



**Namibian Civil
Aviation Authority**

4 Rudolf Herzog Street
P/Bag 12003
Auspannplatz

Safety Promotion and
Quality Department

spq@ncaa.na
Ph. 083 235 2511 or
083 235 2468



**JANUARY
2022**

Safety MATTERS

Providing the Namibian aviation industry and users with vital information on the latest aviation safety statistics and reports for the continuous improvement of safety systems:

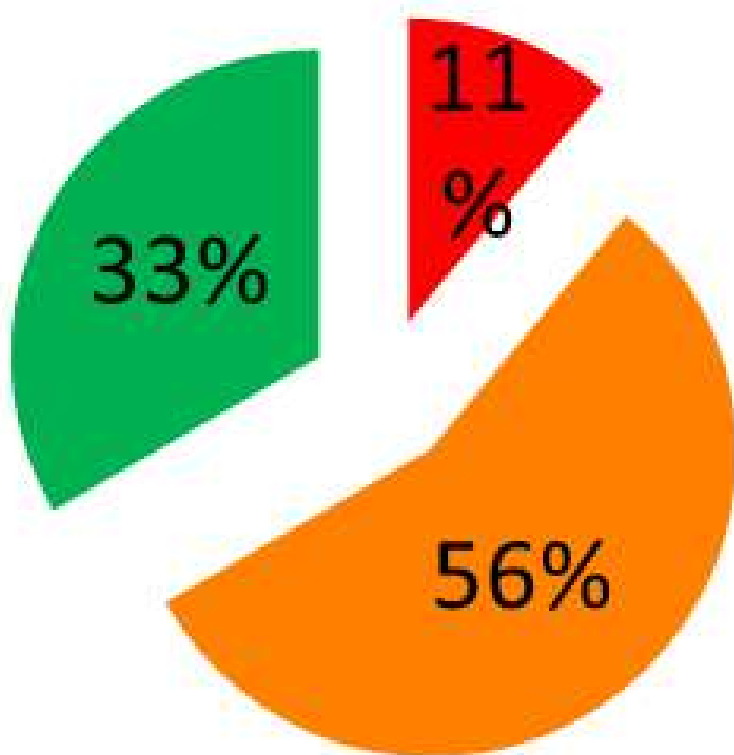
Shared Knowledge = Improved Safety





This monthly publication will keep industry, NCAA, license holders, and the general public updated in terms of what has occurred in safety monthly within the industry. All reports are de-identified and no attempt should be made to identify the reporter in this or any other avenue unless specific authorisation is given or in cases of enforcement for gross negligence or willful misconduct.

Safety Statistics



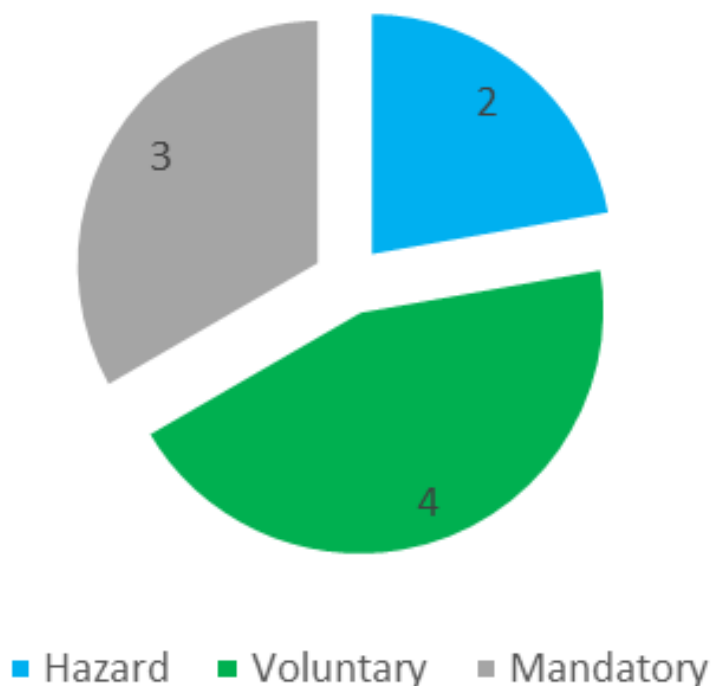
January 2022

The Namibian Safety Data Collection and Processing System (SDCPS) classifies events into high risk, medium risk, and low risk. High risk are intolerable occurrences where mitigation measures are mandatory, or the practice should be stopped. Medium risks are tolerable with mitigation measures. Low risks are acceptable without mitigation. The SDCPS and the classification of occurrences is in compliance with and under the terms described by ICAO in Annex 19 and the Safety Management Manual, Document 9859.

Of the 9 occurrence in January we have 3 low risk, 5 medium risk, and 1 high risk.

The latter are receiving our urgent attention and mitigations will be communicated via this forum as soon as we have them

Classification of Occurrence

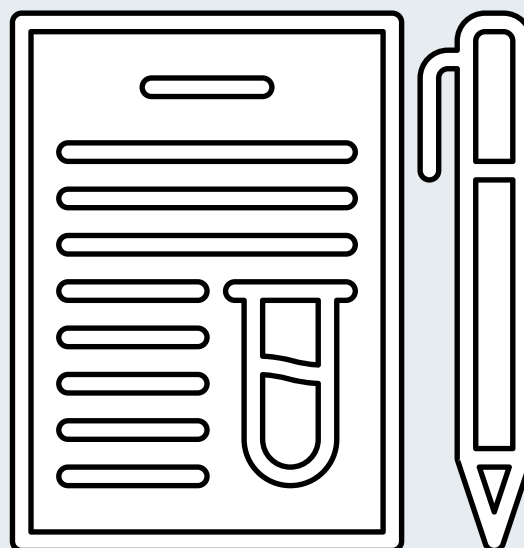


The core of our State Safety Programme is our Safety Data Collection and Processing System (SDCPS) and thus the data received is of vital importance. The majority of data analysed comes from user reports in the form of mandatory, voluntary, and hazard reports. Mandatory safety occurrences are those classified under NAMCATS Part 140 Appendix A. Voluntary occurrences are an occurrence that affects aviation safety but not classified as mandatory. Hazards are a condition or an object with the potential to cause or contribute to an aircraft incident or accident. We are pleased to report 6 of the 9 reports were voluntary/hazards, meeting our aim of increasing voluntary/hazard reporting while decreasing mandatory occurrences.

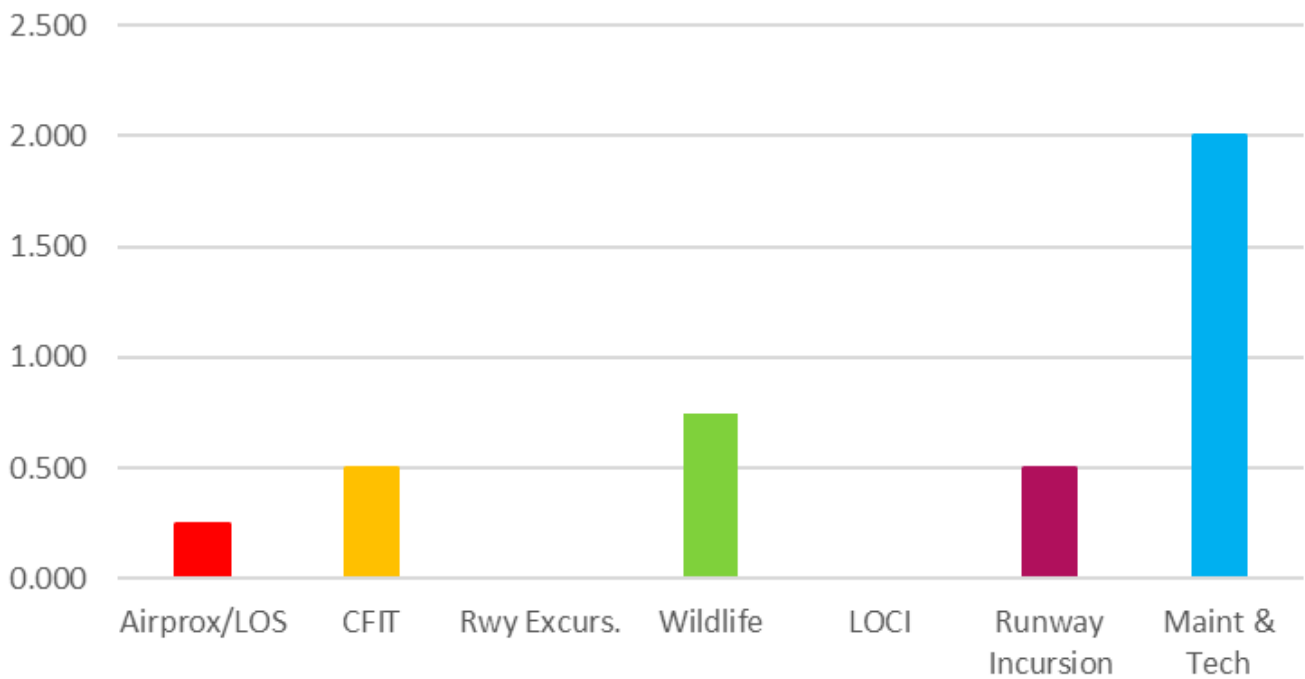
CONTINUOUS IMPROVEMENT

A core aim of safety systems is continuous improvement and one of our targets to monitor and measure the safety system is that the balance of hazards and voluntary occurrences over mandatory reports and tip the balance in accident prevention.

Key in this step is buy in from our users - keep up the reports and help us help you to stay safe!



Occurrences by Safety Performance Indicator



Safety Performance Indicators

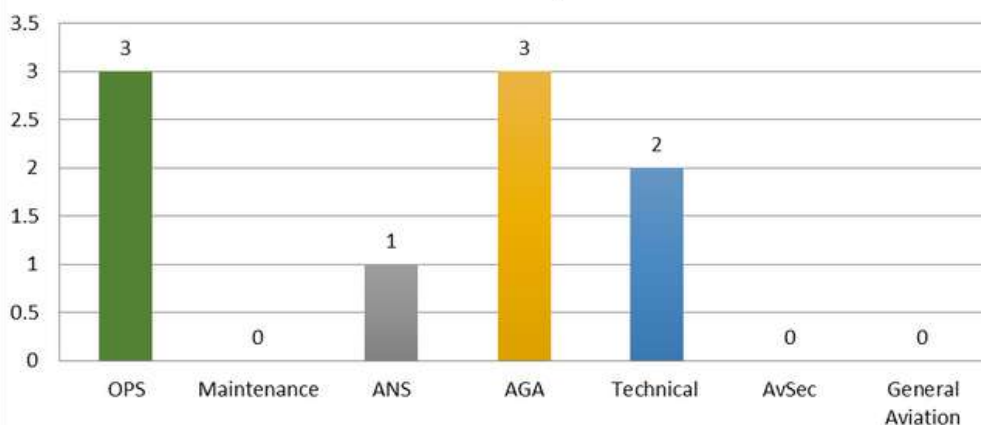
Of the many metrics the SDCPS tracks is the seven key high risk categories (HRC) which NCAA has identified as critical to our safety performance. These include five HRC identified by ICAO, LOC-I, CFIT, LOS, Runway Incursions and Excursions, and two identified as specific to our safety system from past data, maintenance/technical and wildlife strikes.

Our safety metrics identified a disturbing trend in CFIT occurrences and we are addressing this urgently, watch this space for more details, and in the interim remember CFIT is 100% preventable.

Maintenance/Technical remains high, however this is a high frequency low consequence event in most occurrences and as you will see from the events described herein. Effective training is a strong mitigating factor against greater consequences and in most events this training kicked in and crew/ATC did what they needed to do by following procedures - QRH / RCF procedure for example, and outcomes were positive. Remember to know your emergency procedures well.

Wildlife strikes continue to be a regular occurrence with our beautiful yet dangerous African nature. NCAA AGA department is continuously working with NAC to improve the wildlife prevention programmes.

Occurrences by Area



SPIS

SAFETY OCCURRENCES

JANUARY 2022

MEDICAL DIVERSION, (VOLUNTARY, LOW RISK, OPS)

A scheduled airliner diverted to FYWH due to a medical emergency. A 76-year-old female with incarcerated inguinal hernia, in stable but deteriorating condition.

RADIO COMMUNICATIONS FAILURE (MANDATORY, LOW RISK, AIR)

An RCF was reported at Lüderitz airport, the pilot, it was reported, phoned the tower, followed the RCF procedure, and then landed safely.

FYKM SURFACE CONDITIONS (HAZARD, MEDIUM RISK, AGA)

After landing at FYKM, the airport runway, taxiway, and apron surfaces were inspected. The runway conditions were alleged to be in a poor condition. The observations reported by the pilot were long grass, loose stones, and potholes.

This hazard is being investigated for corrective action; feedback will be provided.

TIMELINE OF THE PROJECT

CLOSE PROXIMITY WITH GLIDER (HAZARD, MEDIUM RISK, OPS, ANSSO)

Close proximity with two gliders, enroute to FYWH from the South was reported. It was reported that traffic information was received on 123.8.

This hazard is being investigated for further mitigation means by NCAA and while the season is over for 2021-2 mitigation means will be introduced prior to the glider season in November 2022-January 2023.

SAFETY OCCURRENCES

JANUARY 2022

EXPLOSION WHILE CHECKING FIRE TEST SYSTEM (MANDATORY, MEDIUM RISK, AIR)

While fault finding a fire test fault, the aircraft was powered up for further testing. A bang was heard and blue flame observed towards the rear of the aircraft. The interior upholstery trim panelling on the right-hand fuel selector was blown off; the storm latch was damaged. All work was stopped, and the aircraft was secured for further investigation.

Further feedback from the AMO is being sought.

LOW FLYING NEARBY AMERICAN EMBASSY IN EROS (MANDATORY, HIGH RISK, OPS)

A resident reported a low flying aircraft over the residential area near the newly constructed embassy building at around 200ft from ground close to the crane at the construction site.

This matter is being investigated for non-compliance with regulation 91.06.33 and is receiving urgent attention.

WILDLIFE STRIKES (VOLUNTARY, MEDIUM RISK, AGA)

An aircraft aborted takeoff at FYWE due to tarantaal (guinea fowl) on the runway.

An aircraft struck a black backed jackal on the left main strut. No damage was reported

Active wildlife prevention programmes are in place at FYWE and FYWH, AGA is in liaison with Namibia Airports Company over further mitigation means, feedback to be provided in the next report.

RECOMMENDATIONS:



HIGH SPEED LOW LEVEL IN CTR – FINAL REPORT

The internal report into an occurrence of a flight in excess of the speed limit in the Eros CTR at low level was concluded.

RECOMMENDATION 1

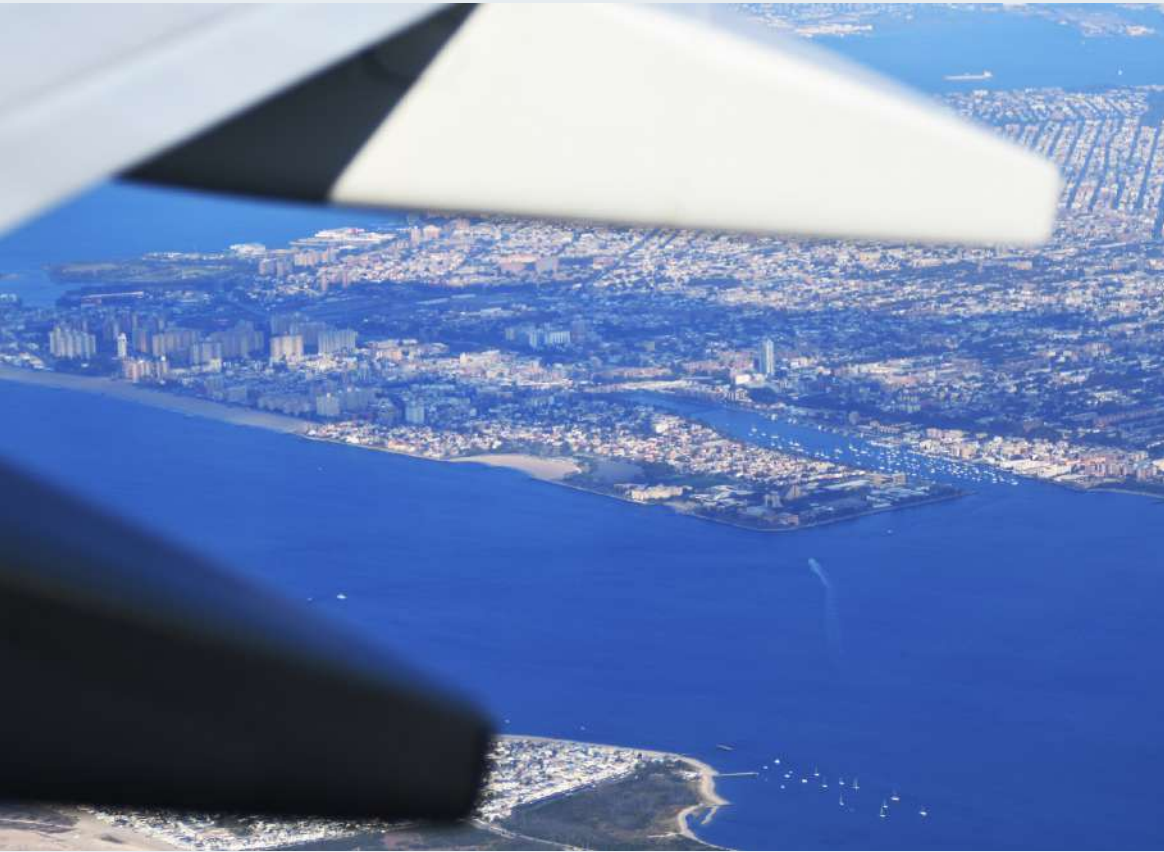
While the aim of the safety system is non-punitive this is negated when there is willful violation which was demonstrated in this case. As a result enforcement action was recommended.

RECOMMENDATION 2

Vague ATC clearances such as “no restrictions” should be avoided. A refresher or operational notice to ATCs emphasizing the importance of clear and standard phraseology is recommended.

The final report establishes the aircraft, supported by evidence provided from the radar, flew at a speed of 280kts over the runway at an altitude of 5500ft. The event was concluded as a violation of AIP FYWE AD 2.22 FLIGHT PROCEDURES, where a speed restriction of 185KIAS is stipulated for turbine aircraft.

Prepared by :
FLIGHT OPERATIONS



Occurrence Reporting

A new and improved aviation safety occurrence form has been promulgated to match our updated email - incidents@ncaa.na and is now available online. Users are referred to AIC A03/2022. Work is in progress to create an online confidential form and a new AIC will be published as soon as this is available. All users are encouraged to have the mantra "If in doubt, report." It cannot be stressed enough that we as the regulator value and wish to encourage all reports from all users, from hazards, to voluntary reports, along with the mandatory reports as detailed in NAMCATS-SMS-140. Only with sufficient data can our state safety system become fully functional.

Safety Forum

The internal monthly Safety Working Group (SWG) forum has been established for review of occurrences, follow up actions, and liaison with the State Safety Programme Steering Committee (SSP SteerCom). The SSP SteerCom has been convened for effective implementation of the SSP, high level safety matters, and reporting to the Executive Director on safety recommendations. The first meeting of the SSP SteerCom took place on the 3rd of February, a schedule for the remaining three 2022 meetings will be published by AIC.

Safety Forum - Continued

Matters of safety concern may be raised with the SWG by emailing the Secretariat on spq@ncaa.na, who will refer the matter to the Chair for discussion at the next meeting. Concerns which cannot be resolved by the SWG will be escalated to the SSP SteerCom.

Invitation to Contribute

Service providers and users are invited to contribute topics and ideas or articles to NCAA SPQ department for consideration in our safety publications or safety workshops. Remember the safety system only works with participation and information sharing is key to continuous improvement and achieving our global 2030 vision of zero fatalities.

Further information requests, submissions, or queries can be sent to:

email: spq@ncaa.na

phone: 083 235 2468

