



# SWACAA NEWSletter

SWAZILAND CIVIL AVIATION AUTHORITY NEWSLETTER | ISSUE NO. 3

February 2015



AIRPORT ACCESS CARDS  
- NO HOLY COWS



AIRCRAFT ACCIDENT  
INVESTIGATION



SWACAA AMBASSADORS  
IN EAST AFRICA



**BOTSWANA GLOBAL EXPO –  
A JOINT NATIONAL EFFORT**

# EDITOR'S NOTE

**I** am intrigued by the history of the *Sagrada Familia* (Church of the Holy Family) - that larger than life project of Catalan architect Antoni Gaudi standing tall in the heart of Barcelona in Spain. *Sagrada Familia* is a church construction project that was started in 1882 under the leadership and vision of the eccentric Gaudi.

It is to this day a work in progress, with cranes hovering above and men and women full time at work. That has been the case since 1882 or 1883 to be precise and the church has survived many war artilleries and arsons throughout history. It is anticipated that the work will finish in 2026, hopefully with His Holiness the Pope presiding over mass there during Easter of the same year!

What is intriguing about the *Sagrada Familia* is not necessarily its UNESCO World Heritage Site status or its ability to

“...for the first time international Airline Executives are walking the ramp at King Mswati III International with determination to start operations...”

attract three million tourists a year, but that it has become a daily reminder to people of the world that nothing is impossible if people are driven by a vision, are prepared to put in a fair measure of hard work to make it materialise and pass it on from one generation to another.

We at the Swaziland Civil Aviation Authority will never say we do not know what the national vision is because we do. We are also clear about our part in making

it a reality and we consider ourselves privileged to be in this space at this point in time in the developmental history of the Kingdom.

In this issue of our newsletter we see small but hugely significant steps being taken to make the ideal draw closer. For the first time the Kingdom's safety graphs are finally moving towards the right direction – signifying that there is a CAA in Swaziland and it is doing what a CAA is supposed to do for the state. For the first time international airline executives are walking the ramp at King Mswati III International Airport, determined to start operations that will offer Swazis flying options, new jobs in the market, new opportunities. Things are coming together. The vision is nigh.

**Sabelo Dlamini**

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### QUOTE

And, you know, being able to wear the stars and stripes, when you step up on one of the blocks or, you know, when you step off of an airplane or when you hear the national anthem play, you know, it's one of the greatest feelings in the world because you know that there are people at home who are supporting you and watching you. Michael Phelps





Mr Dorrington Matiwane leading discussions in Gaborone

## BOTSWANA GLOBAL EXPO – A JOINT NATIONAL EFFORT

**I**t was “development unusual” for Swaziland during the Botswana Global Expo held at the Fairgrounds International Convention Centre in Gaborone. The Botswana Global Expo has, over the last few years, dramatically risen in stature and magnitude, making a name for itself as a fast-emerging marketing and trade promotion forum. It is about the Southern African Development Community (SADC) countries, showcasing what they offer by way of trade and investment to each other as sister states and to the world as a trading block.

Commissioned by the Minister of Commerce, Trade and Investment Honourable Gideon Dlamini, the Swaziland delegation comprised of the Swaziland Investment Promotion Authority (SIPA), The Small Enterprise Development Company (SEDCO), the National Agricultural Marketing Board (NAMBOARD), the Swaziland Tourism Authority (STA) and the Swaziland Civil Aviation Authority (SWACAA). The marketing of the Kingdom’s products and facilities was conducted from a joint exhibition stand, which for three days was a hive of activity, discussions and promotion of trade and investment across industries in the Kingdom of Swaziland. As the honourable minister had said earlier, it is by a concerted effort that the country is best marketed because industries and businesses have a symbiotic relationship and the investor needs to understand the holistic picture to make an informed investment decision.

The Botswana Global Expo draws participation from as wide a spectrum as France, Germany, England, USA and the rest of Africa particularly East and West Africa. Mr Dorrington Matiwane, Chief Executive Officer of SEDCO was the lead panellist in the discussions, workshops and conferences held at the convention centre at fairgrounds. Leading discussions on “ease of doing business in Swaziland,” Mr Matiwane made a revealing presentation on the strategies that the country has implemented in removing unnecessary bottlenecks in the processes for business start ups and foreign direct investment into the Kingdom. Major infrastructural investments that have been made in Swaziland, such as the King Mswati III International Airport and a large network of paved roads throughout the country, were leveraged as good enablers of investments. Speaking on behalf of the Swaziland team at the close of the exhibition Mr Sibusiso Mnisi of SIPA said that there could have not been a better advocate of the Kingdom’s trade and investment than Mr Matiwane during the course of the expo in Botswana.

The Swaziland Civil Aviation Authority’s Director General, the Minister and the Principal Secretary in the Ministry of Public Works and Transport are already engaged in intense discussions with investors determined to provide air service between the states and other destinations. The Director General confirmed that SWACAA has already hosted a high powered delegation which came to view King Mswati III International Airport and to hold talks with the Ministry in pursuit of air transport business emanating from the Global Expo. As they say in Botswana, “pula!”



## NCOBILE AND TENGETILE – SWACAA AMBASSADORS IN EAST AFRICA

“...Any claim that cannot be substantiated by tangible evidence does not amount to any value and it will never raise any graph...”

**I**t has been a long time since the Audit findings of 2007 in which Swaziland scored a paltry 16% rating in compliance with the International Civil Aviation Organisation’s safety and security standards and much has been done over the years to correct this situation.

Chief among these were the bold decision His Majesty’s Government took to establish a Civil Aviation Authority in the country, whose mission it became to implement corrective measures and establish a compliance culture that would see Swaziland’s rating rising to an acceptable level and to be taken seriously in the civil aviation business.

Notwithstanding all the efforts made

over the years, positive results on the ICAO system have not been forthcoming. Ncobile Dlamini, the National Continuous Monitoring Coordinator explained that ICAO uses a universal online framework system in terms of which each state answers questions – called protocol questions – whose answers determine the movement of the ICAO compliance graph. According to Ncobile the frustration has been that the graphs have not been moving upwards to demonstrate a record of progress – and without this movement all efforts made count for nothing! This had to change when the Authority’s Executive Committee decided to send a two person delegation to the ICAO Regional office in Nairobi to upload the protocol questions on the ICAO system. Ms Sibongile Nkonyane Director Legal Services and the ICAO mission co-ordinator said that all else had been tried and still there were no tangible results of progress. It was as if nothing at all had been done since 2010! Ncobile Dlamini and Tengetile Nkambule were the “ambassadors” who were ultimately dispatched by the Director General to physically operate the system on site in the ICAO offices in Nairobi while receiving assistance from the experts on the ground.

Tengetile said that while working in Nairobi the team learnt that the system required minute detail and that it is evidence based.

“Any claim that cannot be substantiated by tangible evidence does not amount to any value and it will never raise any graph”, she said.

“If you answer a protocol question on the organisational organogram and you say a certain job exists and is filled by a certain officer, you have to provide a signed job description to back that assertion, the name of the officer doing the job and copies of academic qualifications and real time experience - that is the level of the detail that will result in upward movement”, Ncobile added.

The team feels that they worked well under the guidance and support of Mr Milton Tumussime and Mr Papa-Issa Mbegue. They managed to get the work done and supplied all the evidence required. Although the results are not yet out they are confident that the ICAO validation mission due to arrive in Swaziland in April will record a good finding and go away with a happy story for the country.

# AVIATION IS MY PASSION - LYNDON

**Lyndon Hermansson, the Aircraft Accident Investigation Coordinator who joined SWACAA in November 2014, has vast experience in aircraft maintenance, flight operations and management, which qualities will add great value to the organisation as a whole.**

"I see SWACAA as a vibrant organisation that meets and even exceeds international expectations. Where we were once blacklisted for non-compliance with international standards, in three years time I see SWACAA taking the lead in Africa in the compliance of these same standards," said Lyndon.

He said that aircraft accident and serious incident investigation is a new department for SWACAA, with particular attention to the prevention of accidents and incidents rather than to apportion blame or liability for them as its main objective. He said the role of aircraft accident and incident investigation is to establish their cause and all contributing factors to that cause, and then to prevent them in the future.

When asked about his family's support in joining this industry he said, "SWACAA adds to my personal growth, to which end I have my family's full support. Although it meant me leaving the family business, aircraft accident investigation has always been a passion I wanted to pursue. They are all very happy for me."

Lyndon Hermansson was born into an aviation family as his father was a commercial pilot and an aircraft engineer, while his mother was the managing director of two family air charter companies for several years. In 1975 when he was six years old his parents came to Swaziland from Botswana to start a company specialising in aircraft maintenance at Matsapha Airport called Scan Air. By 1979 the company's name changed to Scan Air Charter (Pty) Ltd. to incorporate air charter. This still exists today, providing air charter, aircraft maintenance and technical support.

Lyndon revealed that he was fortunate to have taken an interest in aviation from a young age, having flown with his father from when he could just see over the dash-board. He said, "When we were kids, I loved it when my Dad 'buzzed' a home or police station indicating for the occupants to collect us at the airfield or to come and stamp our passports. During my high-school holidays I worked in our



**Lyndon Hermansson, Aircraft Accident Investigation Coordinator**

maintenance facility at Matsapha Airport as an apprentice (from 1984 to 1988), and soon after my 17<sup>th</sup> birthday I got my private pilot's licence, a year before I was legally allowed to get my vehicle driver's licence."

After completing his matric in Piet Retief Lyndon left for Texas in the USA where he completed a two year Science Degree and obtained his aircraft maintenance license (Airframe and Powerplant, A&P). He then remained in the USA until he completed his Commercial Pilot License in Lincoln, Nebraska. Lyndon returned to Swaziland in August 1991 with an Aircraft Engineer's A&P License and a Commercial Pilot License, with twin engine and instrument ratings.

"The experience was amazing, as I finished top in my class in all disciplines. I found all aspects of aviation interesting to me", he said.

"Sadly I suffered serious injuries after the DC-3 (Dakota) aircraft on which I was co-pilot, crashed while attempting to land at Sena, Mozambique, on the 25th November 1991. Sena was a small airfield that was then manned by the Mozambique military and was for many months under heavy attack from the resistant forces. While attempting to avoid ground fire, our DC-3 crashed five miles short of the airfield with total destruction of the aircraft. This experience is the reason why I am passionate about aircraft accident investigation and prevention," he said.

The other reason for this is that on the 23rd November 1993 his father was killed

in a DC-3 accident in Mozambique while he was captain. It was due to an engine failure and their inability to return to a safe landing site.

Lyndon said that by 1995 their family business had lost two more aircraft in accidents in Mozambique, which were all in some way related to the conditions under which they operated during those years, with little or no facilities and no safety oversight, besides the then civil war. Over the years after his recovery from his accident, he served as manager of their Swaziland based company and in 1997, he was the Technical Director and Director of Flight Operations for both the Swaziland and the Mozambique companies.

From then on Lyndon, flew less because his services were in greater demand on the ground than in the air. From 1998 to 2005 he also served Swaziland as Alternate Coordinator (deputy chairman) of the National Civil Aviation Sub-Committee which sets policies and procedures for the implementation of the SADC Protocol on Transport, Communication and Meteorology, and which was directly involved in the transformation of the Civil Aviation Authority into what it is today.

Lyndon appreciates that by 2005 the aviation industry in Southern Africa had reached an all-time low for air charter companies and to survive their company had to evolve, diversify and adapt. His focus was then diverted to other business and business consultancy, and by 2009, he was a recognised SME business adviser and consultant. As part of his social responsibilities, he served national SME development through free mentorship and being judge of SME competitions for various organisations - mainly for Junior Achievers Swaziland.

"It was a great privilege and honour to join SWACAA in November 2014 as Swaziland's Aircraft Accident Investigation Coordinator, responsible for the coordination of any investigation into aircraft accidents or serious incidents within the territory of Swaziland or involving Swaziland registered aircraft or Swazi citizens outside the country. This is an enormous responsibility to which end I will serve my country with my utmost dedication and sincere passion", Lyndon said.

Asked what his hobbies are, Lyndon replied "Is work a hobby? I guess not. Sadly I hardly pursue my hobbies but when the opportunity presents itself I enjoy family outdoor trips, fishing and hunting. I spent many years of my youth on my grandfather's farms and I was brought up with a love of nature and all that nature offers".



## AIRPORT ACCESS CARDS - NO HOLY COWS

**S**afety and Security are major issues for any well-functioning airport as they affect the entire aviation sphere. It is SWACAA's endeavour to meet ICAO Safety and Security Standards to not only be one of the safest airports in the region but also in the entire world.

SWACAA recently went through an exercise of renewing staff and stakeholder identification cards. This was met with great enthusiasm by the staff and stakeholders as they went through the process of the exercise, which was conducted by the AVSEC Office in collaboration with the Royal Swaziland Police. This on its own shows just how committed SWACAA is to safety and security. But the question still begs, what are the identification cards for and what purpose do they play in the issues of safety and security?

The cards are a necessary and vital instrument for any airport employee and stakeholder. Airport identification cards have always existed but the formation of SWACAA in 2010 added a whole new dimension and purpose. The greatest role played by the identification cards is that they are part of the system of protecting not only the airport but the whole aviation sector against acts of unlawful interference. These could be acts of terrorism or anything that may dangerously disrupt daily operations at an airport.

Airport identification cards are used as a form of authorisation in terms of employee movements and it is an ICAO requirement that all airport employees and stakeholders have them. This serves the purpose of easily identifying employees from ordinary civilians and not all airport employees may go anywhere they like

within the airport. This is also a point echoed by the AVSEC Office, that not all employees are authorised to enter the airside, mainly the apron, without an authorised security officer or without having attended Safety Awareness Training.

Any individual who is not an employee or valid stakeholder wishing to go into areas designated for employees must have a valid reason to do so. They must also go through certain security checks which will require their personal details, police clearance and a valid ID. The final step is going through the AVSEC Permits Office to obtain a permit. They are also required to be with an authorised employee or AVSEC Officer at all times.

The ID card renewal process of every two years is done so as to systematically update an individual's personal details and to establish whether if the card holder's details are still valid. In the event of an individual misplacing their identification card they must firstly need to report to the AVSEC Office and as soon as this is done the misplaced card is blocked from the system. The individual requiring a new identification card has to repeat the whole the process and will be required to pay a penalty fee specified by the AVSEC Office.

The role played by identification cards supersedes that mentioned above and the key role is that of confidence. Employees are confident that they are doing their part in providing a safe and secure facility, as seen in the renewal process that the staff went through. Airport clients may be confident of going through a safe and secure facility handled by trained professionals as envisioned for King Mswati III International Airport.

# THROUGH THE LENS





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