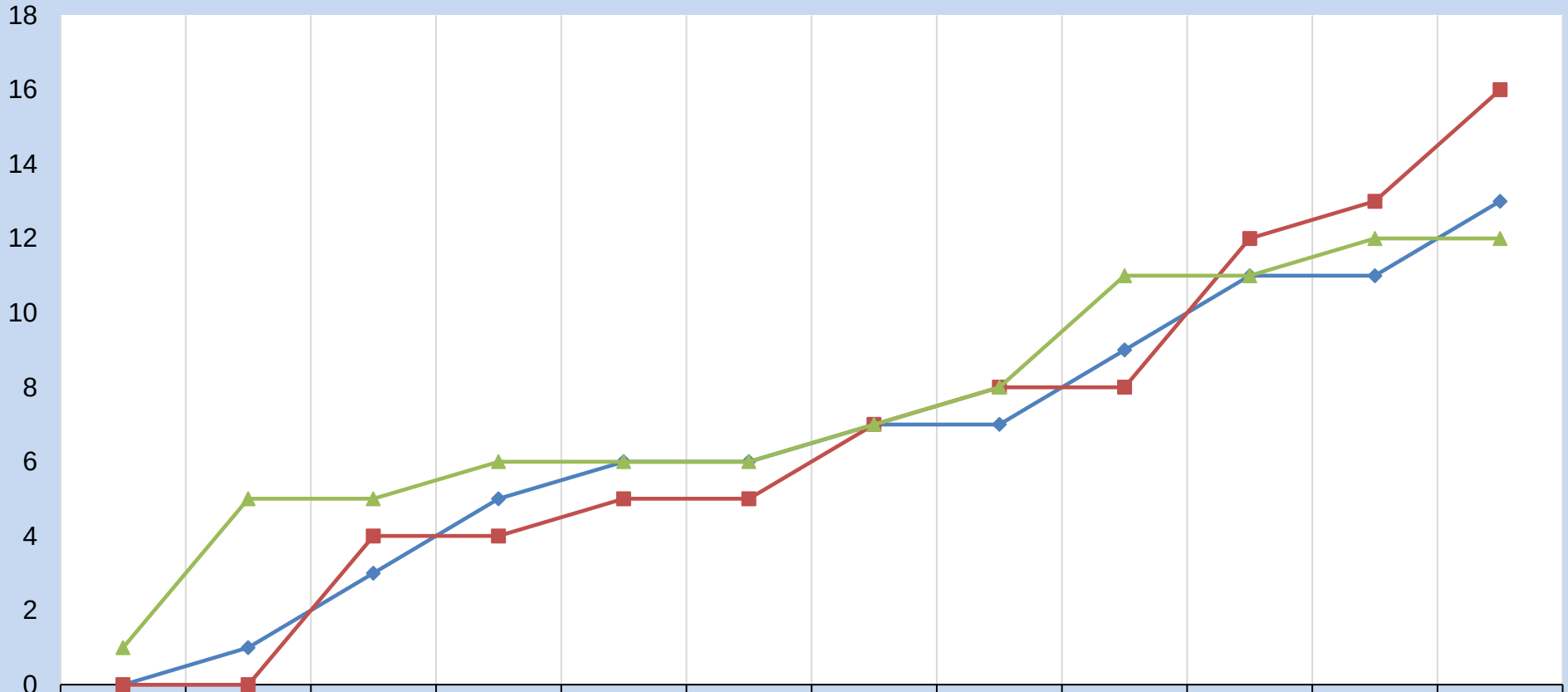
AIRCRAFT FATAL ACCIDENTS



	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar
Apr 19-Mar 20	0	1	3	5	6	6	7	7	9	11	11	13
Apr 20-Mar 21	0	0	4	4	5	5	7	8	8	12	13	16
Apr 21-Mar 22	1	5	5	6	6	6	7	8	11	11	12	12

- A total of twelve (12) accumulative fatal accidents, which is a 25% decreased when compared to the same period of 2020/21.
- The 12 fatal accidents resulted in seventeen (17) fatalities.

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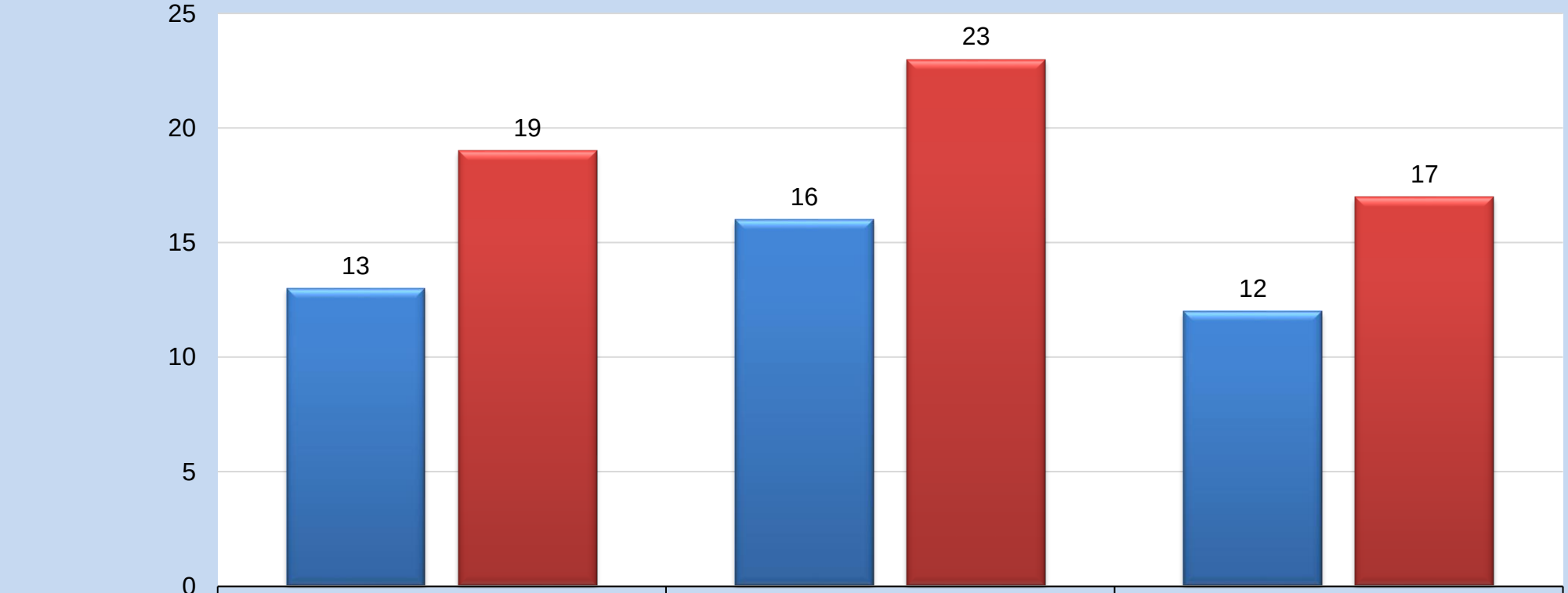
AIRCRAFT FATAL ACCIDENTS



	Apr 19-Mar 20	Apr 20-Mar 21	Apr 21-Mar 22
Fatal Accidents	13	16	12
Fatalities	19	23	17

- A total of twelve (12) accumulative fatal accidents, which is a 25% decreased when compared to the same period of 2020/21.
- The 12 fatal accidents resulted in seventeen (17) fatalities.

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ACCIDENTS PER OPERATION CATEGORY

Operations Category	2019/20	2020/21	2021/22
Agricultural Operations	9	12	11
Air Ambulance Operations	0	1	1
Air Transport Operations: Carriage on aeroplanes of more than 19 passengers or cargo	0	0	2
Air Transport Operations: Small Aeroplanes	2	0	1
Aviation Training Organisations	30	23	38
Commercial Helicopter Operations	0	1	1
Commercial Operation of Non-Type Certificated Aircraft	1	1	1
General Aviation and Operating Flight Rules	26	25	40
General Maintenance Rules	0	0	2
Operation of Non-type-Certified Aircraft	30	33	51
Remotely Piloted Aircraft Systems	0	1	17
Grand Total	**98**	**97**	**165**

- **During the 2021/22 FY the breakdown of accidents recorded indicated that 31% were attributed to Non-Type-Certified Aircraft (NTCA), 24% to General Aviation (GA), 23% to Aviation Training Organisations, 10% to Remotely Piloted Aircraft Systems.**
- **The percentage change for the operational categories are as follows:**
  - **Agricultural Operations 8%**
  - **Aviation Training Organisations 65%**
  - **General Aviation and Operating Flight Rules 60%**
  - **Operation of Non-type-Certificated Aircraft 55%**
  - **Remotely Piloted Aircraft Systems**

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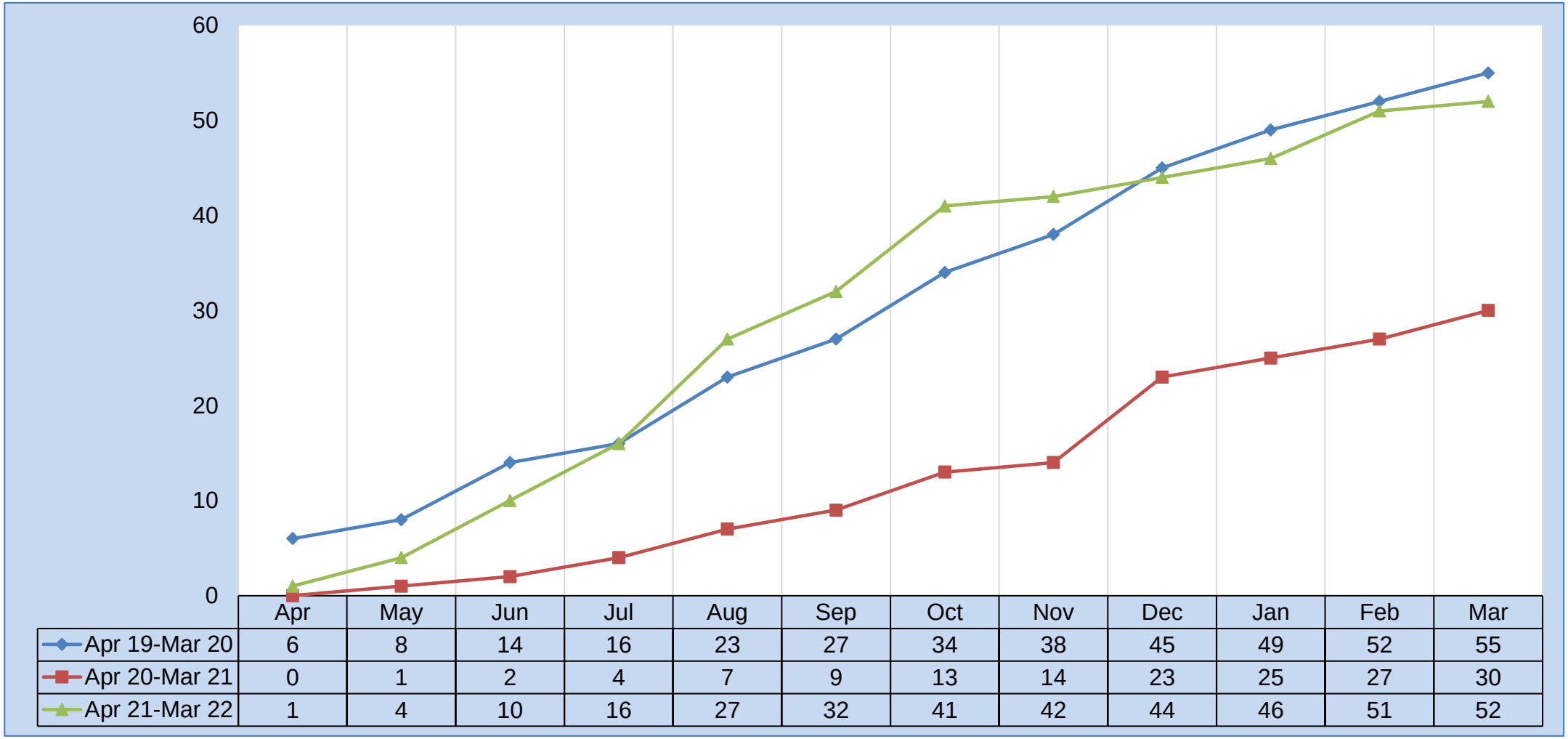
AIRCRAFT SERIOUS INCIDENTS



	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar
Apr 19-Mar 20	6	8	14	16	23	27	34	38	45	49	52	55
Apr 20-Mar 21	0	1	2	4	7	9	13	14	23	25	27	30
Apr 21-Mar 22	1	4	10	16	27	32	41	42	44	46	51	52

- **The comparison of reported Serious Incidents between 2019/20, 2020/21 and 2021/22 respectively shows that for the current FY we have a 73% increase in the number of accidents recorded as compared to 2020/21.**
- **A total of fifty two (52) serious incidents compared to thirty (30) in the same period last financial year.**

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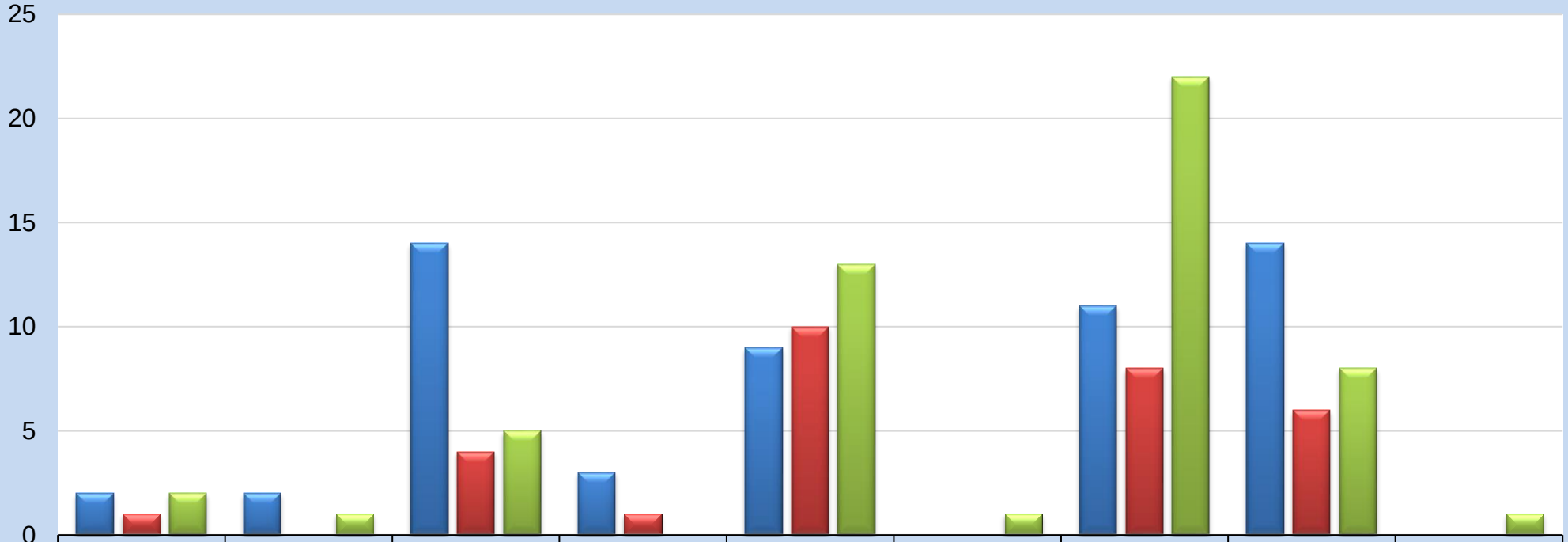
SERIOUS INCIDENTS PER OPERATION



	Agricultural Operations	Air Ambulance Operations	Air Transport Operations: Carriage on aeroplanes of more than 19 passengers or cargo	Air Transport Operations: Small Aeroplanes	Aviation Training Organisation	Commercial Helicopter Operations	General Aviation and Operating Flight Rules	Operation of Non-type Certified Aircraft	Operation of Parachutes
2019/20	2	2	14	3	9	0	11	14	0
2020/21	1	0	4	1	10	0	8	6	0
2021/22	2	1	5	0	13	1	22	8	1

- **For the FY of 2021/22 the majority of the serious incidents were recorded in General Aviation (GA) operations as compared to the previous financial years.**

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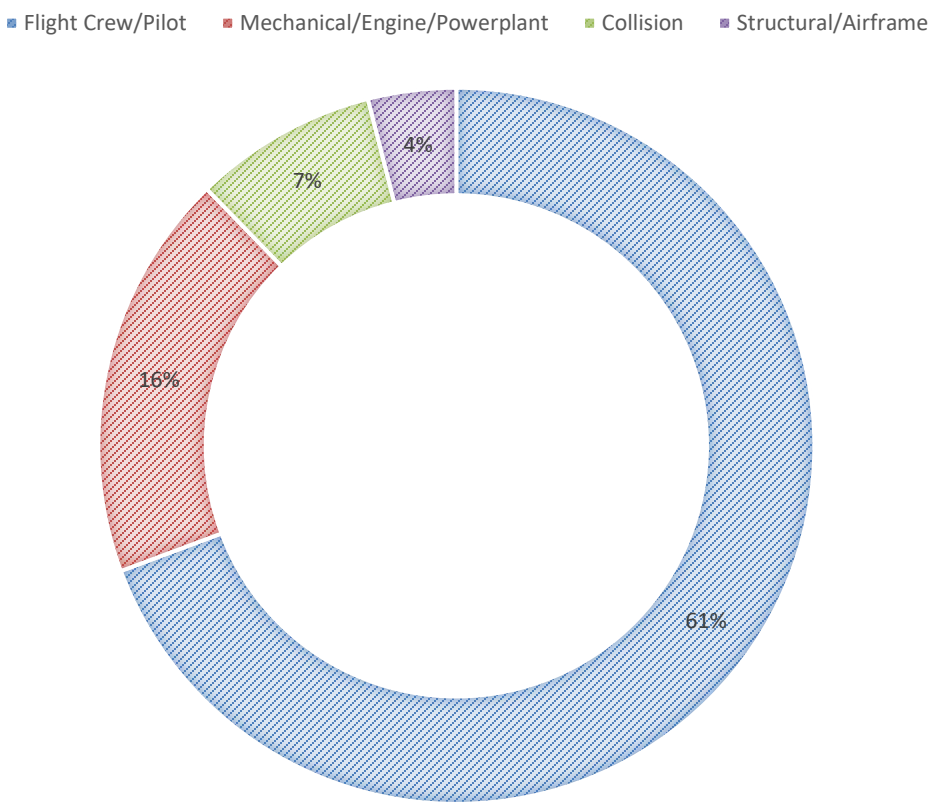
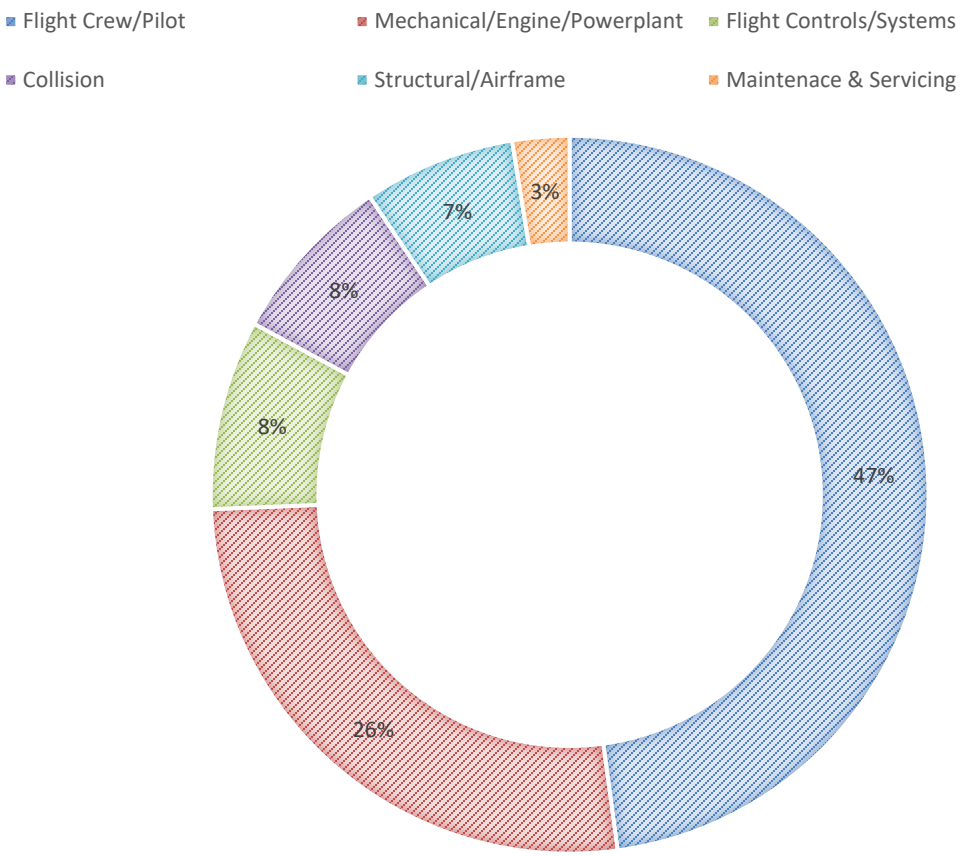
AIRCRAFT CAUSAL FACTORS

ACCIDENT



SERIOUS INCIDENTS



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CAUSAL FACTORS FLIGHT CREW/PILOT

The top 5 Flight Crew/Pilot accidents causal factor are attributed to:

- Lost Directional/ Lateral /Longitudinal Control on Take-Off/Landing (23%)
- Heavy Landing / Hard Landing (14%)
- Poor Technique/Airmanship (10%)
- Loss of Control (9%)
- Failed to Maintain Flying Speed/Stall (6%)

The top 5 Flight Crew/Pilot serious incidents causal factor are attributed to:

- Lost Directional/ Lateral /Longitudinal Control on Take-Off/Landing (21%)
- Heavy Landing / Hard Landing (13%)
- Poor Technique/Airmanship (13%)
- Failed to extend Landing Gear (7%)
- Error in Judgement w.r.t landing /distance / separation / height /obstacle clearance, other (7%)

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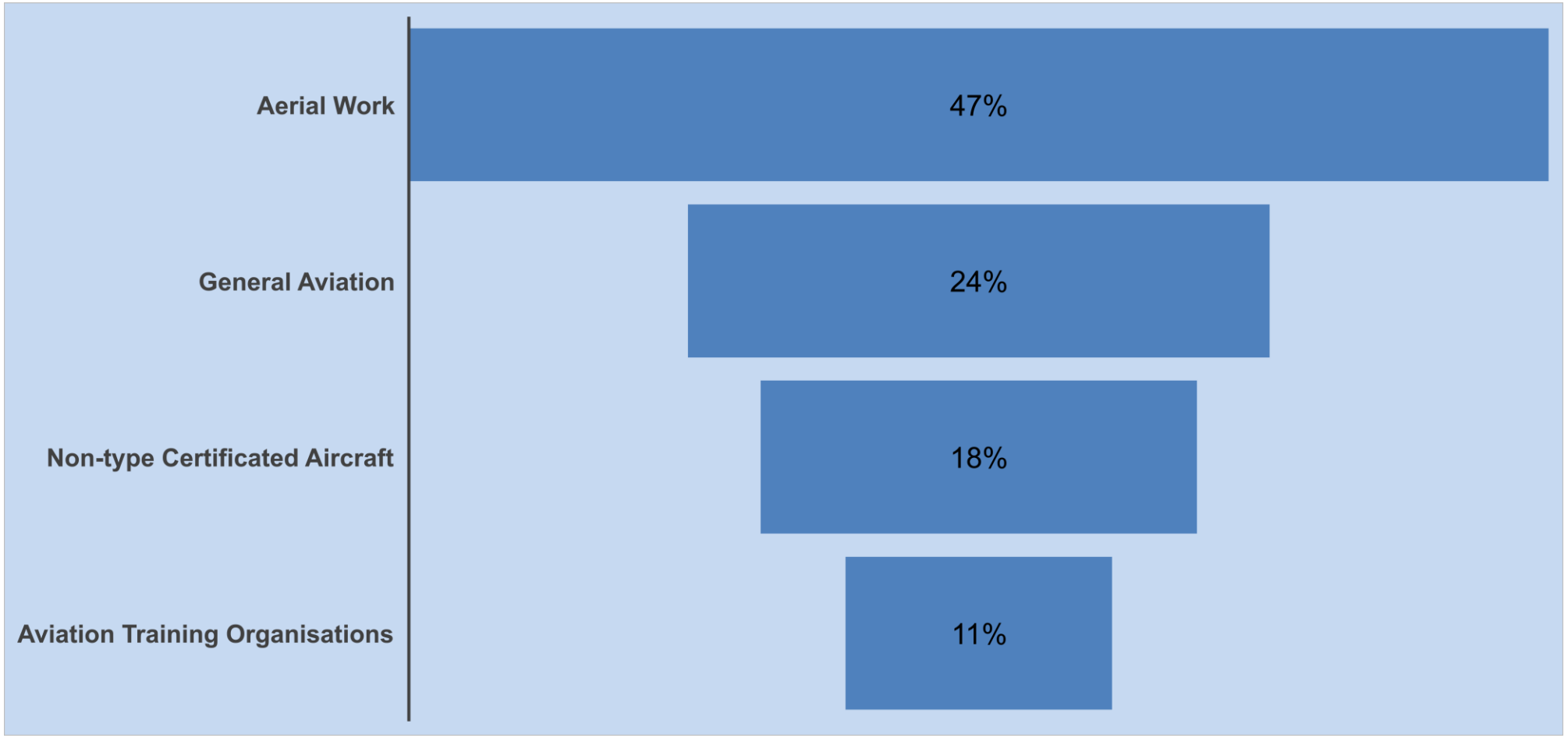
COLLISIONS CAUSAL BREAKDOWN



- 100% of collisions were against other objects (power lines, objects on the ground e.g. trees, animals).

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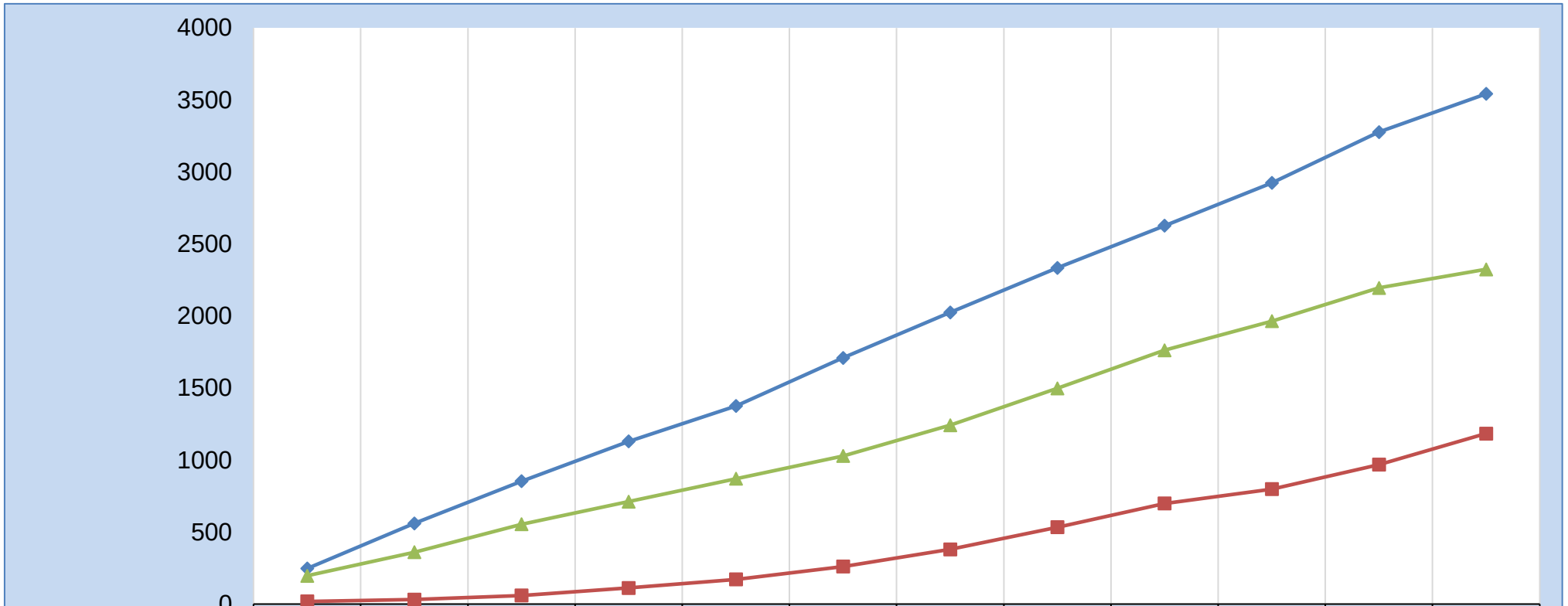
AIRCRAFT INCIDENTS



	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar
Apr 19-Mar 20	247	560	853	1129	1375	1709	2025	2334	2627	2924	3277	3542
Apr 20-Mar 21	18	31	59	112	171	260	380	533	698	798	968	1183
Apr 21-Mar 22	196	360	554	711	870	1028	1242	1498	1762	1964	2195	2324

- **The comparison of reported incidents between 2019/20, 2020/21 and 2021/22 respectively shows that for the recently concluded FY we have almost doubled the number of incidents recorded as compared to 2020/21 FY**

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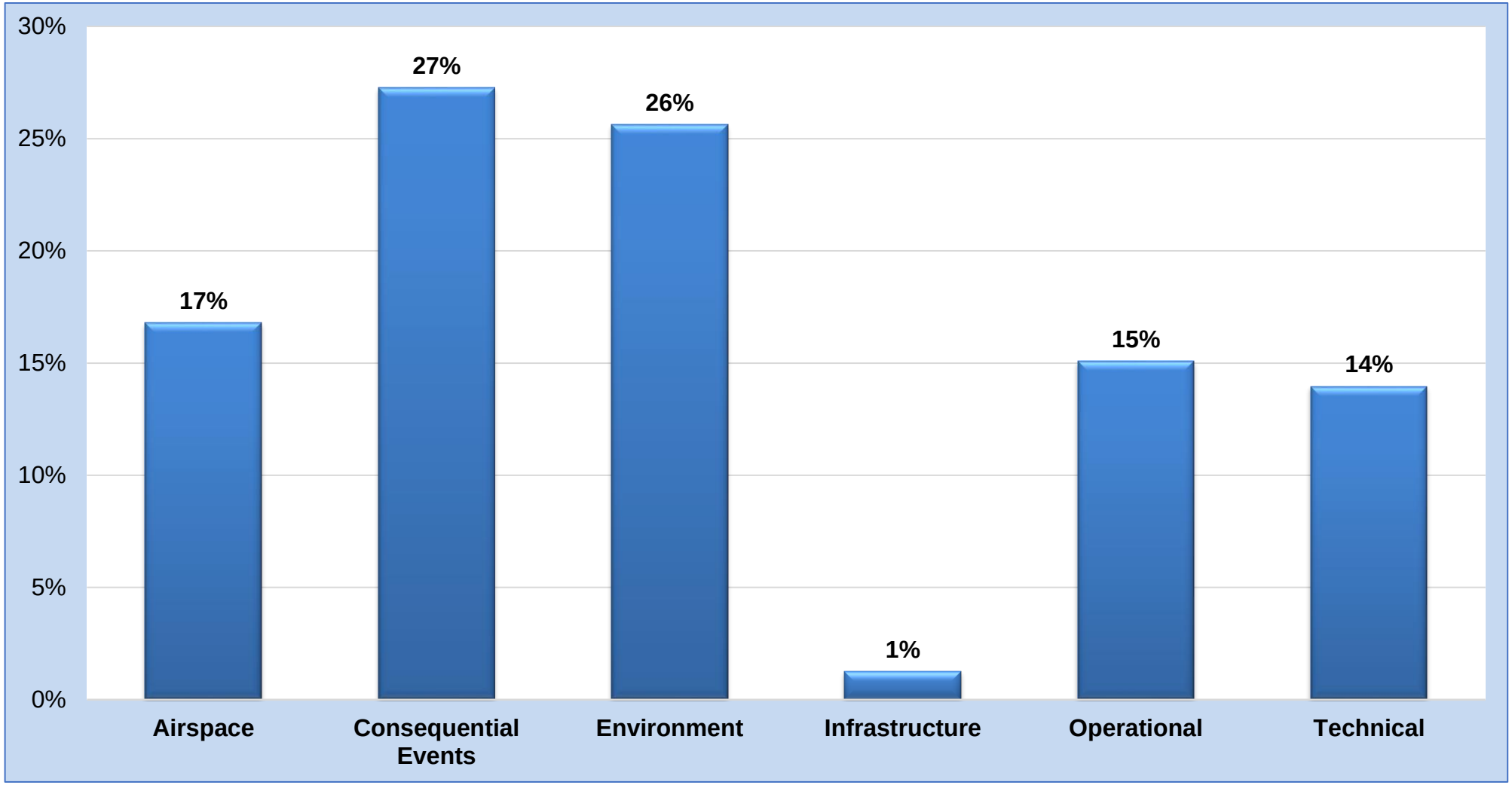
AIRCRAFT INCIDENTS



- The comparison of reported incidents between 2019/20, 2020/21 and 2021/22 respectively shows that for the recently concluded FY we have almost doubled the number of incidents recorded as compared to 2020/21 FY

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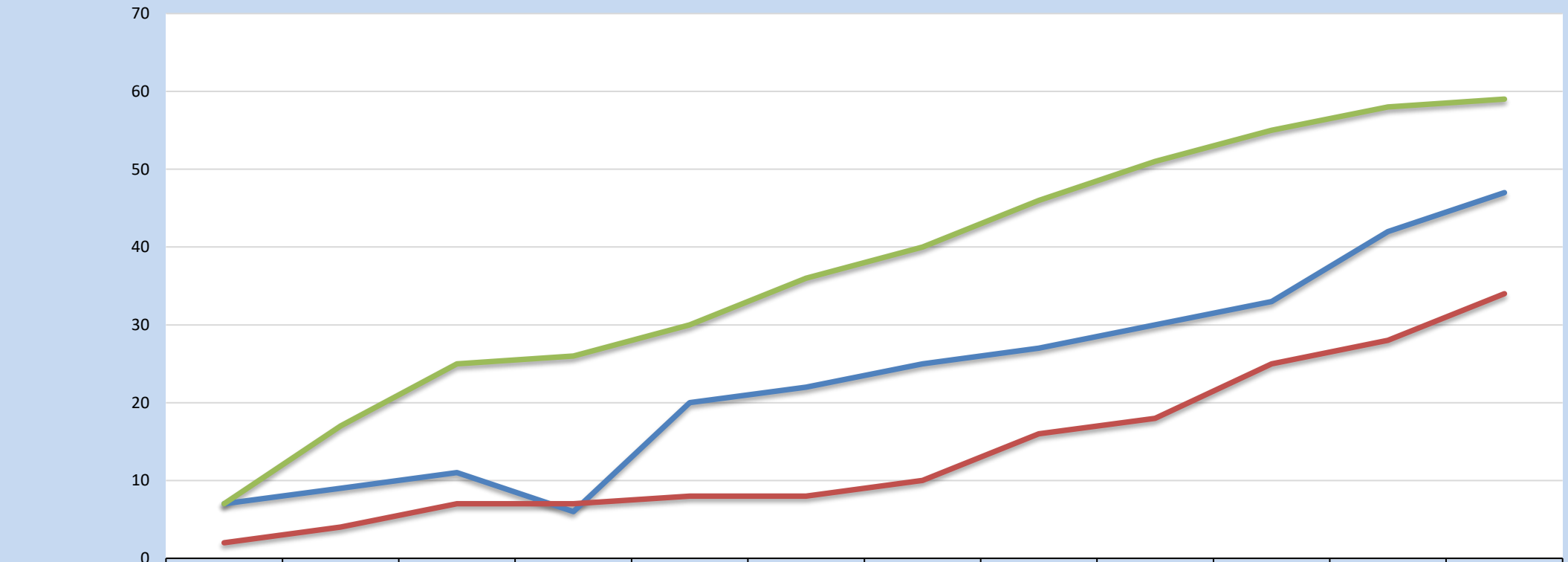
CAHRS REPORT



	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR
Apr 19-Mar 20	7	9	11	6	20	22	25	27	30	33	42	47
Apr 20-Mar 21	2	4	7	7	8	8	10	16	18	25	28	34
Apr 21-Mar 22	7	17	25	26	30	36	40	46	51	55	58	59

- **The comparison of reported CAHRS between 2019/20, 2020/21 and 2021/22 respectively shows that for the recently concluded FY we have 74% increase in the number of CAHRS recorded as compared to 2020/21 FY**

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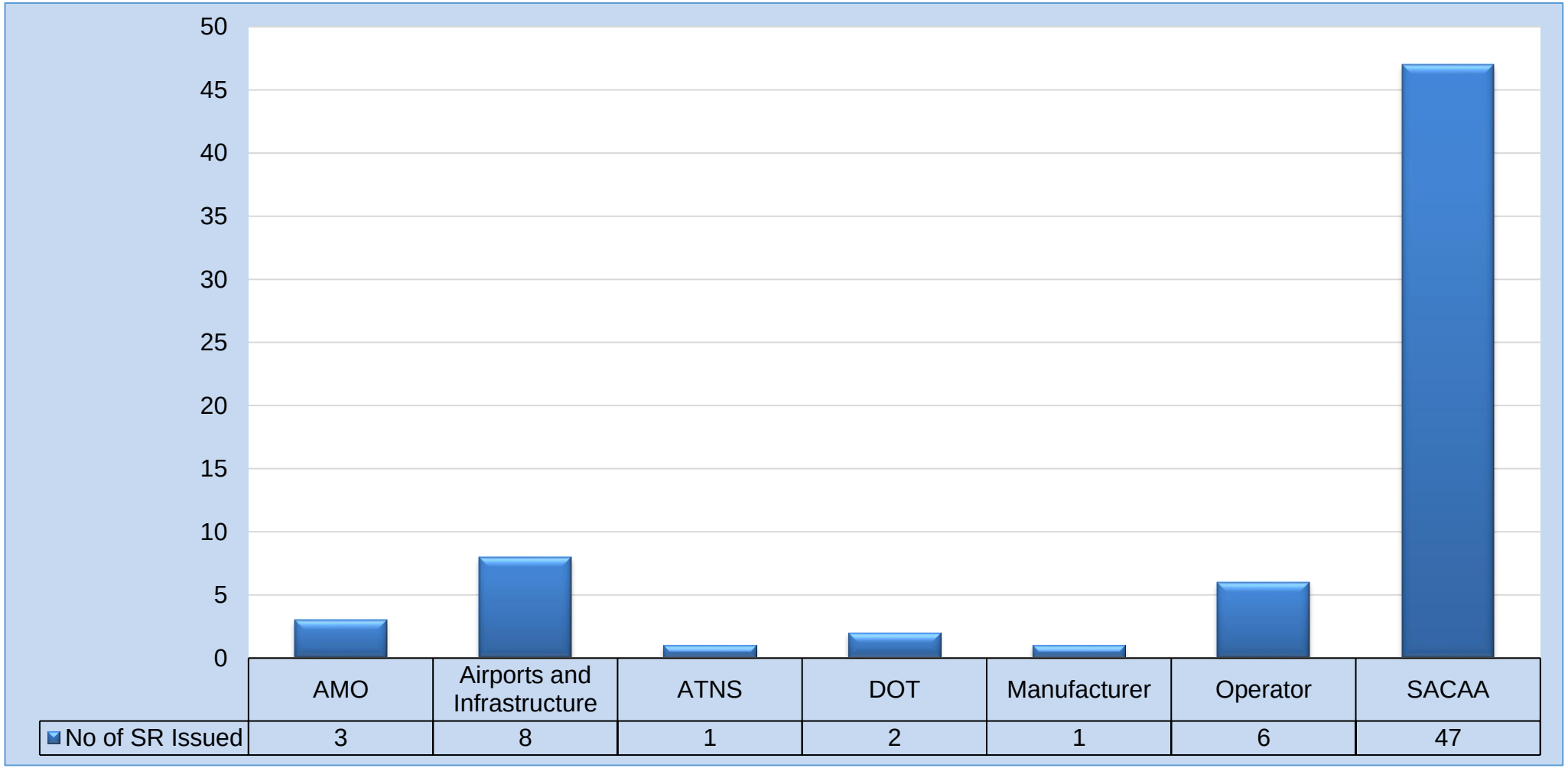
AIRCRAFT SAFETY RECOMMENDATIONS



	AMO	Airports and Infrastructure	ATNS	DOT	Manufacturer	Operator	SACAA
No of SR Issued	3	8	1	2	1	6	47

- **Majority of the safety recommendations were issued to the State of Operator and as such are issued to SACAA.**
- **Hence the effective collaboration and partnership between SACAA, AIID and industry is such a key factor.**

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PERMISSIBLE HIGH-LEVEL ACTIONS PLANS

AIID Specific

1. Intensify collaboration with SACAA's ASO to assure better implementation of Safety Recommendations while assuring AIID's independence.
2. Real-time follow-up of Safety Recommendation Implementation.
3. Advocacy and presence at air shows to engage the industry with data and proactive preventative measures.
4. Contribution to the GASS strategy.
5. More timely investigations and issuance of Safety Messages/ Recommendations

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GENERAL AVIATION SAFETY STRATEGY - 2021/22 PROGRESS UPDATE

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YEAR 2 (2021/2022)

YEAR 2 IMPLEMENTATION ON TARGET

90 %

→

ACHIEVED

100 %

→

TARGET SURPASSED BY

10 %

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YEAR 2 HIGHLIGHTS

- ✓ The finalisation of the educational guidance material (EGM) framework for fixed wing aircraft.
- ✓ 4 editions of Skywatch
- ✓ The finalisation of the Devolution of power framework.

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YEAR 2 HIGHLIGHTS (continued)

- ✓ Developed the first draft of the adventure flying regulations.
- ✓ The establishment of a UAV/RPAS subgroup to develop safety measures to reduce the threat of RPAS to general aviation safety.

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YEAR 3 2022/2023 DELIVERABLES

- Develop and distribute a survey on the Instrument Rating (IR) and Operational Procedures (Ops) to test the validity and viability of simplifying the Instrument Rating (IR).
- Develop educational guidance material (EGM) framework for Rotor wing aircraft
- Deliver first General aviation accident reduction seminar (GAARS).
- Organise and deliver a national aviation accident reduction week.
- Publish a further 4 editions of Skywatch

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CORSIA UPDATE

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CORSIA UPDATE

- Following the CAEP 12 meeting, held 7 – 18 February, further work was done by the group of opposing countries: SA, Brazil, Russia, China, India, Egypt, Saudi Arabia, Nigeria, etc.

- A position is being developed for A41.

- Contentious issues are that there is a push from EU for all routes to be counted and that the baseline should be 2019 and 2020 instead of just 2019. They are now targeting growth and not pollution. 3rd world most affected. Carbon traders behind it.

- Emissions reports for all qualifying carriers were due at SACAA by 30 Apr 2022, for the 2021 year and must be verified reports. Currently SACAA has received the reports from Comair and Solenta with SAA and Airlink outstanding.

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SKA UPDATE

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SKA UPDATE

- Following the signoff of the MOA, collectively concluded between DOT and DSI – the 1st Steering Committee meeting was held on 25 March 2022.

- It was resolved that the TOR for the work of the Technical Committee to deal with specific technical challenges. It is intended to also draw ICASA into this formal structure, under auspices of the DOT and DSI, in order to resolve the spectrum allocation challenge at this platform.

- The Technical Committee will be able to invite aviation representative organisations to contribute to the work of resolving the conflict between aviation and the SKA.

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UPCOMING EVENTS

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UPCOMING EVENTS

No.	EVENT	DATE	FORMAT (LIVE/VIRTUAL)
1	International Flight Inspection Symposium (IFIS)	20 - 24 June 2022	Durban, KwaZulu Natal

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Thank you for your attention!

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