



President's Report

Piet van Schalkwyk

The halfway point of the year is almost upon us and this is a good time to reflect on what the ALPA SA Executive Committee (ExCo) has achieved to date. Before reviewing our actions, it is important to recognise the people behind these actions.

I would like to make use of this opportunity to convey my personal thanks and congratulations to every one of our volunteers in the Association who serve on the ExCo and the various Technical Committees, as well as to every one of our Association staff members. Without doubt, were it not for the contribution of time, knowledge and skills from our members, we would not be in a position to perform our duties.

It is a wonderful experience to work with such a dedicated and passionate group of people. It is also hugely satisfying to see how these volunteers grow and develop while serving their fellow pilots in the Association.

I have made the point before and need to re-iterate it here - without the sacrifice made by some of our members for the sake of their fellow pilots, the Association will surely fade away into insignificance. Why? Because no-one will look after our professional affairs if we, as pilots, do not care enough to do so ourselves.

I would also like to again plead to all our members out there to get involved in the work of the Association. Do not think that you are under-qualified or do not have the correct skills, the single most important requirement is the willingness to serve the other members. Should you see your way open to sharing the workload of the Association or would like more information, please contact any of the ExCo or staff members for further information.

IFALPA Deficiency (DF9) Reports

The completion and transfer of Deficiency (DF9) Reporting Forms to IFALPA and ICAO has proven critical throughout the year. These reports contain the information that is being used by ICAO to report- and decide on the status of various airfields worldwide. We often see deficiencies at various airports and then wonder why nothing gets done about it. Unfortunately the reality is that very little will happen until an airport is 'black listed' or receives a Black Listing rating. This rating will not be issued without sufficient information and we, as pilots, are the only people who can report these deficiencies.

During the year the ExCo embarked on a specific project that was driven by Carl Bollweg and Margie Viljoen to address this aspect of reporting. ALPA SA was also in contact with Carole Couchman from IFALPA regarding specific issues in Zimbabwe. With the backing of IFALPA, Carl wrote a letter to the relevant parties in Zimbabwe to determine what they were doing to rectify specific problems. Through personal interaction with crews flying specific routes, Margie and Carl handed forms to specific crews which resulted in a positive response. The feedback was forwarded on to ICAO and IFALPA.

Laser Incidents

As most of our members know the laser tracking of aircraft on final approach at some of the airports around the country has become a huge problem. ALPA SA has achieved excellent exposure of the laser incidents in the media and I would again like to congratulate Margie Viljoen on achieving such high profile exposure of this subject. Margie is extremely passionate about this subject and has almost single-handedly collected an extensive amount of vital information, including statistics, which has been shared with the press and the SACAA.

We have also secured strong buy-in from the prosecutors around the various centres and hope to have more feedback in future. Statistics supplied by Margie on the subject, since she began to gather information from December 2009, makes for very interesting reading.

The data shows that during December 2009 there was one reported incident, during 2010, 52 reported incidents and up to the middle of May 2011 already 89 reported incidents. Of the 27 reports she received in April 2011, 21 of them were from Cape Town, and probably 18 of them were from the same estimated position. Follow up meetings are in progress with the SA Police Force and the SACAA to try and reduce incidents, which represents a substantial danger to aviation – particularly at a very critical phase of flight. The two places with the highest percentage of incidents were Cape Town with 47,9% and Lanseria with 23,9% of reported incidents.





Accident Analysis and Prevention Committee

In his capacity as the former acting Technical Director Tony Laubser shared his vision with the different technical committees. The ExCo has appointed an elected ExCo member, Fatima Jakoet, to serve as the Chairperson of this committee. The imminent appointment of the long-awaited Aviation Safety Investigation Board at the Department of Transport means that it is vital that we establish good communication with all the relevant role players.

It is important to note that this board will only be investigating major accidents or incidents in the country, and that the majority of investigations will actually still be conducted by the present section at the SACAA. I would also like to make use of the opportunity to thank Gavin McKellar and Johan Guyt for the continued work carried out by Gavin on IFALPA level and for their involvement in this committee.



NASCOM Meetings

For over a decade Jane Trembach represented the Association at NASCOM Meetings and it is this type of dedication that I truly admire. From meetings held during 2011, Jane reported that the SACAA had announced that the monthly CD incorporating AICs and AIP supplements would be discontinued. All pilots were now required to visit the SACAA website, of their own accord and without prompting, to find the latest publications.

Jane opposed this as this could affect flight safety. It would be easy for pilots to miss out on flight information. Pilots in remote areas do not always have guaranteed Internet connections, and are busy people with irregular schedules who may forget to diarise to visit the CAA website.

She protested strongly that the SACAA did not even intend to notify pilots when the monthly information was published, and suggested they upgrade their self-confessed archaic IT system to send bulk emails with links to the new publications.



MAPA Branch

During 2011 a number of MAPA pilots resigned from ALPA SA. After a while some of these members requested to re-join the Association and, due to the circumstances around their resignation, they were again accepted as members. Sonia Ferreira advised these members that this would be a special, once-off dispensation as the ExCo was of the opinion that the MAPA members received misleading information.

Sonia later reported that the flow of MAPA members wishing to re-join ended. She also confirmed receipt of an official letter from the company's attorneys stating that the recognition agreement has been terminated. The branch, therefore, no longer exists although a number of pilots still carry non-branch membership.

Wellbeing Programme

In April the first ALPA SA Wellbeing Programme course was presented at ALPA SA for the first group of pilot peer-to-peer volunteers. The course was a resounding success and I would like to again congratulate Wendy Santilhana and especially Anita for the effort they have put into this course.

We now have a number of qualified volunteers and the programme is slowly but surely being rolled out. A working group is currently discussing the structure of the wellbeing programme. It was decided that the Wellbeing Programme would fall under the HUPER Committee. The ExCo also accepted the newly designed logo of the Wellbeing Programme, which would be used in conjunction with the ALPA-SA logo to indicate that the programme is an ALPA-SA initiative.

I believe that members of the Association will benefit significantly from this programme, as it is clear that there is a major requirement for such a service. The cornerstone of the success of this programme is the confidentiality with which cases will be handled and this has also been discussed with the various companies. I would like to express my gratitude to those companies who have allowed their pilot volunteers some time off to attend this course.

Aeromedical Section

During the year a meeting was held with Dr Lesego Bogatsu from the SACAA Medical Section and Anton Richman from the SACAA to discuss concerns raised by ALPA SA membership. The meeting was held in a good spirit and a number of important issues were addressed. The position of the IAM was again discussed and as there were still a number of backlog cases with them, they are not completely out of the loop yet. The total number of cases has been reduced and there is ongoing pressure from the SACAA on IAM to complete outstanding cases.

Should any of our members receive any communication from the IAM on any suggested grounding or additional examinations to be undertaken, they must please immediately contact the SACAA Medical Section and confirm details of the issue and related status. The SACAA Medical Section is the only legal entity that has the authority to declare pilots fit or unfit, and either issue or withdraw their licences accordingly. In these cases pilots should also contact their respective Aviation Medical Examiners (AMEs) and keep them in the loop about the process.

On the statements by some of our members that their individual AMEs received warnings from the SACAA, Dr Bogatsu mentioned that some AMEs were not completing documentation correctly, etc, despite previous communication from her department to the individuals concerned. She was clear that this could not be tolerated and had to be addressed.

Two of the Medical Protocols that have been under discussion between ALPA SA and the SACAA Medical Section, concerned Drug and Alcohol Misuse and Depression. Margie will report separately on these issues, but progress has been made in both protocols.



Financial Reports for 2011

Dave Naude and Sonia Ferreira reported on the annual concluded audit and made the financial statements available for the ExCo's perusal. The audited financial statements were approved at the March ExCo meeting. The Association was in good standing and no irregularities or problems were experienced during the audit. My congratulations to Sonia and to Sharon Vorster who continue to ensure that financial records are well maintained and managed.



CARCOM Meetings

The most important issues addressed at the CARCOM Meeting for the year has been the amendments to various parts of the Aviation Act and an increase in the passenger Safety Charges in order to assist in the SACAA funding for the year.

A number of existing Aviation Act parts under revision have been published on the SACAA website for comments by interested parties. It was highlighted in the meetings that parts that have not been revised will not form part of this exercise. The date for comments has been extended as there has been a strong response to request for comments. A number of CARS on the website do not contain all the approved CARCOM amendments and thus needed to be opened up.

The 14th March edition did not contain all proposed amendments, as deficiencies were reported. The public thus needed to be given time to comment on the final version as on the Web and not on the original, not containing all amendments. The latest version of Part 127 was to be published during May 2011 and a new period of 30 days would be opened for comments.

Mr. Sphelo Ntaka from the SACAA Fees sub-Committee advised members that the Passenger Safety Charge (PSC) was previously increased from R11.00 to R12.00. He indicated that it was hoped that the Revenue model would have been finalised by now, but unfortunately this was not the case. He indicated that if the status quo was to remain, the SACAA would be heading for a significant loss. He indicated that if SACAA were to increase the PSC by R4.00 to R16.00, this would enable SACAA to break even, but it would not cater for capital expenditure. He then gave an overview of- and rationale for the proposed upward adjustment of the PSC from R12.00 to R18.00 to cater for capital expenditure. He stressed that it was made very clear that this would be the last time that fees would be raised outside of the approved revenue model. There were comments from two sources, one who mentioned that the public would not be able to absorb this increase.

The Fees sub-Committee majority recommendation was presented to the CARCOM which stated that the rest of the members of the Sub-Committee recommended that CARCOM approves the increase of the Passenger Safety charge from R12 to R18 as proposed by SACAA and that this be the last increase granted without an approved revenue model.

The Sub-Committee further recommended that SACAA provides quarterly financial reports to the Industry and that consultation meetings be held with the industry to discuss these matters in more detail. The sub-Committee also had no opportunity to report back to the previous SACAA Board and now needs to report to the new SACAA Board. The CARCOM inputs now need to be added to the issue and thereafter it needs to be taken to the Board for final decision making. Quarterly reports will be delivered at the Industry Liaison Forum.

The question was again raised as to why the Department of Transport had not paid the outstanding amount of money owed to the SACAA. This is a historical case and actually has no effect on the current increase, as payment thereof will have no effect. It is money owed for duties already delivered, such as accident investigations. The SACAA are a section 3A company (PFMA Sections) and can therefore not ask for loans to finance capital projects. It was made very clear that it was absolutely essential that the revenue model be implemented as a large sum of money has already been lost due to one previous accepted increase in PSC not being implemented.

Women Pilot Seminar

The ExCo agreed to a Women Pilot Seminar that is scheduled to take place on 5 October 2011 at the Pilots' Conference Centre at no cost to ALPA-SA. It is a cost effective way for ALPA-SA to make a difference. It will be advertised to all the lady pilot members of the ALPA-SA Association. Presentations on the day will centre on professional development and lifestyle support for women pilots.



Airport Representative Liaison (ALR) Course

During 2010 a locally-designed ALR course was presented to a number of our members. This allowed ALPA SA to place six ALR teams at the bigger airports, who have already started working closely with the various Airport Management and ACSA teams. During 2011 a follow-up advanced or full ALR course will be presented at ALPA SA. The full ALR course including the advanced module which is being presented by Capt. Brian Greeves and a professor from Cranfield University is going to take place from 15th to 19th August.

This differs from the original dates due to the unavailability of the lecturer. ACSA has been fantastic in assisting us with sponsorship to host this event. It is going to be hosted at the Irene Country Lodge. We need to build relationships in the industry and this will be a fantastic starting point. We hope to have members of the CAA attending, delegates from non- ACSA airports, airline management and possibly other African airports. ACSA plans to send eight delegates.

A total of 30 slots will be available and on completion members will receive accreditation for the advanced course from Cranfield University. Our thanks go out to Tony Laubser, Sonia and Anita who are assisting with the planning and organising of the event.

Thank you

Conclusion

The above items are just some of the various activities that were undertaken during the year. Other items included attending the annual IFALPA Conference and other IFALPA meetings.

Reports on these visits are available from the office. When looking at the diversity of items being attended to, as well as the number of items that is continuously receiving attention, including those from our Industrial Practitioner, Jacques Lemmer, it is clear that the Association is in good hands.

I want to say a special word of thanks to the office staff for the many hours of work that they produce in assisting the volunteers with items such as additional research on various topics, liaison with various other branches and IFALPA, etc.

Due to the nature of our work as shift workers, we would be lost without this dedicated team and I would like to applaud them for their individual dedication to the Association.

I believe that all the ExCo members also carry the best interest of the membership at heart. The fruit of their labour serves as proof of a sense of professionalism and willingness to deal with the assigned tasks and issues.

In the year ahead, we will face various challenges as the environment around us continues to change. The test of our ability will be how we position ourselves within the aviation industry to continue to safeguard and regulate the professional and industrial affairs of our members.

Medical Issues



Margie Viljoen

If one is young, fit and healthy, the thought of completing a medical should not cause anxiety.

But there are occasions when health issues crop up that could compromise your medical. This is when you come to realise that health and wellbeing, although taken for granted, can be very tenuous. It is also when you come to rely on doctors to make you well or 'fit' as aviators say. Whilst you are at the peak of your health, it makes sense to cultivate relationships with those people who can make a difference when times get tough.

Small things can make a big difference. As a simple example: when completing your application for medical, do so using English – recognised as the international language within the aviation industry. Interestingly enough, this also applies to aviation medicine. The members of the medical section at the CAA experience difficulties when translating forms that are completed in Afrikaans – and this could mean the difference between a speedy recertification and a delay in getting back in the air.

If you are required to furnish reports from specialists in accordance with a medical protocol, or those that have to be presented at the AeroMedical Panel, it makes a big difference if those reports are in English. Something else to consider is the accuracy of the information that you provide in the documentation.

I know the CATS/CARS is not everyone's idea of light reading, but it is worth revising – if only to refresh your knowledge of what is required on that form prior to your next medical.

It is always better to be accurate and honest. Should any evidence of dishonesty be discovered at a later stage, you run the risk of being investigated and your medical suspended pending the outcome of the investigation. The CAA will decide whether or not to take legal action against you.

A condensed version of what is required is a report of: injury; hospitalisation; surgical operation or invasive procedure; regular use of medication; pregnancy; absence due to illness for a period of more than 21 days; or psychiatric treatment. An example: If you are in a car accident, are uninjured, but taken to a hospital to be checked out, state it on your form. Better yet, get statements from the paramedics who treated you, obtain the records from the hospital, and just to be on the safe side, get a statement from the treating ER doctor (in English).

It goes without saying that if you were injured in the above-mentioned scenario (even something as 'straightforward' as a broken leg), it would be absolutely in your best interest to obtain this information. Those who would like some reading material for long, boring sectors when it is severe clear, go to www.caa.co.za and have a perusal of Part 67, and particularly Part 67.00.9 regarding duties of the holder of a medical certificate.

New ALPA-SA Members

Welcome to the following pilots who joined ALPA-SA in April & May 2011

Andre White (NAC)	Christie Boyle (Solenta)
David Bull (Solenta)	Eckhard De Jager (Solenta)
Grant Pretorius (Solenta)	Hendrik Hamman (NAC)
Ian Van Zyl (Airlink)	Jayden Laurie (Solenta)
John O'Grady (Solenta)	Justin Teek (Solenta)
Larissa O'Connor (Solenta)	Ludwig Wichmann (Airlink)
Mark Beevers (Solenta)	Nico Muller (Airlink)
Nelius Dannhauser (Solenta)	Nicholas Brown (Safair)
Patrick Peggs (1 Time)	Paul Cairns (Solenta)
Peter Sartori-Angus (Solenta)	Riaan Louw (SA Express)
Sean Gericke (Solenta)	Tyrone Wood (Solenta)
Woudter Potgieter (Solenta)	Zak Venter (Solenta)

14 July 2011	- CPA
27 July 2011	- SAXPA
16 August 2011	- SAAPA
15 – 19 August 2011	- Airport Liaison Representative Course
5 October 2011	- Women Pilot's Seminar

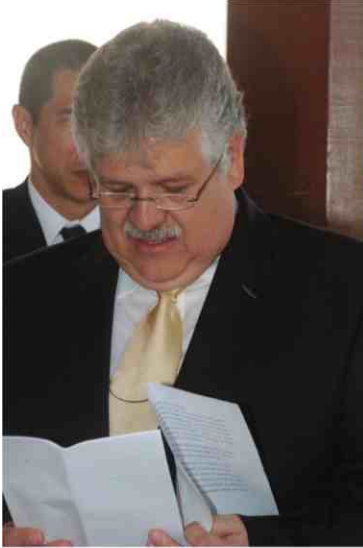


One reason you missed your turn-off...



IFALPA Annual Conference

The IFALPA Annual Conference was held in Chiang Mai, Thailand between 7 - 11 April this year. Crown Prince Maha Vajiralongkorn, also a qualified pilot, was invited to attend the Conference with his family.



Captain Carlos Limon (outgoing President of IFALPA)



Members of the Thai Pilots Association

Book Review

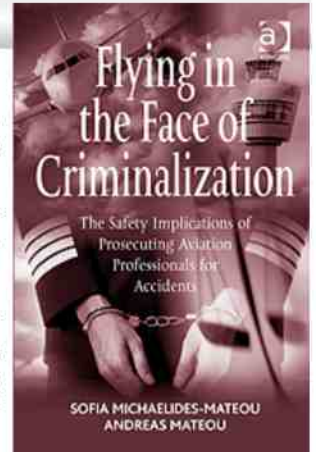
Carl Bollweg (IFALPA RVP AFI South)

“FLYING IN THE FACE OF CRIMINALIZATION” - by Sofia Michaelides-Mateou & Andreas Mateou

I first met Andreas at an IFALPA Conference in Chiang Mai, Thailand, where he was promoting a book he co-authored titled *Flying in the Face of Criminalization*. A week later I had the privilege of meeting both Sofia and Andreas in Johannesburg while they were visiting family.

Dr. Sofia Michaelides-Mateou holds a Doctorate from the University of Middlesex, as well as a BA and law degree from the University of Witwatersrand. She is a member of the Just Culture Task Force of Eurocontrol, an associate member of the International Society of Air Safety Investigators and a member of the Executive Board of the Flight Safety Foundation.

Captain Andreas Mateou holds a Doctorate from the University of Middlesex, an MSc in Aviation Management from the University of South Wales and a law degree from the University of London. He has held numerous positions of leadership within the industry including head of Flight Safety, head of Flight Data Monitoring Programme, head and of the Emergency Response Programme. Captain Mateou is a Type Rating Instructor and Examiner on the Airbus A320 with Cyprus Airways. He is an associate member of the International Society of Air Safety Investigators.



ICAO Annex 13 deals with the procedures to be adopted in the event of an aviation accident or incident. The aim of Annex 13 is to standardise the procedures of reporting aircraft accidents and incidents; to establish procedures ensuring the participation of experts in accident and incident investigation; and to ensure the expeditious publication of important safety and airworthiness information.

It is clearly stated that “The sole objective of the investigation of an accident or incident shall be the prevention of accidents and incidents. It is not the purpose to apportion blame or liability”.

Running parallel to this technical investigation is the legal investigation. The judicial investigation, however, has the intention of identifying those parties that have been at fault and to apportion blameworthiness for criminal and civil liability. Annex 13, however, stipulates that the investigators shall not make the information available to those persons “unless the appropriate authority for the administration of justice determines that their disclosure outweighs the adverse domestic and international impact such action may have on future investigations”.

Due to their imprecise and ambiguous meanings, many definitions used in the context of accidents and their investigations, cause a lot of confusion and are unfortunately misleading. This applies particularly to the concept of “cause”. The “causes” of accidents were linked to errors, acts and omission that opened windows for the judicial authorities or other enforcement agencies to conduct an investigation and in many cases take action against those parties related to the errors, act and omissions. Pilots, ATCS and other aviation professionals are being held accountable for their professional negligence and face criminal charges for unintentional errors and mistakes in performing their daily duties and responsibilities.

A number of aviation accident investigation reports, particularly the causes that are listed as having probably caused the accident - “the probable cause scenario” – have become the basis for criminal action against aviation professionals. This emphasises the degree to which the investigation and litigation process have become intermingled in a manner that might affect aviation safety, jeopardise the independence of the accident investigation and lead to injustice.

The inconsistent use of the official accident investigation by prosecuting authorities and the courts during the trial highlights the degree of intermingling between the litigation and technical investigation process. This results in a perilous situation where aviation professionals will be totally oblivious as to whether statements given during the technical investigation and the final accident investigation report will be used against them in a court of law.

UK. In the UK the technical and judicial investigations are conducted in parallel within a spirit of understanding and co-operation.

USA. In America, the investigation conducted by the NTSB normally takes the primary role unless it is suspected that a crime has been committed. However, in a number of aviation accidents, the judicial authorities commenced their own investigations.

Italy and France. Laws in these countries allow the judicial investigation to take the primary role in investigating the accident and vital evidence, particularly from the CVR and FDR have been withheld from the technical investigators conducting the official accident in accordance with ICAO Annex 13.

The Netherlands. The cockpit voice recorder and the flight data recorder of the Turkish Airlines B737-800 that crashed short of landing at Amsterdam's Schiphol Airport in February 2009 were recovered by the technical investigators shortly after the accident. The Dutch public prosecution initially asked the technical investigators to hand over the CVR and FDR, but they refused to do so. Unlike France, there is no legislation in the Netherlands allowing the judicial authorities control over the CVR and FDR.

The attempt by the Dutch prosecutor to gain immediate access to aviation safety data has been widely criticised and illustrates the eagerness of judicial authorities to obtain such data without considering the effect it may have on aviation safety.

Flying in the Face of Criminalization investigates twenty seven aviation accidents that were criminally investigated from 1956 to 1999 and twenty eight cases from 2000 to 2009. It is believed that there will be a significant increase in cases where aviation accidents will be followed by criminal prosecutions. This will be in line with the evidential shift of the public's perception towards aviation accidents and the demand from society for accountability in aviation and other forms of transportation. This demand is based on the public's expectation that criminal prosecution will ensure aviation safety and perhaps judicial authorities believe that prosecution will be the only way to increase safety and protect the public.

However, there is no evidence that prosecuting aviation professionals for their unintentional acts and omissions, which have resulted in the death of passengers, improves safety. On the contrary, criminally prosecuting aviation professional impedes safety. Research clearly indicates that aviation professionals fear prosecution and that this is perceived as having an adverse effect on aviation safety through hindrance of the free, voluntary and truthful sharing of safety information. This is the cornerstone of aviation safety resulting in many safety lessons being learnt.

This book can be used in a number of ways, as a full read or as a reference text. It will assist aviation professionals to minimise the fear of prosecution. In addition, aviation authorities have to be alerted of the increasing trend of criminalisation and the consequential safety implications thereof. Judicial authorities should be made aware of the wide-ranging issues involved and the possible negative impact thereof in their endeavour to implement the 'letter of the law' at all cost.

It also highlights the importance of membership to an Airline Pilots' Association which is linked to IFALPA!