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1. MESSAGE FROM THE EDITOR

As I "put pen to paper" RSA has been moved to Level 1 as a response to the improved situation appertaining to COVID-19 in the country. It bodes a slightly more hopeful situation in terms of Tourism upon which the non-scheduled operators rely so heavily. This upgrade is also good news for ATOs as operators will require more pilots and AMOs will need to carry out more maintenance as aircraft log increased hours and landings.

The SACAA is promulgating more changes to legislation in RSA in terms of Aviation Security, SMS, Aerodromes and Flight Operations in all areas. Needless to say industry is not wholly in agreement with their proposals and industry representatives (CAASA, ANSO, AMOSA, AASA, ATOSA (to name a few) are doing all they can to stop the proposals and get TGMs which have been sneaked in to enforce changes which do not have industry support and that have the ability to shut down segments of General Aviation.

Vivienne

2. A SMALL MATTER OF KNOWLEDGE

One of the most misunderstood parts of Safety Assurance is the Management of Change which is a Regulatory requirement. This requires that a formal process is put in place to identify changes within the operation which may affect the level of safety risk, established processes and services, to describe the arrangements to ensure safety performance before implementing the envisaged changed and to eliminate or modify safety risk controls that are no longer deemed to be needed or effective.

The list of changes which require a formal Management of Change (MoC) can be found in SA-CATS 140.01.3 – 2.8 – (2).

However, one of them can really catch an organisation out and result in a finding being issued during a SACAA annual inspection. It is titled Operation Changes and to most companies these would be covered in changes to Operations Manuals or Manuals of Procedure which are approved in the normal way. But you need to ensure that every change to your operations – for example the carriage of 70% alcohol based hand sanitiser on your aircraft has to be accompanied by a full Management of Change with its initial and mitigated risk Assessments. Approval by AvMed and your COVID-19 SOPs and provable training records are not adequate enough.

Before effecting normal line operational changes, we recommend that you go into them very thoroughly and raise an MoC.

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	C172 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
08 Apr 2021	Gripen	0	Makhado AFB, 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)	
01 May 2021	PA34-200	0	Port Alfred, EC, RSA	
03 May 2021	Cessna 402	0	Wonderboom Airport, GP, RSA	
03 May 2021	Magni 16 gyro	1	Laignsburg, WC, RSA	
04 May 2021	Jabiru J170	0	3 nm north of Hoedspruit, Limpopo, RSA	
05 May 2021	Windlass Aquila	0	Hoedspruit, Limpopo, RSA	
16 Jun 2021	Let L410	3	Kavumu Aerodrome, DRC	
16 Jun 2021	TBA	0	Parys Aerodrome, FS, RSA	
26 Jun 2021	C130	All (+14)	Gijet, Ethiopia	
28 Jun 2021	C182	0	Long finals into Rand Airport, Germiston, RSA	
04 Jul 2021	BE20	0	Lanseria International Airport, GP, RSA	
09 Jul 2021	Sling 2	1	Panorama Airfield, GP, RSA	
12 Jul 2021	DHC-2 Beaver	1	Ndabibi, Naivasha, Kenya	
21 Jul 2021	Dash8-100	0	Elwak, Kenya	
21 Jul 2021	Sling	1	Panorama, GP, RSA	
28 Jul 2021	Fokker 50	0	Bura ache Military Camp, Elwak, Gedo region in Somalia,	
28 Jul 2021	Savage	0	Rietvlei, Greytown, KZN, RSA	
ACCIDENTS INVOLVING ROTOR WING AIRCRAFT IN AFRICA DURING 2021				
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	
24 Jun 2021	MIL MI-17	20	Outside of Nairobi, Kenya	
10 Jul 2021	MI35	0	Chitungwiza, Zimbabwe	
04 Aug 2021	RH44	0	Elim Game Farm, Nr. Hertzogville, RSA	
FIXED WING INCIDENTS AND OCCURRENCES IN AFRICA DURING AUG AND SEP 2021				
DATE	A/C TYPE	LOCATION	DETAILS	TYPE OF OP
23 Aug 2021	CRJ-200	George Airport, WC, RSA	A/C was performing flight from George to Johannesburg (RSA) which was scheduled for departure at 05:45Z, was preparing for departure from RWY29 a few minutes prior to that time while the tower was still unmanned. The NOTAM that indicated the tower would open at 05:45Z. The A/C taxied for departure and at 05:43Z radioed on tower frequency that they were taxiing to holding point A3. Approach control, who had opened 15 minutes earlier, informed the crew that tower would be open within the next 2 minutes, the crew decided to use the procedures for unmanned aerodromes and radioed they were lining up for departure on RWY29, they would turn left early after departure. At 05:44:58Z tower, now occupied, radioed they were in service, at that time the A/C was still holding on the RWY. At 05:45:35z the crew radioed they were now rolling for take off. Approach needed to instruct a scheduled line flight (Embraer ERJ-135) on approach to George to level off to ensure separation. The CRJ departed and during initial climb turned left contacting approach, who then provided vectors to both the CRJ and the ERJ to ensure separation and permit the ERJ to continue their approach. After separation was ensured approach cleared the ERJ for a visual approach to George's RWY11. South Africa's CAA rated the occurrence a serious incident and opened an investigation.	COM
25 Aug 2021	Boeing 737-400	East London, EC, RSA	A/C was performing flight from Cape Town to East London (South Africa) was on an ILS approach to East London's RWY11 was cleared to land on RWY11 whilst descending through 1400 feet MSL. A student pilot flying a PA28 was conducting a solo navigational flight from Port Alfred to East London (South Africa) intending to do two touch and goes at East London. Tower instructed the aircraft to join a left downwind and report the downwind, the A/C was subsequently observed near the runway centre line. ATC therefore instructed the aircraft to turn right and re-establish on the left downwind, however, the aircraft turned right causing a loss of separation.	COM

			South Africa's AIID reported the separation between the aircraft reduced to 100 feet vertical (the PA28 above the B734) and no horizontal distance, however stated the student pilot had the Boeing in sight all the time. The AIID rated the occurrence a serious incident and opened an investigation. The Boeing crew received a TCAS Traffic Advisory. The Radar screen showed that at closest approximation 100 feet vertical 0nm horizontal.	
03 Sep 2021	Boeing 777-300	Accra, Ghana	A/C was performing flight from Accra (Ghana) to Amsterdam (Netherlands), was accelerating for take-off from Accra's RWY03 when the crew rejected take off at high speed (about 145 knots over ground) due to a bird strike at about 22:39L (22:39Z). The aircraft slowed safely, vacated the runway at the end and became disabled on the parallel taxiway due to a number of tyres deflating. The aircraft was towed to the apron about 30 minutes after becoming disabled on the taxiway.	COM
18 Sep 2021	Boeing 737-800	En-route in the vicinity of Addis Ababa,	A/C performing flight from Mombasa (Kenya) to Hurgada (Egypt) with 167 people on board, was enroute at FL360 about 250nm southwest of Addis Ababa (Ethiopia) when one of the engines (CFM56) became unresponsive with EGT reaching the limit, the crew therefore shut the engine down and diverted to Addis Ababa for a safe landing about 40 minutes later.	COM
20Sep 2021	Boeing 787-800	En-route over Germany	A/C was performing flight from Nairobi (Kenya) to Amsterdam (Netherlands), was enroute at FL400 over Germany when communication with the aircraft was lost. Two Eurofighters were dispatched to intercept the aircraft causing "wake up" calls by supersonic booms to many residents on the ground from Landshut to Frankfurt/Main. Following the intercept communication was restored and the Dreamliner continued to Amsterdam for a safe landing about 30 minutes later.	COM
27 Sep 2021	Airbus A330-200	Tripoli, Libya	A/C was performing flight from Tripoli (Libya) to Istanbul (Turkey), was climbing out of Tripoli's RWY28 when the crew stopped the climb at FL140 due to information one of their tyres had failed. The aircraft entered a hold at FL100 to burn off fuel and returned to Tripoli for a safe landing about 65 minutes after departure.	COM
30 Sep 2021	ATR 72-212A	Algiers, Algeria	A/C was performing flight from Bechar to Algiers (Algeria), landed on Algiers' RWY 09 at 16:30L (15:30Z) but veered right off the runway and came to a stop almost perpendicular to the runway with the nose gear on soft ground and the main gear on the runway surface. There were no injuries. The passengers disembarked through the aft main door onto the runway and were taken to the terminal.	COM
30 Sep 2021	A320-200	Zagreb, Croatia	A/C was performing flight SM-2980 from Hurgada (Egypt) to Dusseldorf (Germany) was enroute at FL360 about 100nm southeast of Zagreb (Croatia) when the crew reported the left hand engine (CFM56) had failed. The crew shut the engine down and diverted to Zagreb for a safe landing about 25 minutes later.	COM
06 Oct2021	A320-200	Misrata, Libya	A/C performing flight from Misrata (Libya) to Istanbul (Turkey), was climbing through FL310 about 125nm north of Misrata when the crew initiated an emergency descent to FL100 reporting the loss of cabin pressure. The crew decided to return to Misrata for a safe landing on runway 15 about 35 minutes later.	COM

Unfortunately details of GA/non-scheduled Incidents and Occurrences were not available on the SACAA website and therefore reports from other sources cannot be verified or substantiated at this time.

ROTOR WING INCIDENTS AND OCCURRENCES IN AUG AND SEP 2021				
DATE	A/C TYPE	LOCATION	DETAILS	TYPE OF OP

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,
Khartoum, Sudan	ATC – aircraft without transponders
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 or contact rethea.mitchell@blakeemergency.com

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

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

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

5. HENLEY/GLOBAL AVIATION TRAINING

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

DATES	COURSE	LECTURER	COST EXCL
18 – 19 October 2021	Human Factors	Dr Joel Hughes	R 3,600-00
25 – 26 October 2021	Quality Assurance Auditor Course	Dan Drew	R 3,600-00
27 October 2021	CRM Refresher	Verity Wallace	R 1,450-00
27 October 2021	Dangerous Goods	Verity Wallace	R 1,155-00
27 October 2021	AVSEC	Verity Wallace	R 940-00
15 November 2021	CRM Refresher	Verity Wallace	R 1,450-00
15 November 2021	Dangerous Goods	Verity Wallace	R 1,155-00
15 November 2021	AVSEC	Verity Wallace	R 940-00
22 – 23 November 2021	Human Factors	Dr Joel Hughes	R 3,600-00
29 – 30 November 2021	Quality Assurance Auditor Course	Dan Drew	R 3,600-00
6 – 7 December 2021	Introduction to SMS	Dan Drew	R 3,600-00
6 – 10 December 2021	Integrated Safety Officer Course	Dan Drew	R 9,320-00
13 December 2021	CRM Refresher	Verity Wallace	R 1,450-00
13 December 2021	Dangerous Goods	Verity Wallace	R 1,155-00
13 December 2021	AVSEC	Verity Wallace	R 940-00

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. ICAO SG HIGHLIGHTS AFRICAN AVIATION'S GROWTH POTENTIAL

Addressing Africa's aviation leaders, most notably through her opening of the 2021 AFI Aviation Week, ICAO Secretary General Dr Fang Liu highlighted the tremendous potential future for aviation in Africa that could be achieved through the realisation of regional commitments and underscored the critical role aviation should play in States' pandemic recovery planning.



Image courtesy ICAO

Over recent years, overall safety confidence and performance in the AFI region has improved in tandem with a dramatic decrease in the number Significant Safety Concerns (SSCs), from seven in 2015 to just one in 2021.

Assistance provided to States by ICAO Regional Office Safety Teams (ROST) through the AFI Plan, coupled with partner support provided to various States, played a big part in achieving this result, with many AFI Plan support activities have provided even since the advent of the pandemic. Nonetheless, the AFI Region's EI average is still below the global average and continues to fall short of the 60% EI target set by the Abuja Declaration (2012), highlighting the importance of maintaining current momentum on the AFI Plan work programme.

Similarly, continued improvement and effective coordination under the AFI SECFAL Plan is being achieved, in particular with respect to ongoing virtual support to State-specific projects, the conduct of limited scope USAP CMA audits, the promotion of ICAO's Year of Security Culture (YOSC) workshops, the delivery of AVSEC and FAL implementation packs (iPacks), and the coordination of courses and seminars.

Building on this momentum, the Secretary General highlighted that air transport growth rates in Africa were among the fastest in the world prior to COVID-19, noting however that "we must also recognize together that recent results could have been much more robust if not for persisting regulatory barriers, financial constraints, and the slow pace of air transport liberalisation here."

ICAO is assisting African States in more effectively addressing ICAO's policies and guidance on the economic regulation of international air transport, in collaboration with a variety of regional multilateral organizations. A high degree of priority has been assigned to the implementation of Assembly Resolution A40-9 – the Consolidated statement of continuing ICAO policies in the air transport field, and the relevant outcomes of the Sixth ICAO Air Transport Conference.

"In order for ICAO economic policies and guidance to be suitably customized to the African context, we must first ensure due alignment among the Lomé Declaration on air cargo development in Africa, the Antananarivo Declaration on sustainable air transport development in Africa, and the Single African Air Transport Market (SAATM) as outlined in the Yamoussoukro Decision (YD)," Dr. Liu remarked, noting that the implementation of the two Declarations is currently being monitored by ICAO through State Air Transport Action Plans (SATAPs), and via activities conducted in accordance with Recommendation 10 of the ICAO Council Aviation Recovery Taskforce (CART).

The CART Recommendations provide significant guidance to the region's aviation leaders as they address the fact that air transport performance in Africa declined by 58% in 2020 compared to 2019, with 78 million fewer passengers flying last year.

For this reason, the Secretary General stressed the importance of the implementation of the CART Recommendations by States as part of their recovery strategy, along with the proper consideration and adoption of the latest medical and scientific developments. She highlighted in particular the critical importance of massive vaccination of the population to spur public confidence and stimulate travel, particularly in Africa, where vaccination rates are very low. On this point, Dr. Liu, encouraged African States to attend and contribute to ICAO's High Level Conference on COVID-19, which will take place in October 2021 under the theme "One Vision for Aviation Recovery, Resilience and Sustainability beyond the Global Pandemic." The event is expected to generate global consensus on a multilateral approach, encourage strong political momentum, and result in heightened commitment among States towards the safe and sustainable recovery of aviation from the COVID-19 crisis.

As part of her AFI Week activities, the Secretary General also addressed the Eighth Meeting of Directors General of Civil Aviation of the AFI Region (AFI-DGCA/8), which took place on Friday.

7. BEWARE WHEN OPERATING INTO MUNICIPAL AIRPORTS

On The 1st October 2021 a Medivac Rescue Flight was operating into Harrismith Airfield, or what's left of it.

A very sad sight as the airport has been completely destroyed. Luckily the Crew had radio contact with folks on the ground telling them that the first 200m was unusable as it's littered with broken glass, the taxiway in the same condition, ditches dug on the sides of the runway as the cables for the landing lights had been stolen.

Along with this there were herds of cattle roaming on the runway which were luckily cleared by our ground contacts.

This kind of behaviour has led to Harrismith becoming nearly inaccessible to medical response flights rendering all South Africans who drive along the N3 between Joburg and Durban without the high level of care that is required to save lives in the events of serious accidents on our highways.

First published on I Fly Africa by Louis Andre Steyl.

8. SITA LAUNCHES 'YOUR RUNWAY TO SUCCESS' TO MEET CHANGING DEMANDS

Your Runway to Success, published today by SITA, sets out five critical areas for the air transport industry's rebuild in the next 18 months and highlights SITA's remodelled solutions to tackle the major challenges facing air travel in the wake of the COVID-19 pandemic.

Over the past 12 months, COVID-19 has dramatically impacted the aviation industry financially and operationally. IATA estimates a net loss for the airline industry of \$47.7 billion in 2021. IATA research also reveals that average passenger processing and waiting times have doubled from what they were pre-crisis during peak time – reaching three hours despite travel volumes hovering at around 30% of pre-COVID-19 levels.

With revenues dropping, growing passenger volumes, and new health requirements impacting operations, it is forcing airline and airport executives to refocus their IT spending priorities to address these challenges, as reflected in SITA's 2020 Air Transport IT Insights. In response, SITA has quickly pivoted its portfolio by modifying or launching new products and solutions to meet increased air transport industry demands for a healthy, safe, and frictionless passenger experience, along with requirements for agility, resilience, and cost-efficiency.

David Lavorel, CEO of SITA AT AIRPORTS AND BORDERS, said: "As a key partner for the industry, and with over 1,000 airports, more than 18,000 aircraft, and over 60 governments around the world using our technology, it was important for us to provide solutions that are aligned to the industry's priorities, maximizing return on investment and managing volatility."

Outlined in a new document called 'Your Runway to Success,' SITA highlights several solutions to address the five priority areas for IT investment in response to the changing demands of the industry following the impact of the COVID-19 pandemic.

The solutions recommended by SITA start first by addressing the new health requirements at the border through digitalization and then to the automation of the passenger journey to make it touchless and mobile-enabled. Around the operation of aircraft and airports, SITA technology is focused on driving greater efficiencies at a time when cost-efficiency is fundamental to recovery.

Sébastien Fabre, CEO of SITA FOR AIRCRAFT, said: "Investing in the right technologies now will deliver short-, medium-, and long-term benefits for our industry. Digitalization is a necessity. For example, for airlines, it allows them more flexibility to deal with changing demands, achieves greater operational and cost efficiencies, and ensures long-term sustainability."

The five key areas identified by SITA where technology will have a major impact:

Digitalizing the new health requirements at the border

Avoiding long waiting times and lines in the airport as passenger traffic recovers will be one of the key indicators of success in managing health documentation. In response, SITA has automated the process – from submission to validation and verification – mitigating forged paper certificates and inefficiencies with manual document checking.

Automating the passenger journey with mobile and biometric solutions

SITA advocates a touchless airport experience, enabled by mobile and biometric technologies, to help reassure passengers, put them in control, make them feel safe, and create a hassle-free journey before, during, and on arrival, and beyond.

Delivering a touchless, mobile experience onboard with the next generation of inflight connectivity and digital applications

SITA's Passenger IT Insights 2020 shows that more than two-thirds of all passengers opt to use their own device onboard to stay connected or access entertainment. With the touchless, mobile travel experience onboard the aircraft fast becoming the new industry standard, SITA recommends deploying its fast, uninterrupted connectivity onboard to deliver on this growing trend.

Driving more collaboration and cost-efficiency across airport operations

With a critical need for cost containment and greater agility in operations at the airport as demand fluctuates and increases, SITA advocates its cloud technologies and systems to help manage and optimize operations and enhance collaboration among the various stakeholders.

Driving greater efficiency and sustainability in aircraft operations

According to SITA, an area accelerated by COVID-19 is the digital transformation of the aircraft. SITA's connected aircraft technology is delivering safer, more efficient, and more sustainable aircraft operations.

9. SKYTRAX WORLD'S BEST AIRPORTS 2021



(CNN) — For the first time in nearly a decade, Singapore's Changi Airport has lost its place at the top of Skytrax's annual ranking of the world's best airports at the World Airport Awards.

Doha's Hamad International Airport, which has been climbing the ranks for years, has been rewarded with the number one spot in 2021 in the "World's Best Airport" category.

This year, Changi placed third -- an achievement for any other airport, but perhaps not from the perspective of its superfans, who regularly praise the airport's ease, comfort and top-notch food and drink options.

Doha's ascendance coincides with hard work from its flagship airline, Qatar Airways. The Qatari government has invested heavily in both its national carrier and its airport, with pretty spectacular results

Qatar's Hamad International: World's most luxurious airport?

Travelers on Qatar Airways who have a connecting flight at HIA can enjoy free city tours, gratis accommodation and food (depending on the length of the layover) and a VIP transfer service where airline employees meet visitors as they de-plane and guide them seamlessly through the airport and onto their connecting flight.

Airports in Europe and Asia dominated the rest of the 2021 list. Japan was voted best-rated country overall, with three airports in the top 10, including both of Tokyo's airports (Narita and Haneda).

The World Airport Awards are voted for by customers in a global airport satisfaction survey conducted from August 2020 until July 2021. Here's the full list of the top 10 in the "World's Best Airport" category:

1. Hamad International Airport (HIA)
2. Tokyo Haneda Airport (HND)
3. Singapore Changi Airport (SIN)
4. Incheon International Airport (ICN)
5. Tokyo Narita Airport (NRT)
6. Munich Airport (MUC)
7. Zurich Airport (ZRH)
8. London Heathrow Airport (LHR)
9. Kansai International Airport (KIX)
10. Hong Kong International Airport (HKG)

Other prizes

In a year still battered by the coronavirus pandemic, it could be difficult to rate airports. Skytrax, which is an independent airline industry consulting group based in the UK, addressed that issue by creating a second list to specifically call out airports that did a good job of addressing the new health and hygiene protocols. Rather than ranking them, Skytrax opted to simply acknowledge the good work done by 39 airports, listed in alphabetical order. This included Rome's Fiumicino, which was given the first-ever "COVID-19 5-Star Airport Rating" from Skytrax last fall. Tokyo Haneda was also awarded the designation of Cleanest Airport.

Istanbul Airport was singled out as Most Improved, Changi won the Best Airport Staff award, Seoul's Incheon was commended for Best Airport Security and Centrair Nagoya in Japan took home the prize for Best Regional Airport.

Skytrax also broke down the best airport recognitions based on the number of visitors who passed through each. China's Guangzhou Baiyun International Airport was best in class for airports serving 35-45 million annual passengers, Hamad International Airport in the 25-35 million group, London Heathrow in the 20-25 million group, Frankfurt in the 15-20 million group, Changi in the 10-15 million group, Zurich in the 5-10 million group, Centrair Nagoya in the 2-5 million group and Quito in the under 2 million group. Canada's Vancouver International Airport was voted "Best Airport in North America."

For the full list of 2021 winners, visit the Skytrax World Airport Awards website.

10. NEWS FROM THE JOHANNESBURG AIRPORTS

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

Safety Meeting – Normally held on the 2nd Thursday of each month at 09.00 in the Old Customs Hall although none have 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

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

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

GRAND CENTRAL AIRPORT, MIDRAND

Safety Meeting are normally held on the 1st 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

Royal Air Maroc is launching 11 nonstop routes to destinations across Europe in July, essentially to France, Belgium and Holland in order to meet demand. Seven of the new services are from Fes in northern Morocco to five destinations in France (Marseille, Montpellier, Lyon, Toulouse and Bordeaux), plus Brussels and Amsterdam. All seven routes will be operated by four Airbus A321 aircraft leased from SmartLynx Airlines. Twice-weekly service to Brussels commenced on 8 July.

African airlines' traffic fell 58.5% in August

IATA has announced that the recovery in air travel decelerated in August compared to July, as government actions in response to concerns over the COVID-19 Delta variant cut deeply into domestic travel demand.

IATA proposes interventions to rebuild South Africa's tourism industry

IATA has called on the South African government to step up its support for the air transport industry amid the COVID-19 crisis to facilitate the recovery of industries supported by aviation such as travel and tourism and unlock the job potential. The aim is to help other industries such as travel and tourism recover following the COVID-19 pandemic. Before the medical emergency, South Africa saw air transport contribute billions to the economy of the nation. IATA has also urged the government in South Africa to grant operational licenses for new routes while also increasing the number of frequencies on existing routes. But this cannot happen until the Air Services Licensing Committee is appointed and resits following a 7-month hiatus.

Diplomatic disruption

Passengers onboard a flight from Brussels to Luanda and Kinshasa were unexpectedly diverted from Luanda, precipitating a much longer journey than they would have hoped. The Flight was scheduled to stop at Luanda before continuing onwards to Kinshasa, the capital of the Democratic Republic of Congo. However, while the aircraft was on its descent into Luanda, it was informed that Angolan airspace had been abruptly closed due to the arrival of Turkish President Recep Tayyip Erdoğan. The a/c skipped its Luanda stop and flew to Kinshasa instead, where it held for around 30 minutes. The passengers bound for Luanda were flown back to Brussels to start all over again.

ICAO Annex 14 – Amendment 13.

Following testing in CPT and QLA there have been major changes to the reporting of RWY status – please consult with your nearest Airport Manager or ATC for details. Changes come into effect during the first week of November.

t/a GA Aviation Consultants (Pty) Ltd

WELCOME TO GA AVIATION CONSULTANTS

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

Who we are

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

Consultancy Aspects

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

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

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

Business Support Programmes

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

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

Technical Support Programmes

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

GA Aviation Consultants Safety Products

We pride ourselves on providing the following world standard products:

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

Flight Safety Management

(CAA Accredited and Part 141 Approved)

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

Quality Assurance Management

(CAA Accredited and Part 141 Approved)

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

Human Factors

(CAA Accredited and Part 141 Approved)

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

Other Courses

(CAA Accredited and Part 141 Approved)

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

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