



SSN

Soaring Society of Namibia

1.0 IDENTIFIED HAZARD

In terms of its NAMCAR Part 149 Aviation Recreation Organisation (ARO) approval the SSN is overall responsible for the safe conduct of glider flying and pilots within Namibian airspace. This applies to local as well as visiting pilots.

Here it also deserves mentioning that out landings are par for the course in the realm of glider operations and do not, by themselves, constitute an occurrence. In this regard the SSN also has procedures in place for the safe retrieval of gliders and pilots in the event of remote out landings within the borders of Namibia.

During the international soaring competition season, which endures from 01 November each year to 31 January of the following year, pilots occasionally venture into the Botswana airspace, mainly due to meteorological considerations. Although this practice is mostly condoned by the authorities of Botswana, it involves a fair number of hazards as follows:

- The area overflown in Botswana is very remote and extremely sparsely populated. In the event of an out landing in Botswana, search and rescue facilities are virtually non-existent.
- The area in question teems with wildlife, especially hunting animals such as lions, leopards and hyenas. This renders it extremely dangerous for a pilot to leave the cockpit of his/her aircraft in the event of an out landing in that area. In this scenario, given the extreme heat experienced during the summer season, survivability of the crew rapidly diminishes, especially when they run out of water.
- Botswana imposes extremely strict border controls. Thus, in the event of an out landing, the authorities will arrest the crew as they are not in possession of an overflight and landing clearance or an entry permit. In all likelihood, the crew will remain in custody until the matter is resolved.
- Search and rescue operations will have to be coordinated between the two countries which will prove burdensome and time consuming.
- Retrieval of the aircraft will be almost impossible, but if it can be done, it will be very costly and time consuming.

- In the event of an out landing in this area with consequent damage to the aircraft it will, in all probability, not carry adequate insurance coverage, if at all. This will be costly.
- The SSN will face issues of legal liability if it can be proven that it has allowed, either expressly or implicitly, an operation into Botswana airspace. In addition, because of the knowledge of these hazards and concomitant risks, the NCAA will institute actions against the SSN for not having adequately addressed the risks.

2.0 RISK ANALYSIS

It was determined that these identified hazards constitute a risk.

Analysis of the risk in terms of probability and severity indicate the following:

- **PROBABILITY:** As these flights into Botswana's airspace are fairly regularly conducted and as out landings are part and parcel of soaring activities, the probability of an out landing in the area mentioned, is classified as "occasional."
- **SEVERITY:** The consequences of this type of out landing is classified as "hazardous."

The risk is therefore classified as **4B**.

3.0 RISK ASSESSMENT

A rating of **4B** places the risk in the "intolerable" region of the risk matrix, necessitating mitigation measures.

4.0 MITIGATION

SHORT TERM:

All pilots to be thoroughly briefed, during the daily briefing sessions, of the hazards and risks involved in venturing into Botswana's airspace. The message must be clear: "If you venture into Botswana's airspace, you do it entirely at your own risk. The SSN will be unable to assist in any manner."

All aircraft owners and pilots to sign a declaration indemnifying the SSN against all consequences of venturing into Botswana's airspace and absolving the SSN from any and all responsibility for any consequences in this regard.

LONG TERM:

Imposing a prohibition on all pilots to venture into Botswana's airspace.

Safety is of paramount importance to the SSN and in terms of its mandate to oversee all safety related aspects of its operations in accordance with its MoP and its NAMCAR Part 149 ARO approval, hazards and concomitant risks will be monitored consistently.

R BUERKLIN
QASO

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J (HANS) WIEHAHN
CONSULTANT

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