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Safety Promotion
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Department

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OCTOBER
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:

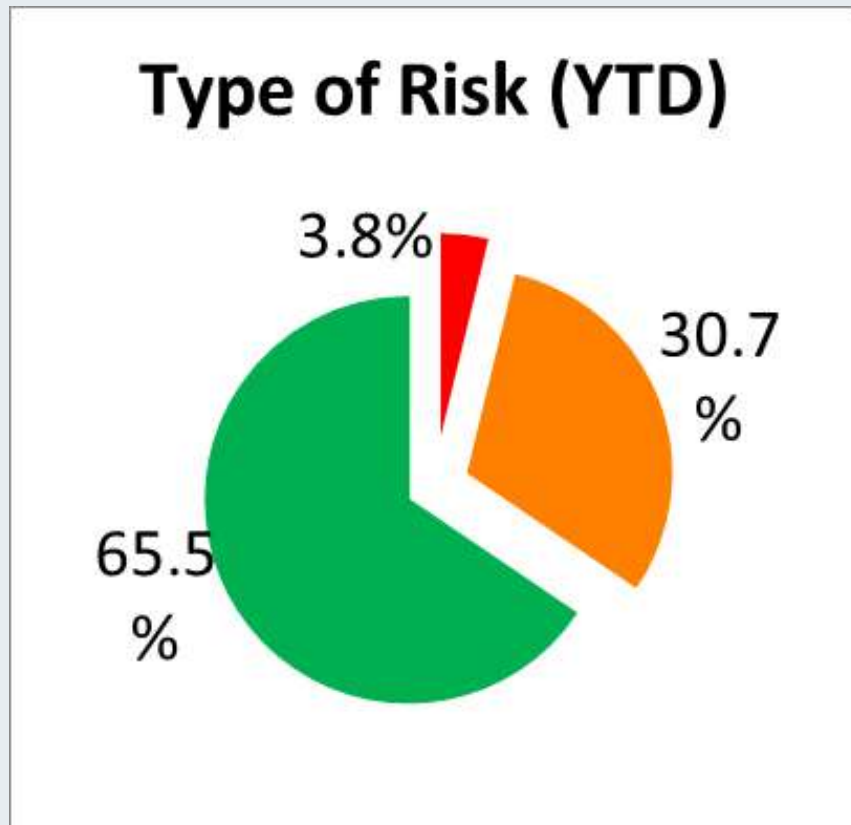
Shared Knowledge = Improved Safety



www.ncaa.com.na



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.



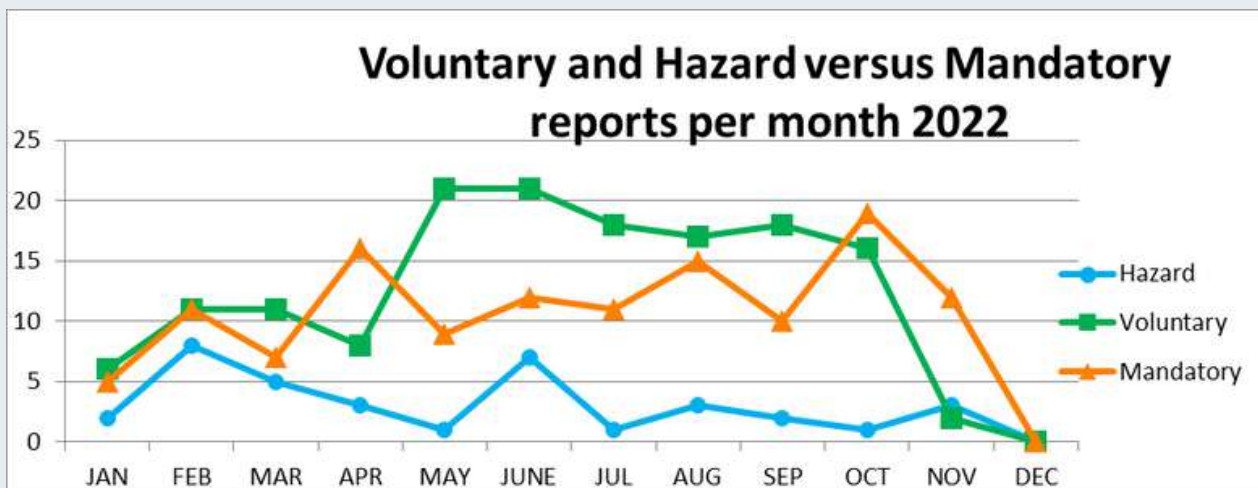
Safety Statistics

October 2022

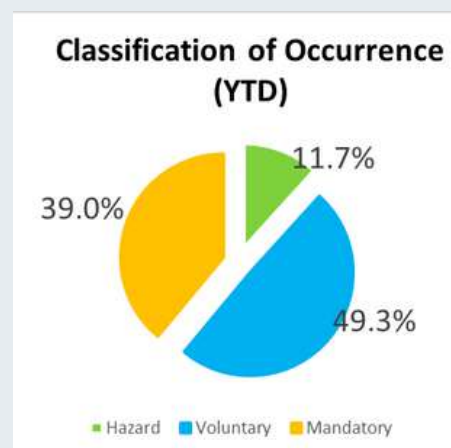
In October 34 safety reports were received. Regarding risk, the majority, 23 were low risk events. There were eight medium risks, including three wildlife strikes, and three high risk events, one loss of separation in uncontrolled airspace and two occurrences of alleged reckless low flying. These events are being investigated. The year-to-date figures remain steady with 65.5% low risk, 30.7% medium risk, and only 4% high risk. It should be noted we have had three months of very low wildlife strike events which also contributes to these totals.

For more about classifications of risk see the definitions in Safety Bulletin 1-22.

Graphs included in this document show year to date figures unless specified.



In October 16 were voluntary reports, with one hazard report, and 17 mandatory reports, while there was one event with major damage. Upon consultation with DAAI this event was not classified as an accident, so we have had no classified accidents for October. The total year to date remaining at 61% non-mandatory reports. It should be noted we are still falling slightly below our target of 10% above 2021 levels for voluntary and hazard reports.



REPORTING PRACTICES

All crew and service providers are advised of the two different means of safety reporting now available by NCAA. One is the online link via picture opposite on our web and at <https://forms.office.com/r/WhYcLFfmmu>, for hazards and voluntary reports. The other is form FSS-GEN-FORM-014 which is available under Documents, here: [Incident & Accident Reporting \(ncaa.com.na\)](#) and must be used for serious incidents and accidents. Operators are also advised to ensure crew have adequate availability of internal and external reporting systems. Reports are the backbone of an effective safety system and are the key way to keep the SMS and SSP functioning well.



Safety Performance Indicators

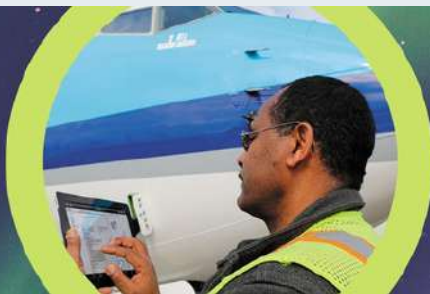
Of the seven selected and monitored high risk categories (HRCs), we can be proud of five months completed without any further alerts. There was one event over the first standard deviation, however, there needs to be three of such events to consider an alert. However it was an event of low-level flying considered reckless and action will be taken if the facts can be confirmed.

The accident of V5-LMK as per the preliminary report is considered LOC-I, however the reason, for example control failure, structural damage, control interference, or control error is not established.

SPIS

	Airprox/LOS A CFIT		Rwy Excurs.	Wildlife	LOCI	Rwy Incurs.	Maint & Tech
Average	0.300	0.182	0.119	1.074	0.090	0.176	2.017
JAN	0.846	0.423	0.423	0.846	0.423	0.000	0.846
FEB	0.000	0.370	0.000	0.739	0.000	0.739	2.957
MAR	0.000	0.000	0.000	1.126	0.000	0.000	0.845
APR	0.000	0.254	0.254	1.272	0.000	0.509	2.799
MAY	0.262	0.523	0.262	1.308	0.000	0.000	2.093
JUN	0.000	0.000	0.000	2.350	0.261	0.261	2.089
JUL	0.235	0.000	0.000	1.877	0.000	0.000	2.112
AUG	0.656	0.000	0.000	0.219	0.219	0.000	2.185
SEP	0.499	0.000	0.250	0.250	0.000	0.000	1.747
OCT	0.500	0.250	0.000	0.750	0.000	0.250	2.500
Target	0.307	0.061	0.031	1.994	0.123	0.153	2.117
Avg	0.341	0.068	0.034	2.215	0.136	0.170	2.352
SD	0.428	0.171	0.085	2.533	0.206	0.248	1.206
Alert 3	0.769	0.239	0.120	4.749	0.342	0.419	3.558
Alert 2	1.198	0.410	0.205	7.282	0.548	0.667	4.764
Alert 1	1.626	0.581	0.290	9.815	0.754	0.915	5.970



IF IN DOUBT - REPORT!

Help us help you by reporting occurrence and hazards

The backbone of an effective SSP/SMS is a reporting culture and a just culture - instill this in your organisation!

incidents@ncaa.na

Safety Thought for the Month

"Not responding is a response - we are equally responsible for what we don't do."
Think about what you can do actively to contribute to your SMS and the SSP.

Stay Safe!

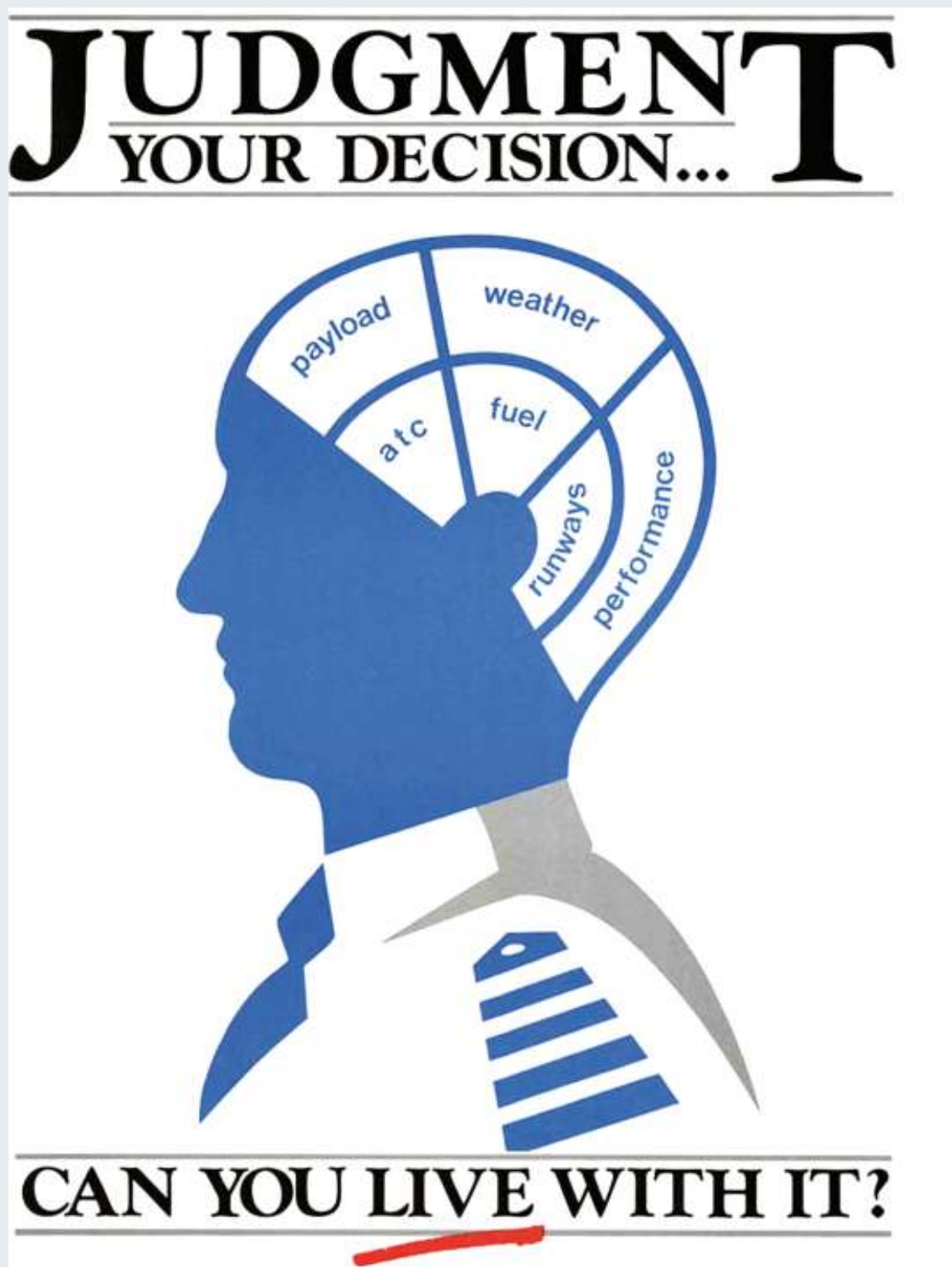
Reporting

"If professionals consider 1 thing "unjust," it is often this:

Split-second operational decisions get evaluated, turned over, examined, picked apart, & analyzed for months—by people who were not there when the decision was taken, and whose daily work does not even involve such decisions."

Source: Sydney Dekker (*Drift Into Failure From Hunting Down Broken Components to Understanding Complex Systems*)

Whatever decision you make: be prepared to live by it, and defend it to your passengers or their families. In reality only you will be asked to account for it, so don't let others pressure you into breaking limits you can't defend, and always have this mantra at the back of your mind!



SAFETY OCCURRENCES

OCTOBER 2022

TECHNICAL FAULTS (MANDATORY, **LOW RISK**, AIR)

There were 10 technical events reported in October, as follows:

- Two rough running engines;
- One electrical failure resulting in radio communications failure;
- An auto-feather system failed to arm;
- Two events of landing gear failure, the second was traced to faulty wiring;
- A faulty door open indicator illuminated on takeoff roll twice;
- One incident of a flat tyre;
- One radio communications failure which was resolved as a faulty radio;
- An AMO submitted an SDR due to failure of the same component on three separate occasions, a contact assembly from Kelly Aero;

We very much hope to hear more from our Aviation Maintenance Organisations to close these reports. For our engineers, please see April's article on service difficulty reports (SDRs) and mandatory occurrence reports (MORs), and note that nearly all unscheduled failures require a incident report.



SAFETY OCCURRENCES

OCTOBER 2022



WILDLIFE STRIKES (VOLUNTARY, **MEDIUM RISK**, AGA)

Three wildlife events were reported in October.

- At FYWE an incident was reported of a strike with a squirrel on landing.
- At FYWH one bird strike on landing and one on takeoff occurred, both were owls.

None of the events had reported any damage to the aircraft.

NAC can be commended for continued low levels of bird and wildlife activity.

RPAS OPERATION WITHOUT APPROVALS (MANDATORY, **LOW RISK**, OPS)

An RPAS operator was reported as having operated commercially without the correct operator approvals. NCAA is investigating.

Presently all RPAS operators require registration from NCAA AIR department and an RPAS operating approval from NCAA OPS department. NCAA is following up for potential enforcement action.

SAFETY OCCURRENCES

OCTOBER 2022

TAILWIND LANDING (VOLUNTARY, **MEDIUM RISK**, ANSSO)

Scheduled traffic reported a significant (19kt) tailwind on approach to runway 08. The tower advised them of the surface wind 360/7kts. On landing the aircraft experiences a brake overheat and requested emergency (fire) services on standby however shortly after reported operations normal and emergency services can stand down.

The occurrence of tailwinds on approach at FYWH appears to be a recurrent theme. Crew are advised to be vigilant and monitor ground speeds. If the surface winds are light use the runway favourable to upper winds.



RPAS OPERATION WITHOUT APPROVALS (MANDATORY, **LOW RISK**, OPS)

An illegal game operation was stopped thanks to quick actions by OPS and MEFT.

SAFETY OCCURRENCES

OCTOBER 2022

RUNWAY INCURSION (MANDATORY, **HIGH RISK**, OPS)

A Cessna 210 on a non-scheduled commercial flight lined up for departure preceding traffic that had reported downwind. The pilot heard traffic call "taxiing through the gate for RWY 17" but heard no further calls. Wishing to expedite because of the traffic downwind, the pilot called "taking off RWY 24" and initiated the takeoff roll. The pilot suddenly caught a glimpse of a microlight also departing off the crosswind runway. Fortunately, his speed and progression was such that he was ahead of the traffic.

Pilots are reminded of the vital importance of radio calls announcing all activities at unmanned airfields or in uncontrolled airspace, particularly entering an active runway, taking off or landing, or in busy traffic areas. Remember the key concept of "callsign, position, altitude, intentions".

Another aspect of this event is pressure to depart expeditiously due to traffic. Caution should always be taken if electing to expedite a departure.

This could have been a much more serious event and we are very lucky it was not.

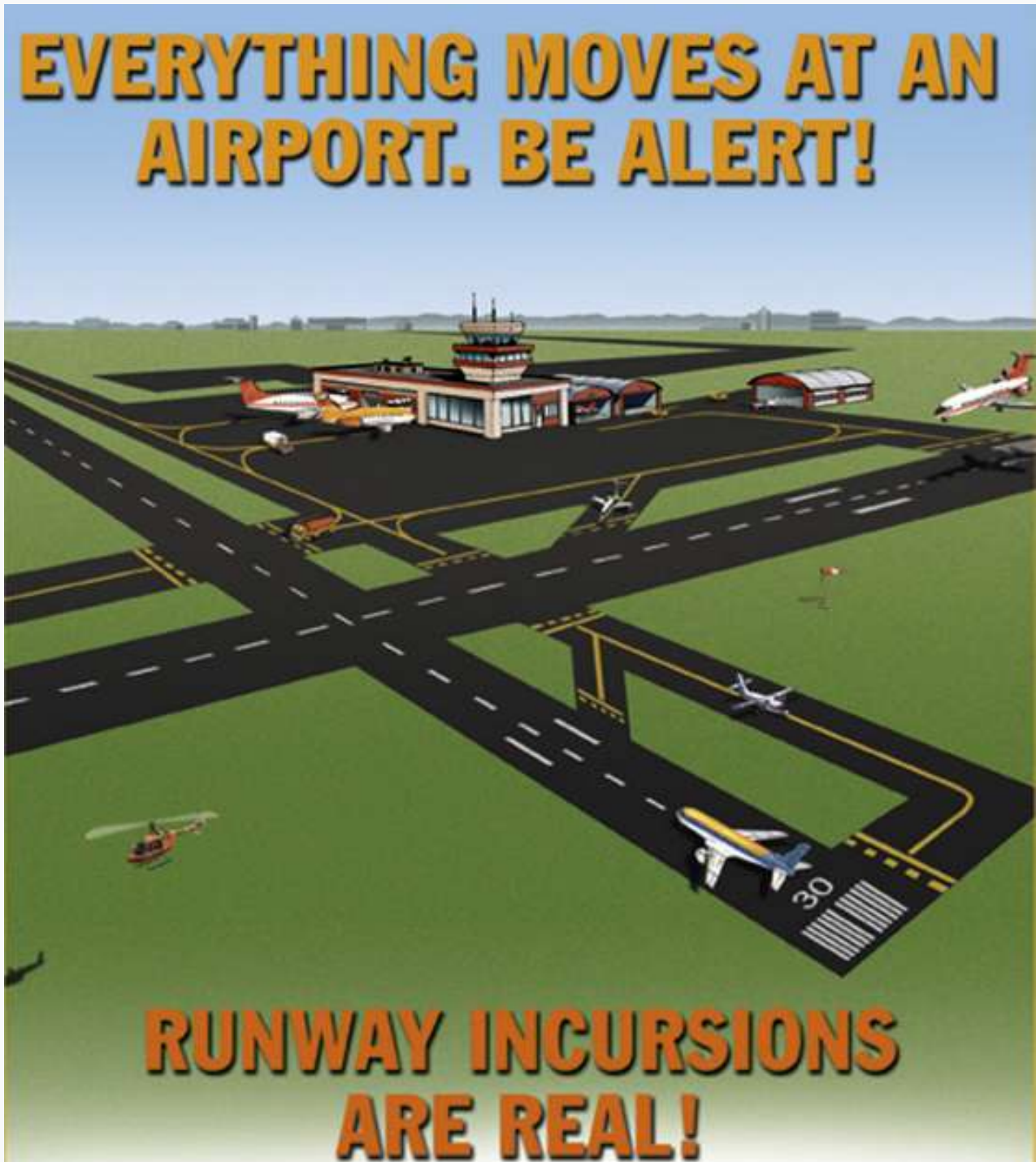
LANDING WITHOUT CUSTOMS AND IMMIGRATION (MANDATORY, **LOW RISK**, AGA)

There were two diversions enroute of international flights to airfields that were not ports of entry. One due to a sick passenger and one due to fuel endurance.

Crew are reminded of AIP GEN 1.2 which indicates whenever a landing is required by a cross border flight at an airfield other than a designated port of entry the pilot in command is required to report immediately to the nearest police officer and not depart again without written permission of said officer.

SAFETY OCCURRENCES

OCTOBER 2022



For all those pilots out there that think it can't happen to them remember the adage, there are those that have, and those that will. Complacency has no place when it comes to runway incursions. Operators of vehicle and aircraft remember to LOOKOUT and LISTENOUT, always report your intentions, and be constantly alert especially when entering any runway, active or even if considered inactive.

SAFETY OCCURRENCES

OCTOBER 2022

ROAD DEPARTURE (MANDATORY, MEDIUM RISK, AGA)

A microlight aircraft was observed taking off from a road inside a national park and flying low over animals, with a passenger. The pilot reported he had engine problems and performed a precautionary landing to check the fuel filter.

Crew are advised that while a landing on a road is an urgency or emergency situation, take-off is not. Permission needs to be sought for departure. Further, ferry flights following a technical fault should only be commenced with required crew on board.

All crew are further reminded that minimum heights over a national park are 3000ft above ground unless taking off or landing. When flying lower than 3000ft standard circuit patterns must be followed.

ROSTERING ISSUES (MANDATORY, LOW RISK, ANSP)

Eros tower and the briefing office were unmanned for a short period due to rostering faults. A third occurrence happened when a tower was unmanned due mix up in ETA passed on from FIC.

The ANSP is investigating.

LOW LEVEL FLIGHT (MANDATORY, HIGH RISK, OPS)

An aircraft was observed doing a low-level fly by over buildings on the airport. Another aircraft was observed in a national park doing repeated low-level passes over bird life causing them distress.

NCAA has zero tolerance for reckless operation and if the facts of this matter are established enforcement action will follow.

SAFETY OCCURRENCES

OCTOBER 2022

LOADING ERROR (VOLUNTARY, MEDIUM RISK, OPS)

A scheduled aircraft was delayed due to a potential error picked up in the load sheet.

The ground crew are to be commended for taking this difficult step, - loading errors have been the cause of aircraft incidents and major accidents when not picked up, identifying a mistake and recalling the aircraft is commendable and should be encouraged.

FLIGHT WITH DAMAGED AIRCRAFT (MANDATORY, MEDIUM RISK, AIR)

A third party report was received of an aircraft which had suffered significant damage as a result of what the pilot reported as hitting a tyre on landing. The aft fuselage appeared to be structurally impaired.

The pilot was required to report to NCAA and to the State of registration. Furthermore, when significant damage occurs to the airframe a damage report by a qualified AMO is required prior to flight and depending on the engineer's report usually a ferry flight permit is required, whereupon the aircraft should be flown, without any passengers, directly to a point of maintenance.

ATS INCIDENTS (MANDATORY, LOW RISK, ANSSO)

An NCAA tower went unmanned due to faulty air conditioning with an OAT of 43 degrees. *Regular routine maintenance is being investigated.*

Scheduled flights landed at FYWE unmanned due to late arrival of the shift. *ANSSO is investigating.*

SAFETY OCCURRENCES

OCTOBER 2022

DIFFICULT ROUTING (VOLUNTARY, MEDIUM RISK, ANSSO)

A non-scheduled commercial flight routing to the South-East was initially routed on a track that took them directly South due to incoming traffic. Initially the aircraft concerned was not made aware of the reason for the routing and the route took the aircraft dangerously close to terrain in dim light conditions.

ATS should take care routing aircraft low over the Auas mountains when issuing separation instructions. See also the event described in the July Safety Bulletin where a light aircraft was repeatedly asked to route over the Auas mountains in strong winds which they responded that they could not comply. Pilots should be aware that in no situation should IFR accept vectoring below Minimum Vectoring Altitude, unless they cancel IFR.

Just like extending downwind on runway 01 at FYWE discussed in the September Safety Bulletin, routing aircraft directly over the Auas mountains has inherent hazards that ATS and pilots must be aware of. Pilots are advised to be assertive and offer alternatives when direct routing is not possible.



SAFETY OCCURRENCES

OCTOBER 2022

INADVERTENT RADIO SILENCE (MANDATORY, MEDIUM RISK, OPS)

A non-scheduled commercial flight low level observed another foreign registered aircraft close by in the same vicinity low level however no contact could be established on 124.8. On landing the pilot made contact with the other aircraft via phone and they managed to establish there was a faulty radio connection and the pilot was unable to hear or transmit. Flying unmanned to unmanned he was not aware of the fault.

Fortunately, the error was traced before any problem arose. The traffic is commended for keeping a good lookout and for being proactive in resolving the matter. Always ensure to check your radio connections and whenever possible with a tower or information.

RADIO TROUBLE / RUNWAY INCURSION (MANDATORY, MEDIUM RISK, OPS)

An aircraft landed without clearance at a manned airport after inadvertently selecting the wrong radio frequency. At the same time there were vehicles operating on the opposite threshold. The pilot admitted it was a human error after a long stressful flight and they had swapped around the last two digits and after hearing no response mistakenly assumed the tower was unmanned.

See more about radio management and fault finding in our September issue of Safety Matters, namely check the frequency, thereafter, check squelch and connections. Where contact was available with flight information check back on the frequency you have just left as to the status of manned airports.

OCCURRENCE FEEDBACK

OCTOBER 2022

SIMULTANEOUS PARALLEL OPERATIONS (MANDATORY, **LOW RISK**, ANSSO)

The Air Navigation Service Provider (ANSP) is creating some guidance material for ATC about spacing for medium and heavy aircraft on runway 08 landings at FYWH, whereupon backtracking is often required, and simultaneous parallel operations are not permitted.

DIVERSIONS FROM CROSS BORDER FLIGHTS (MANDATORY, **LOW RISK**, ANSSO)

Reminders of the requirements of the AIP have been included in this bulletin. ATS are creating diversion checklists to assist in handling these matters to ensure pilots are reminded of the requirements of AIP GEN 1.2.



OCCURRENCE FEEDBACK

OCTOBER 2022

USE OF EMERGENCY SERVICES (MANDATORY, **MEDIUM RISK**, OPS)

There appears to be a reluctance of crew to request emergency services after several serious incidents where services were not requested. ATC are advised to request emergency services whenever there is a serious incident, including but not limited to smoke and fire warnings. However, this should not be extended to simple technical faults where services may be utilised unnecessarily and may be needed for a real emergency. Crew should remember it is better to have services and not need them compared with needing them and not having them.

It is recommended that discussion on this topic will be made at the next inter-operator safety group meeting in December to discuss proactive responses in emergencies.



SAFETY ARTICLE:

INTERNET BRIEFING SYSTEM

The NCAA has developed the Internet Briefing System, IBS at the following website: ibs.ncaa.com.na. From the ATS perspective it is important that pilots make use of this system because it ensures consistent and correct flight plan information reaches ATS in the most expeditious way.

A query has been received from industry that there are no reference numbers and NCAA AIM team has responded to this indicating that there is an upgrade planned for early 2023 whereupon provision of reference numbers is planned to be implemented. In the interim users are reminded of the colour coding system used by the IBS. The flight plan will show purple when it is pending approval, red if it has been rejected, and green if it is approved. If in doubt pilots can additionally phone or email AIM for confirm, email AIM@ncaa.na telephone 061 702 083/7.

Your input is appreciated in making this system work - as mentioned the job of ATS receiving and actioning your flight plan is made much easier if you use the OBS system provided



SAFETY ARTICLE:

EXPERIENCE HANDLING AN ENGINE FAILURE

A beautiful sunny day, I planned a flight to practice some glide approaches. Engine run-up went well, take-off all temperatures and pressures green, fuel flow normal. Climb-out and turn downwind no issue. I extended downwind due to traffic on right base.

Suddenly, on late left downwind, the engine power dropped to idle for a second only then returned to 2700rpm. I made an immediate turn towards the field and checked fuel flow, selector, tanks, pump, carb heat all normal. While heading towards the airfield I identified landing sites, fortunately there were several with many into wind, when the rpm loss happened again. I applied aviate, navigate, communicate, identified the perfect road, continued fault finding and planning the approach, when the engine jumped to life for about 3 seconds, and so gaining altitude. I reasoned to myself, if this could only happen once or twice more I can make the airfield. With my preference to land on the runway I kept hoping for that next burst of power and while I managed to get a communicate out at this point, my navigate was focused on the airfield and I kept hoping for that last burst of power to get me there, and one more did occur, while passing another good landing site, giving me more false hope that I could make the field.

So, I carried on, strong headwind causing slow ground speed, happy to be gliding but not covering much ground. Then, on short final, 200 ft altitude, 700 meters from RWY threshold, its suddenly critical decision time. There's an elevated train bridge, 500 m from threshold, will we clear the bridge? And even if the bridge is cleared, the runway fence is 300 m from the bridge, with train tracks and if we clear the bridge and land in that 300 m, will we plough through the airfield fence? Will we clear the runway fence? Definitely not. Perhaps, if there is another engine surge. The desire to stretch the glide is powerful. Lift the nose a little bit to get over the bridge and the fence? Then a line which I have read so many times in accident reports – **DO NOT TRY TO STRETCH THE GLIDE**. Concentrate on maintaining best glide speed.

Getting closer to the bridge, the number of available roads was steadily dropping, I was constantly hoping for another burst of power, but it never came. The decision had to be made, and the only road left was crosswind. I immediately turned towards it, everything happening quickly, flaps down; fuel, magnetos, master off. At the last minute the crosswind pushes me off the road, one wheel in the sand, aircraft skewed to left, and damaged left undercarriage and nosewheel.

SAFETY ARTICLE:

EXPERIENCE HANDLING AN ENGINE FAILURE (CONT'D)

Lessons learnt:

1. **Do Not** overfly a perfect emergency landing area, even if the engine failed only partially. A partial failure can become a full failure at any point.
2. To quote: Fly the aircraft into the accident as far as possible.
3. Do not rely on something which is unreliable. Prayers and hope will not make the engine run normal again.
4. Remember to apply crosswind technique when needed. I forgot to remind myself of the fact that the chosen landing area was with a strong crosswind, perhaps even some downdraft rotors caused by the bridge.

After the event, a complete inspection was done. As suspected the cause was a fuel problem: the rubber connection between the carburetor and intake manifold, was found to be hardened and somewhat brittle resulting in a leaking coupling carby, causing the mixture to be too lean to operate at higher revolutions.

Regardless of thoughts in hindsight, no one was hurt, and therefore a successful outcome thanks to quick thinking and most importantly maintaining airspeed at all times. NCAA thanks Dr. Koster for sharing this story.



**FORCED
LANDINGS**

**HOW
PREPARED
ARE YOU FOR
WHEN THINGS
GO QUIET?**

*Join us in next month
in celebrating:*





NEW NCAA CONTACTS:

The Executive Director can now be contacted via edpa@ncaa.na and the GM: Safety via safetypa@ncaa.na.
New telephone numbers:
Ms. Shafa – Office of the Executive Director – 083 235 2102
Ms. Kali- Executive Assistant: GM: Safety – 083 235 2030
Please update your documents accordingly.

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 aviation safety goals.

Further information requests, submissions, or queries can be sent to:
email: spq@ncaa.na
phone: 083 235 2468

