



Low Flying
and it's
'uplifting'
rules!

Presentation Outline

1. Objective
2. Definitions
3. Arguments
4. Regulations
5. Causality
6. Laws of Attraction, Gravity and the ANR's
7. Threat/Error Management (Risk Analysis)
8. In Closing

1. Objective

To **highlight** the dangers, risks, potential hazards, and sometimes the nuisance, low flying aircraft cause or may cause to the pilot, his/her passengers and to the general public.

To **refresh** the aviation community about what the law states about low flying.

To **encourage** compliance.

To **re-awaken** 'our' social responsibilities and foster co-operation.

To work through a **Risk Assessment** regarding Low Flying



Just Nuisance
1937 – 1944

2. Definitions

Low Flying	Commonly, low flying refers to any flight at or below 500 foot AGL
Paradigms	A standard, a perspective, or a set of ideas
Causality	The relationship between cause and effect
Plausible Deniability	The <u>ability</u> to deny any involvement in illegal or unethical activities, because there is no clear evidence to prove one's involvement ... for example, "... Never, I wasn't flying low, I must have been at least 500 foot, and you can't prove otherwise!" (its always above 500 foot!?)
Denial	A river in Egypt!

3. Arguments

Are you 'for' or 'against'?

Well, your opinion has ZERO value, ZERO benefit, ZERO application to the argument ... nor will we entertain it! "But why?" you ask ...

Because ...

4. Regulation(s)

General Rules of the Air : Part 91, Division 6, Number 33

Gazette N° 2467

91.06.33 (1) Except when necessary for take-off or landing, or except with the prior approval of the Director, no pilot-in-command of an aircraft –

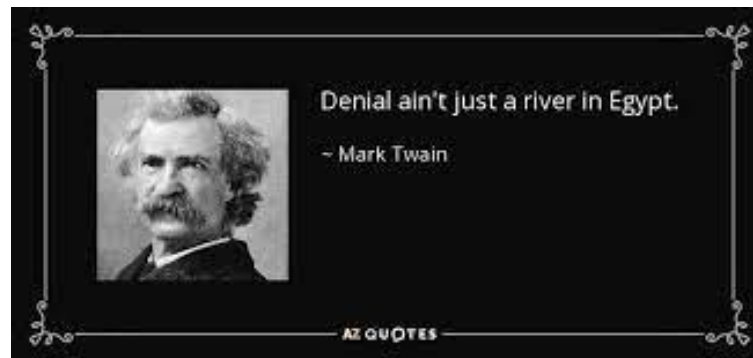
- (a) shall fly the aircraft over built-up areas or over an openair assembly of persons at a height less than 1 000 feet above the highest obstacle, within a radius of 2 000 feet from such aircraft;
- (b) when flown elsewhere than specified in paragraph (a), shall fly the aircraft at a height less than 500 feet above the ground or water; and
- (c) shall circle over or do repeated overflights over an openair assembly of persons at a height less than 3 000 feet above the surface.

5. Causality

The slow and steady decline in the Rule of Law



Tears in the 'Fabric of Society'



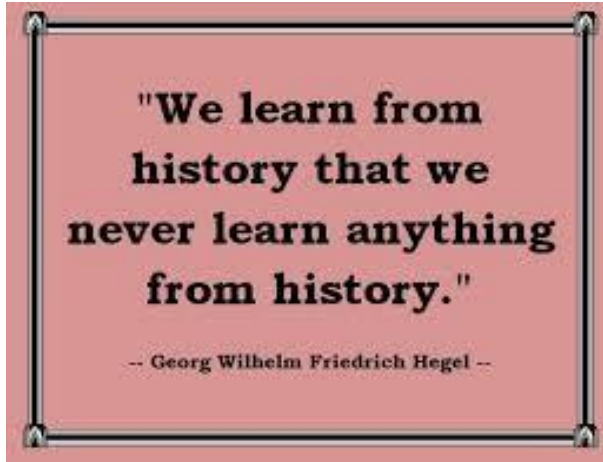
"It NEVER happened!"



Leave me
please,
everything is
just fine.

I have a lot of
money as well.

6. Law of Attraction, Gravity & ANR's



A young pilot asked an aviation auditor one day, "Sir, why is aviation so regulated?!". "Well replied the auditor, that comes from years dealing with people. We've learned that the only way to separate the truth from the lies is to create a paper trail longer than the stories people tell us!"



Darn it, gravity 'is' in fact bigger than my ego



7. Threat / Error Management

Risk Assessment Form		SF-004	
Department Safety		AHOOI ref. N° n/a	
Activity LOW Flying		INCREASING PROBABILITY →	
Details On a fun, recreational flight that routed up the Swakop River, the pilot flew low (below 5000 feet) over the Rossmund Golf Estate.		CONSEQUENCE ↓	
Assessor 1 Any Body even YOU		Assessor 2 n/a	
Date September 2022		S/O as well as another must assess the AHOOI report	
People who were at risk? Crew, Pax &/or Others		Residents of the Golf Estate Workers at the Golf Estate	
Portfolio implicated or affected		Since this was a recreational flight everybody involved was affected.	
Portfolio holder to sign off the assessment		n/a	
Score		15 15 12 12 ÷ 4 = 13.5	
PRE-SCORE		n/a	
Portfolio Holder at the time		n/a	
Date of review		September 2022	
Is the assessment fair and accurate?		Yes No	

AHOOI N°	Identify hazards or causes; highlight risks	RISK EVENT NUMBER - REN -	Controls, Procedures, Key measures put in place	REN - Post Assessment	Further action required?
1) The hazard was the low flying aircraft.		52%	1) The individual held a pilot license.	52%	Yes No
2) The cause was an engine failure at low level resulting in the pilot being unable to even attempt a forced landing.			2) Part 91 - Rules of the Air, 91.06.33		
3) The (ignored) risk was believing that everything will be okay.			4)		
Additional comments					

Risk Assessment

99 - 54	Unacceptable Risk - Safety is not ensured. Stop the operation immediately and implement improvements, then re-evaluate.
53 - 44	Substantial Risk - Safety is not ensured. Look for mitigating measure to implement ASAP (within three (3) days or less), then monitor and evaluate.
43 - 33	High Risk - Safety is not ensured. Protective measures are urgently required. Confer with A-M and implement corrective action accordingly. Evaluate.
32 - 22	Medium Risk - Safety is inadequate. Look for ways to refine or improve processors or procedures. Implement, monitor and evaluate. Watch for similar.
21 - 12	Low Risk - Safety is adequate for mainstream operations. Operational measures may be required. Monitor for similar. Raise the REN if similar reports surface.
11 - 1	Acceptable Risk - Safety is not affected, however the issue may develop if left alone. Monitor for similar events with a higher value.

8. In Closing

We set an example for others.

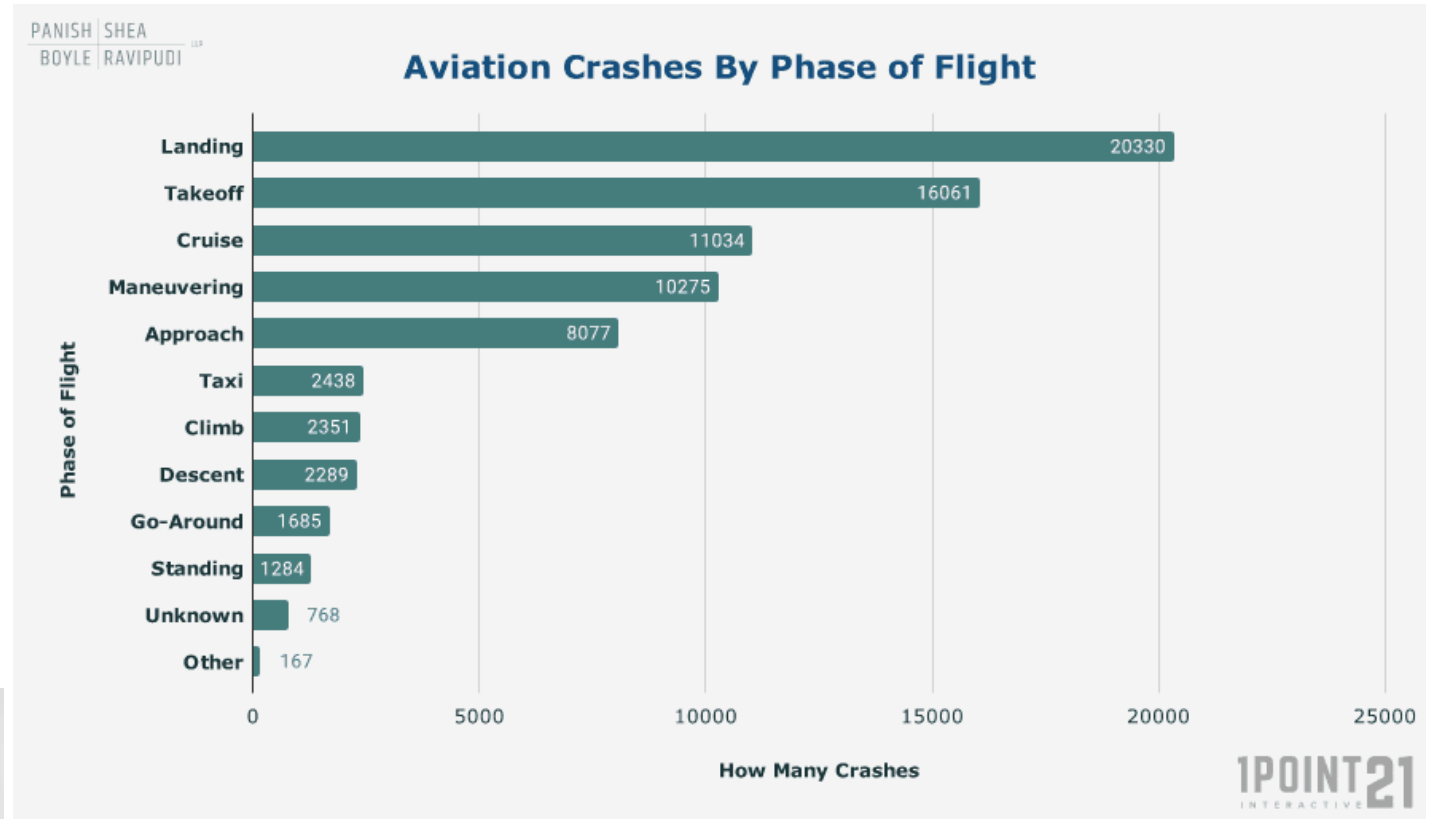
Sometimes it's a case of monkey see, monkey do.

Sometimes its just ignorance or even total inconsideration of others.

Sometimes its bravado, ego or even a gung-ho, cavalier attitude.

Regardless of the why, the law is clear and the statistics speak loudly.

Aviation in itself is not inherently dangerous. But to an even greater degree that the sea, it is terribly unforgiving of any carelessness, incapacity or neglect.



Credit for the statistics to P-S-B-L Legal, USA
www.psbr.law/aviation_accident_statistics.html

This presentation has been prepared with the sole intention of getting **YOU** to THINK! Stop pointing fingers at others and look inwards. Look at yourself and fix your problems first. When/if you *ever* reach 'perfection', you'll discover that everyone is just trying to make the best of what they have! Safe flying.