

Objective	Recommendation	Feedback
AIRPROX – high risk	*Consider an awareness program with VFR traffic flying in the vicinity of instrument approach aerodromes which addresses airmanship, the local airspace, procedures and the need for thorough pre-flight planning	Airspace infringements have become a priority for ATNS and we have embarked on two projects. The first is the Airspace infringement safety group which had a kick off meeting on the 31 January 2019. We are developing the terms of reference for the group which comprises members from Flight Ops, ATS and General Aviation (GA) from the SACAA, members from ATS and members from S&R. The second project is the development of a mobile application to assist in information sharing with GA.
ASR, UCR, MOR	ASR, Mandatory Occurrence Reports (MoR) and UCR's should contain as much factual detail of the reported event as possible and reporters should endeavor to file reports as soon after the event as possible to enable effective investigation	ATNS utilises XTRAX system for the filing of MOR's and any reports lacking sufficient information are rejected by the standards and Regulations office and sent back to the filer to add any relevant detail required.
Detail of investigation reports	Investigation reports should contain as much detail as possible in respect to the findings, cause and contributory factors, conclusions and corrective actions. Reports should include specific detail of general terms such as airspace organization, ATC/Cockpit procedure and Human factors. It is strongly encouraged that the "5 why" principal is applied to all causes and contributory factors identified to discover the systemic causes and identify effective corrective, and more importantly, preventative mitigations.	The unit investigators who compile investigations have been briefed and recently attended an FAA course for investigations. This is to ensure thorough investigations and relevant recommendations are put forth and implemented.
Class F and G Airspace	Crews, as well as ATM personnel should be made aware of the standards and recommended practices applicable to Class F and G Airspace in regard to roles and responsibilities of all stakeholders in so far as separation, air traffic	The rules regarding class F and G are taught on the control courses at the Aviation Training Academy. This is an ongoing discussion.

	service provision and inter facility / service coordination are concerned.	
Peer support	States/ANSP's to consider implementing support structures, such as a consolidation period or specific rostering with experienced colleagues, to support newly validated controllers while they build experience and confidence in the time following their first validation on a particular airspace/control position.	ATNS uses peer supervision as a normal daily practice where staffing allows.