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Aviation Authority**

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Safety Promotion
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Department

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NOVEMBER
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



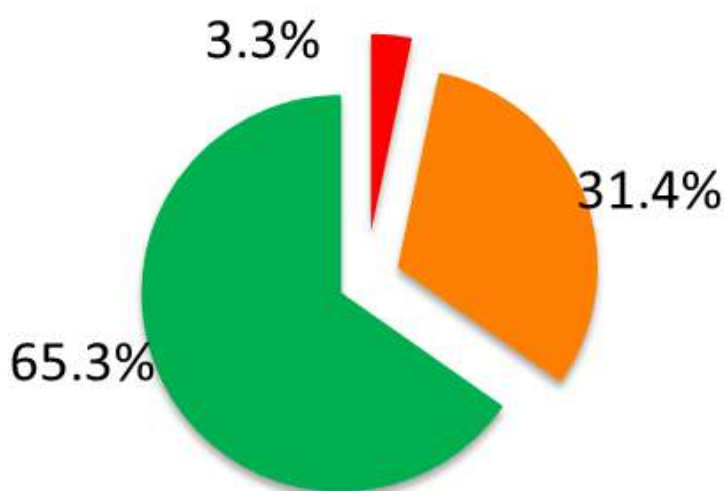
www.ncaa.com.na



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

Type of Risk (YTD)

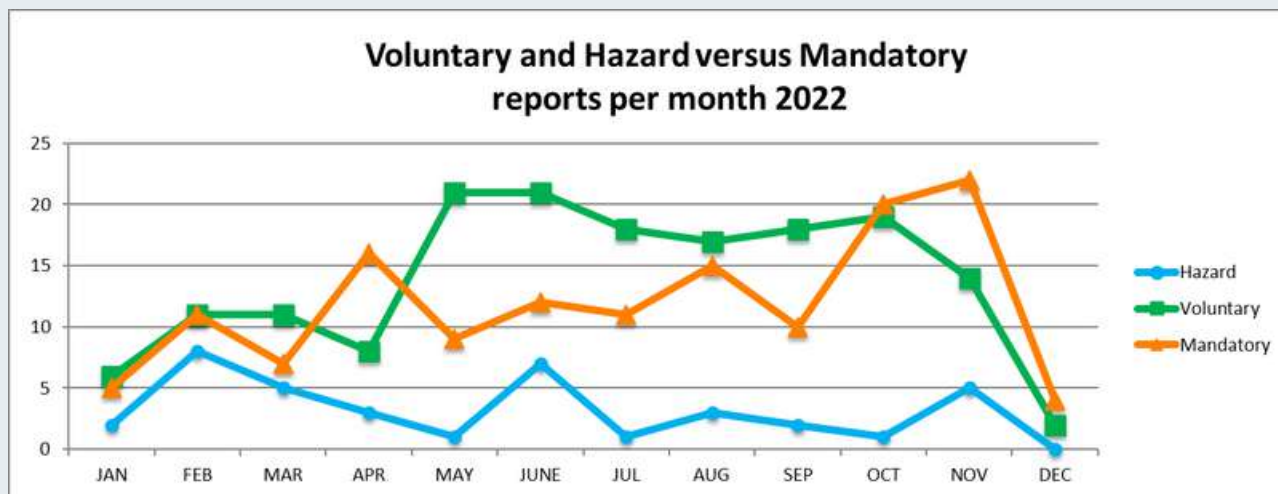


November 2022

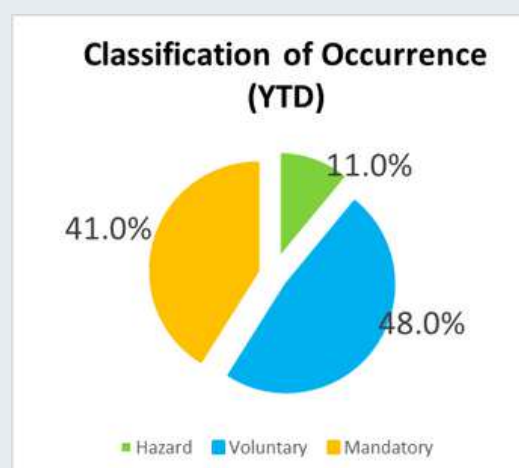
In November 41 safety reports, of which 26 were low risk events, 15 were medium risk events, and there were no high risk events. There was one accident, a runway excursion on a private flight, which is described further in the occurrences section. The year to date figures for risks show an improved 65% low risk, 31% medium risk, and only 3% high risk.

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 November we had 14 voluntary reports, five hazard reports, and 22 mandatory reports. This brings the total year to date reduced slightly at 58% 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. Users are reminded that NCAA welcomes all types of reports through all means.



VOLUNTARY REPORTS

There is a perceived reluctance among operators to report anything other than the mandatory reports to the regulator. Under our State Safety Programme, ICAO requires the State to promote the submission of voluntary and confidential reports to compliment the mandatory reporting schemes established in terms of Annex 13. So users and operators are reminded of the mantra, "If in doubt, report" and consider to include NCAA in submission of voluntary reports as well as mandatory reports.



Remember our link on the website, see the picture opposite or use the following link:
<https://forms.office.com/r/WhYcLFfmmu>

Safety Performance Indicators

Of the seven selected and monitored high risk categories (HRCs), there was one event over the third standard deviation, a runway excursion, it should be noted that the runway excursions for 2021 were unusually low and while it is cause for concern, the rates are not considered unusual. The majority of runway incursions year to date involved light aircraft, and mostly private flights.

SPIS

	Airprox/LOS A CFIT		Rwy Excurs.	Wildlife	LOCI	Rwy Incurs.	Maint & Tech
Average	0.267	0.169	0.137	1.008	0.094	0.145	2.155
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	0.453	0.453	0.000	0.679	0.226	0.226	2.489
NOV	0.000	0.000	0.456	0.684	0.000	0.000	3.191
DEC	0.250	0.000	0.000	0.750	0.000	0.000	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

"Working safely is like breathing - if you don't, you die....
....if you don't think it's safe, it probably isn't."

- Jerry Smith

Stay Safe!

Reporting

SAFETY

safety is everyone's responsibility

Let's work together to make it happen!



**AERODROME OPERATORS ARE
REQUIRED TO NOTAM ANY CHANGE IN
CONDITIONS, WORK IN PROGRESS,
BLASTING, OR HAZARDS TO NCAA: AIM**

**NOTAM?
IT'S YOUR RESPONSIBILITY
NEVER ASSUME!**

Forms are available <https://www.ncaa.na>,
email: aim@ncaa.na, phone: 061 702 083/7

Always ensure you have a receipt of your request

SAFETY OCCURRENCES

NOVEMBER 2022

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

There were 14 technical events reported in November, as follows:

- Two occurrences of rough running engines on NTCA aircraft (one resulting in a precautionary landing see page 10);
- Two radio communications failures successfully completed;
- One rough running engine on a Cessna 210 aircraft (this was the third event and was investigated, see page 14)
- One failure of the AIR-GND switch;
- Three events of airspeed failure;
- Two incidents of a flat tyre;
- Two incidents of smoke in the cockpit (see page 14)
- One door fault.

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

NOVEMBER 2022



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

There were three wildlife events reported in November.

One bird strike was reported on takeoff at FYWE.

Two bird strikes were reported on takeoff at FYWH.

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

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



SAFETY OCCURRENCES

NOVEMBER 2022

RUNWAY EXCURSIONS (MANDATORY, MEDIUM RISK, OPS)

There was a runway excursion by a light aircraft completing a private flight. The pilot reported the landing was carried out normally at the right speed but then the aircraft bounced and the brakes appeared to lock causing the aircraft to swerve off the runway. There was damage to the propeller and nose wheel and this was classified as an accident.

An aircraft on an advanced training flight landed off centerline and swerved off the runway.

Always land on the centreline! And remember to check your brakes before landing.

ATS FAULTS (MANDATORY, LOW RISK, ANSSO)

The following ATS failures and faults occurred:

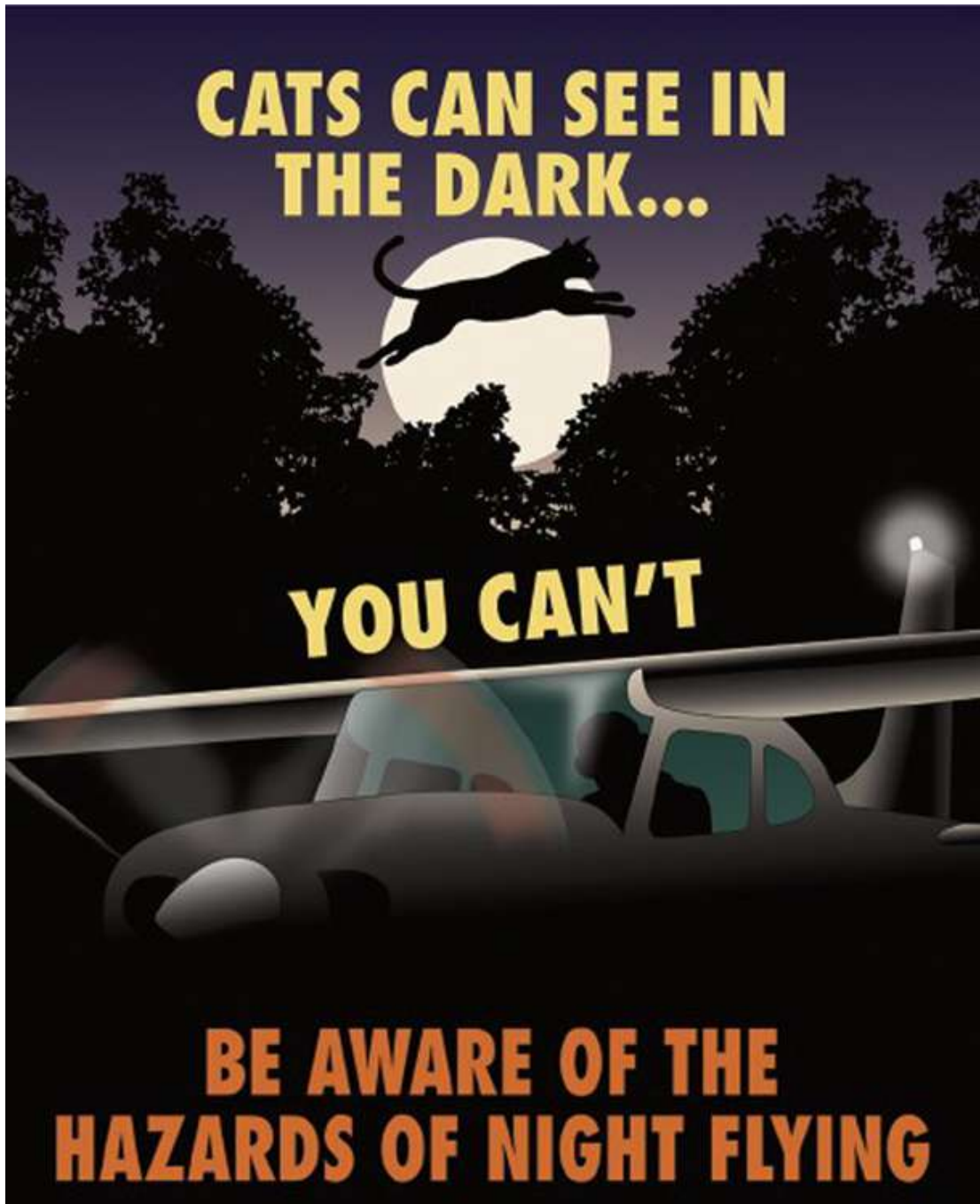
- Two events of MET failure at FYWB
- Two shifts unmanned briefly, one due to illness and one because of rostering issues
- Fire station was unavailable briefly without NOTAM

ATS FAULTS (MANDATORY, MEDIUM RISK, ANSSO)

The radar and communications for the area centre were unserviceable for an extended period. The Manager: Air Traffic Services acted according to their contingency plan and issued a NOTAM soon after declaring the airspace was downgraded to Class G. There were no incidents related to this time period and all aircraft followed Class G procedures. *The preliminary investigation revealed a Telecom Namibia network device failed which was supposed to have redundancy according to the service level agreement between NCAA and Telecom. Telecom and CNS are investigating for root cause and preventative measures.*

SAFETY OCCURRENCES

NOVEMBER 2022



We have had two occurrences of aircraft landing after dark with no facilities in as many months. Be aware of the dangers, plan your flight well ahead of dusk while allowing for contingencies, and remember **proper prior planning prevents poor performance!**

SAFETY OCCURRENCES

NOVEMBER 2022

PRECAUTIONARY LANDING (MANDATORY, MEDIUM RISK, OPS/AIR)

A non-type certified aircraft elected to commence a precautionary landing due to rough running engine. After landing the fault was identified as a fuel coupling which was slightly degraded but would not pose a risk for return to base. The pilot then applied for permission to take-off from a road and for a ferry flight permit, which is issued only for crew not with passengers, from the Executive Director as is required. The aircraft landed safely back at the maintenance base later that day.

While there is quite a bit of paperwork required to depart again following a precautionary landing, for safe operations it is necessary, and thanks to the quick actions of the supporting operator and the NCAA OPS, AIR, and SPQ departments, this was accomplished expeditiously, and the crew made it back home safely after a short delay.



MET BRIEFING (MANDATORY, LOW RISK, ANSSO)

It was noted by a user that the online NMS service for aviation is unserviceable.

NCAA has taken the matter up with NMS, who is reliant on the MWT for the IT service in this respect, and awaits feedback for a deadline on completion of the new website.

SAFETY OCCURRENCES

NOVEMBER 2022



OUTSIDE FDP (MANDATORY, MEDIUM RISK, OPS)

There were two events of aircraft operating outside flight and duty period limitations as per NAMCATS Part 135 and the operator's approved flight operations manual.

NCAA takes regulatory breaches very seriously, OPS is investigating for possible enforcement action.

OPERATION CONTRARY TO AOC (MANDATORY, LOW RISK, OPS)

An operation was observed acting contrary to the approved air operator certificate for issuance of operators proficiency check and flight on aircraft not on the certificate along with failure of operational oversight of the activity by the operator.

NCAA takes regulatory breaches very seriously, OPS is investigating for possible enforcement action.

SAFETY OCCURRENCES

NOVEMBER 2022

LANDING AT FYSM AFTER DARK (MANDATORY, MEDIUM RISK, OPS/AGA)

A Cessna 210 was observed flying past Swakopmund town and then approaching Swakopmund airport (FYSM) at time 1944 local. Sunset was at 19.15.

The NCAA investigated this event but the call-sign could not be established, neither ATC nor AIM had records of any inbound at that time. It is noted that on top of the danger of landing after dark at an airport without lights, not having SAR services or flight following by ATS is also a risk.

Furthermore, the Swakopmund Airport is no longer open to night operations and even when it was, it was strictly subject to prior approval by the airport operator, that is the Swakopmund Municipality.

UNSTABLE APPROACHES (VOLUNTARY, LOW RISK, OPS)

There were four events of aircraft going around due to unstable approaches. The crew are commended.

These events are used for trend monitoring only.

WEBSERVICES FAILURE (MANDATORY, LOW RISK, IT)

The NCAA website went offline for approximately 3 days, resulting in unavailability of NOTAMs, the AIC/AIP publications, and the link to the IBS. During this time NOTAMs were available via email.

While the fault was external, NCAA is taking a proactive approach to ensure communication and contingency procedures are developed to provide information from HQ to users should this happen again.

SAFETY OCCURRENCES

NOVEMBER 2022

AIR/GND SWITCH FAILURE (VOLUNTARY, **LOW RISK**, OPS/AIR)

After departure FYWE the crew of a scheduled airliner could not retract the landing gear followed by an AIR/GND FAIL message. The crew elected to accelerate and clean up, using the gear override and were handed over to approach where they requested to level off at 10,000ft and route initially to the general flying area to sort out the problem. The Captain took control of running the checklist and assigned the first officer to fly.

After reading the QRH it was discovered that the problem was more complex, for example, this could result in loss of reverse thrust, speed brakes, nose wheel steering, and brakes on landing.

The crew climbed to FL150 for comfort and safety and elected to run a FORDEC decision making model as is required by company SOPs, (Facts, Options, Risk/Benefit, Decision, Execute, Check). Following the FORDEC both pilots reached a consensus and elected to land at FYWH due to the impaired landing performance.

The crew then provided themselves more track miles to execute the decision, which required implementing communication according to the 5 Cs model - crew, controllers, cabin, customers, company, they effectively notified ATC of their intentions, informed the company who provide support for their decision, briefed the cabin using a NITS brief (nature, intentions, time, special instructions), and briefed the passengers (note the order of these events may be dictated by scenario).

Emergency services were provisioned as were facilities for passengers. Reverse thrust and spoilers did not deploy as expected, however the nose wheel steering and brakes fortunately did work

The crew are commended for exemplary handling in following SOPs and thus resulting in a non-event.

SAFETY OCCURRENCES

NOVEMBER 2022

REPEATED ROUGH RUNNING ENGINE (MANDATORY, MEDIUM RISK, AIR/OPS)

The same aircraft experienced three events of rough running engine on three separate occasions within the space of a month.

The operator investigated and the result was that it appeared that the three events were completely unrelated, the first due to a blocked fuel nozzle, the second due to failure of an air filter hinge blocking the air flow, and the third could not be established, however during fault finding the cam and lifters were found to be damaged. It is suspected the damage may be due to the prolonged period of no use due to COVID 19. The engine was taken out of service.

Operators are to be warned about the long-lasting effects of having aircraft standing so long and AMOs to take care with inspections.



SAFETY OCCURRENCES

NOVEMBER 2022



SMOKE IN THE COCKPIT (MANDATORY, MEDIUM RISK, AIR/OPS)

There were two events of smoke in the cockpit. One was on the ground whereupon the pilot immediately shut down and evacuated. The second was in the air, where the pilot declared a MAYDAY and requested immediate return for a landing. Both events were concluded safely.

*It should be noted, in the second event, the pilot refused the offer of emergency services. However, it is the prerogative of ATC to provide emergency services whenever a MAYDAY or a PAN PAN is declared if not for the crew to provide readiness training for the ARFF. It should also be remembered **it is better to have and not need than need and not have!***

OCCURRENCE FEEDBACK

NOVEMBER 2022

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

Operator feedback is requested on two potential solutions to go arounds from the restriction on simultaneous parallel operations at FYWH:

- Use of phraseology "...plan for delta..." when the minimum separation of 10nm is applied; or
- Increased separation applied to Code C and above RWY 08 arrivals.

A risk assessment into implementation of the first is recommended.

Please do send feedback to spq@ncaa.na

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

Pilots diverting on cross border flights are reminded of AIP GEN 1.2. That is, report to the nearest police officer, immigration officer or customs officer; not allow any goods to be unloaded from the aircraft or any PAX leave the AD without the permission of the said officer; not take off from such aerodrome without the written permission of the said officer.

VECTERING BELOW MVA (MANDATORY, **MEDIUM RISK**, OPS/ANSSO)

On follow up to an event that happened last month, there will be pamphlets made regarding ATC instructions below terrain clearance altitudes. It is vitally important that crew do not accept clearances in IMC or at night which do not comply with terrain clearance requirements.



Remember
these
helpful links

INFORMATION ARTICLE:

ABOUT THE NAMIBIAN GLIDER COMMUNITY

On 01 November of each year, Namibia becomes the focal point of international soaring or, as some would have it, “gliding.” For the following 90 days we Namibians host the international soaring competition which officially ends on 31 January the following year.

Soaring has a long and interesting history in Namibia, starting off in the 1920s when enterprising Swakopmund enthusiasts assembled the first glider aircraft on local soil.

Throughout the following decades, soaring steadily evolved and grew and on 25 October 1960, the first glider took off from Bitterwasser, heralding the start of what eventually became the singular largest annual aviation tourism event in Namibia.

From the rickety aircraft of the 1920s to the modern-day aircraft, development of glider aircraft saw major advances in construction and equipment. Today's aircraft feature composite structures and comprehensive instrumentation.

Unbeknown to many, there are various types of gliders, with some rated for altitude and distance while other types are designed for speed and even aerobatics. For this reason, the competition is also divided into categories and classes.

Depending on the design, gliders offer either one seat or two seats in tandem with dual controls.

Pilots carry on-board oxygen, a necessity when considering that these aircraft operate up to FL 195 to the South and East of the Windhoek TMA. Naturally pilots must wear protective clothing to shield them from the sun as these aircraft sometimes remain aloft for eight hours or more.

Each aircraft also carries a water supply, sustenance, a survival kit, transponder and a SPOT tracking device and pilots are able to bail out using parachutes.

Visiting gliders mostly herald from Germany and Austria, but the visiting pilots are drawn from across the globe including, apart from Germany and Austria, pilots from France, Italy, the UK, Australia, New Zealand and the USA.

The reason for Namibia's popularity as a soaring destination can be found in its favourable summer climate which is conducive to the development of thermals which are essential for soaring altitudes, distances and speed.

Namibia invariably ranks as the number one soaring destination globally and the number of world records attained here is evidenced by the number of palm trees in the Bitterwasser palm lane where a palm tree is planted for each world record.

The gliders operate from four bases to the Southeast of Windhoek.

INFORMATION ARTICLE:

ABOUT THE NAMIBIAN GLIDER COMMUNITY (CONT'D)

These are Bitterwasser, Kiripotib, Pokweni and Veronica (Aru). Of these, Bitterwasser is the oldest and largest.

The Soaring Society of Namibia (SSN) is a NCAA approved Aviation Recreation Organisation (ARO) in terms of Part 149 of the NAMCARS/CATS and is responsible for all activities conducted on the bases. The SSN undergoes annual audits of its Head Office and operational bases in accordance with its approved Manual of Procedures (MoP) and prevailing regulations.

All four bases are comprehensively equipped to handle the competition season, with first class accommodation for visitors, fuel and oxygen supply facilities, fire-fighting equipment, electrical power points for battery charging, tie downs for aircraft and flight operations centres.

Each morning kicks off with an analysis of the previous day's flying activities and the discussion of safety issues where applicable. This is followed with comprehensive weather forecasts for the remainder of the day, again including any safety related issues that might require mention.

With briefing complete, it is up to individual pilots to decide on their take-off times. Gliders are towed to the take-off area where trained ground personnel in reflective jackets are on hand to assist with pre-flight and take-off procedures.

No pilot is allowed to take off without a current license, medical certification, proof of English language proficiency, radio license, overflight and landing clearance and a certificate of airworthiness of the aircraft. All this data is electronically logged and captured on the SSN's website which also features restricted access control to ensure confidentiality of competitor information.

In addition, the SSN's MoP contains fatigue risk assessment and management procedures.

Gliders can be launched by means of a winch drive, vehicle tow, aircraft tow or a self-launching motor. Since the advent of the self-launching motor capability, all visiting gliders have, in recent years, utilised this method to become airborne and gain altitude. The self-launching motor and its propeller reside in the fuselage of the glider and folds out when required. Motors are mostly two or four stroke Mogas driven, but there are also a number of electrically driven motors to be spotted. The motor remains switched on until sufficient altitude has been gained and the aircraft has attained adequate thermal activity to continue the climb without further motorised assistance. At this point the motor is switched off and retracts into the

INFORMATION ARTICLE:

ABOUT THE NAMIBIAN GLIDER COMMUNITY (CONT'D)

fuselage.

Take-offs are logged in a register and all bases remain in radio contact with their gliders.

The entire flight is digitally recorded and upon return the results are electronically logged into the global competition database from which the results are calculated on a daily basis. All flights are restricted to VFR.

Flight distances in excess of 1600 km per day are on record.

Naturally, for an event of this magnitude, extensive preparations are the order of the day. Gliders are shipped by sea in containers and arrive at Walvis Bay during the month of October, thereafter they are transported by road to the various bases. Upon arrival, they are assembled and all systems are thoroughly checked and double-checked to be ready for the 1st of November. Overflight and landing clearances also must be applied for and granted.

To place the magnitude of the event into perspective, the following statistics (rounded off) from the 2021 season make for interesting reading:

- Number of visiting aircraft: 86
- Number of visitors: 400
- Number of bed nights booked: 10000
- Number of take-offs: 3500
- Number of flying hours: 17500
- Turnover per 90-day season: 3 million Euros
- Number of paid kilometres for Namibian transport operators conveying containers to the bases and back to port: 150000.

Here it must also be mentioned that as a result of this regular event, the SSN and its affiliated clubs/bases are heavily involved in social upliftment projects in the Hoachanas and Tsumispark rural areas. In addition, some 150 permanent employees and their dependents, totaling some 500 individuals, depend on this annual event for their continued livelihoods and well-being.

Apart from bringing valuable foreign currency into the country and creating secure employment, this annual event showcases our country in a most positive light and deserves everyone's enthusiastic support.

Why don't you drop by next time you are in the South?

INFORMATION ARTICLE:

ABOUT THE NAMIBIAN GLIDER COMMUNITY (CONT'D)



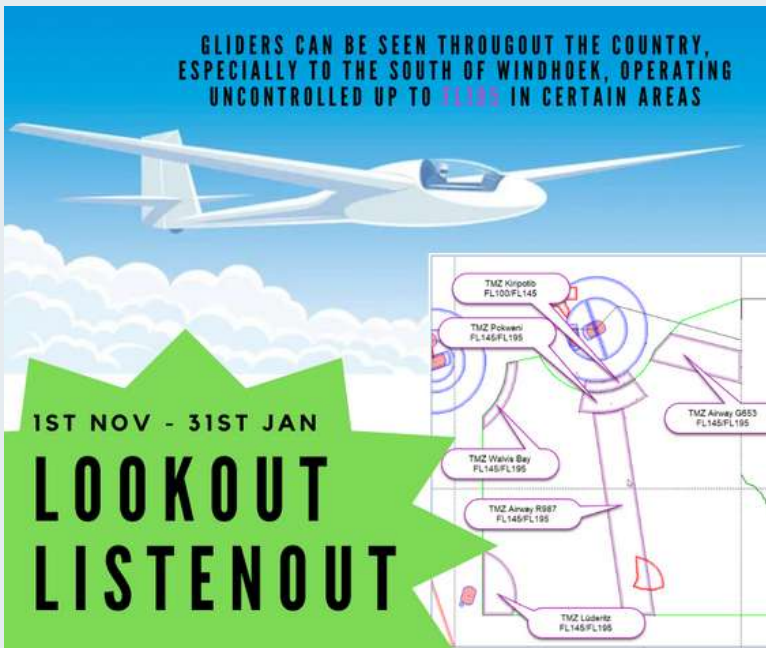


To all those working through - please be safe over the silly season.

NCAA offices will be:

- Closed on the 23rd December at 1700;
- Open on the 3rd January at 0800;

Emergency contacts will be available on our website ([AIC A13_2022](#)) for any urgent needs during this time.



Gliders are found throughout the country and up to FL 145 and in certain areas up to FL 195 from November to January, VFR. The only defence, even if you are IFR, when in VMC **keep a keen lookout at all times.**

NCAA Updates

All the ICAO annexes along with certain documents are now available free here: [Home \(icao.int\)](https://www.icao.int)

NCAA has completed the National Aviation Safety Plan in line with ICAO's Global Aviation Safety Plan, it is currently going through final approval signature stage.

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

