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**FEBRUARY
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



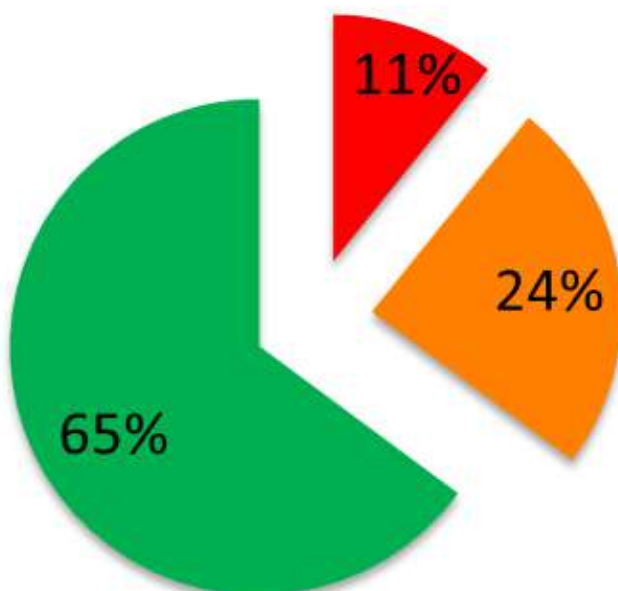
www.ncaa.com.na



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



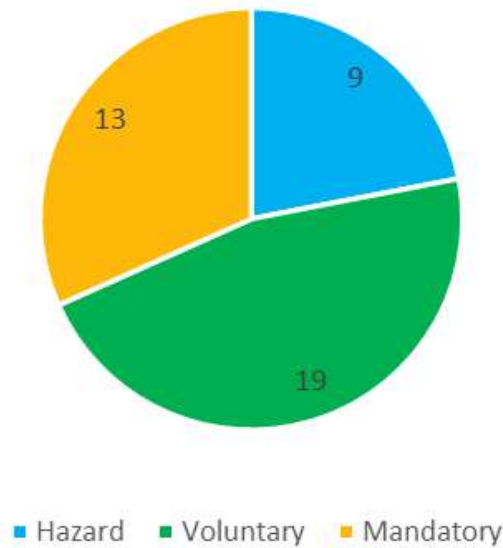
February 2022

In February we had 27 safety reports, of which 19 were low risk resulting in a total of 65% YTD, 5 were medium risk, and 3 high risk. The latter also fell into our monitored high risk category (HRC) safety performance indicators (SPIs) and for both reasons are receiving our urgent attention and mitigations will be communicated as soon as we have them. See more about specific incidents under occurrence reports.

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.

Classification of Occurrence



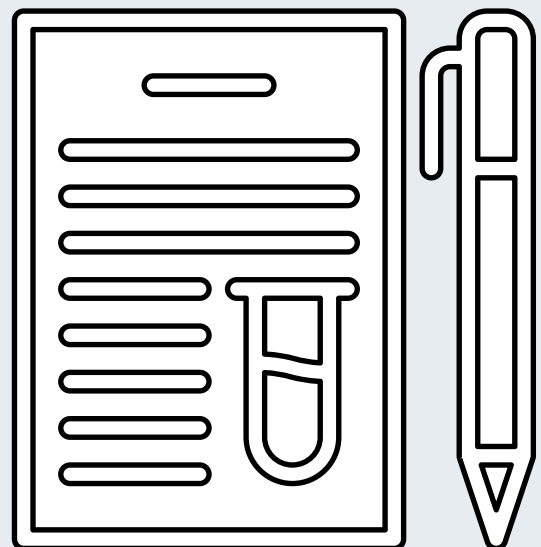
We are pleased to report, for the second month running, we had more voluntary occurrences and hazards than mandatory occurrences, meeting our aim of increasing voluntary/hazard reporting while decreasing mandatory occurrences. Of the 27 reports, 7 were hazards, 11 were voluntary, and only 9 were mandatory.

It should also be noted that there was a significant increase in hazard reports of which we are very pleased to receive and hope the trend will continue.

HAZARD REPORTING

Our congratulations to our industry and users for the increase in hazard reports this month. These reports are really the stars of our reporting system, as they allow us to send out safety notices and apply mitigation measures before an occurrence has happened.

Key in hazard reporting is buy in from our users - so again keep up the reports and help us help you to stay safe!



	Airprox/LOS	CFIT	Rwy Excurs.	Wildlife	LOCI	Rwy Incurs.	Maint & Tech
Average	0.250	0.500	0.250	1.000	0.000	0.500	2.500
JAN	0.5	0.5	0.5	1	0	0	1
FEB	0	0.5	0	1	0	1	4
Target	0.307	0.061	0.031	1.994	0.061	0.450	1.871
Alert 3	0.769	0.239	0.120	4.749	0.205	0.419	3.285
Alert 2	1.198	0.410	0.205	7.282	0.342	0.667	4.492
Alert 1	1.626	0.581	0.290	9.815	0.479	0.915	5.698

Safety Performance Indicators

Of the seven selected and monitored HRCs of occurrence shown in the table above, February had three alerts and these have triggered action via the Safety Working Group.

CFIT Alert

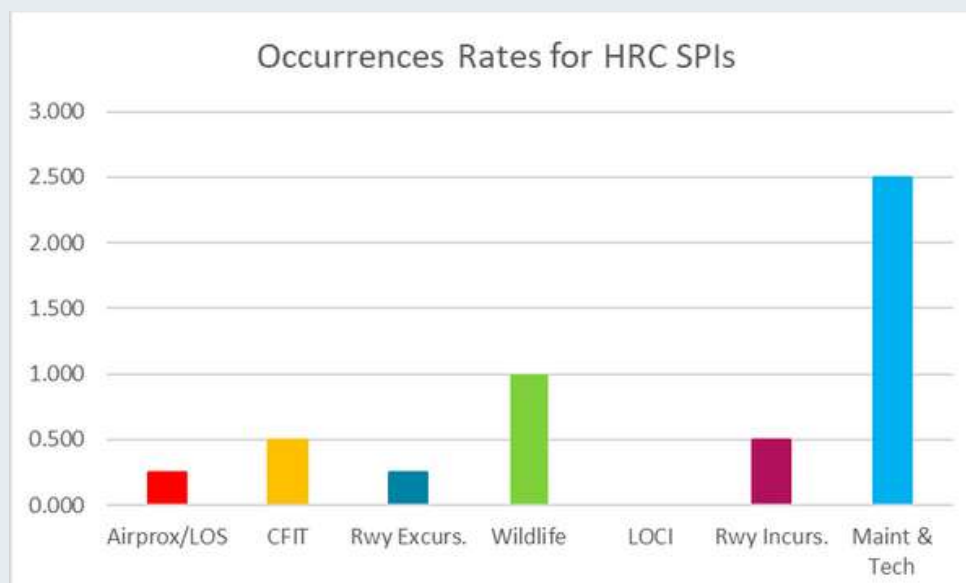
Our safety metrics identified a disturbing trend, with two months above the second standard deviation point for CFIT occurrences and we are addressing this urgently and remember CFIT is 100% preventable.

Runway Incursion and Excursion Alert

Two runway incursions event for February triggered the third standard deviation alert. Both events involved a vehicle. Further there were 4 events from late last year that are still under investigation. One runway excursion also triggered an alert. ICAO has a webinar on the 4-6th April, service providers are recommended to attend or send a delegate, contact spq@ncaa.na if you do not have the invite.

Targets and Alerts

We are pleased to say the safety monitoring and measuring system which we put in place late in 2021 is working with the immediate notification of alerts and trends. While we hope we don't have any further alerts, it is refreshing to know the system works.



SAFETY OCCURRENCES

FEBRUARY 2022

RUNWAY EXCURSION (MANDATORY, MEDIUM RISK, AIR/OPS)

A Non Type Certified Aircraft (NTCA) veered off the runway after landing resulting in injuries to the pilot and passenger.

OPS is investigating.

NO CLEARANCE AND VFR IN IMC (MANDATORY, HIGH RISK, OPS)

While the CTR was declared IMC, from the MET report and TWR observation, a VFR aircraft made contact with the TWR already inside controlled airspace without a clearance.

VFR into IMC is a clearly identified recipe for CFIT. Pilots are advised to know and observe MET minima and not take risks.

PITOT-STATIC FAILURE (MANDATORY, MEDIUM RISK, AIR)

Shortly after departure an aircraft experienced a failure of the pitot-static instruments. On investigation by the AMO after landing it was discovered that there was polish in the static port.

This event was concluded by the operator. A hazard report has been generated for our AMOs and AOCs to take care when cleaning and preflight.

TIMELINE OF THE PROJECT

INACCURATE MET INFORMATION, (VOLUNTARY, LOW RISK, ANSSO)

An Aircraft inbound to FYWE received a MET report indicating that it was VMC, however on approaching the field it was clear that the weather was in fact IMC, the aircraft diverted and landed safely at FYWH.

ANSSO is investigating.

SAFETY OCCURRENCES

FEBRUARY 2022

RUNWAY INCURSIONS WITH VEHICLES (MANDATORY, **HIGH RISK**, AGA/ANSSO/OPS)

An aircraft inbound to FYWE was told to report final approach while a vehicle was cleared for runway and taxiway inspections. The aircraft reported short final and was cleared to land by ATC without scanning the runway, it was observed on touch down the vehicle was still on the runway.

Maintenance vehicles (2), conducting survey work were instructed to vacate the runway for departing traffic. There was technical difficulties and vehicle 1 returned to the apron to get another radio. On return, before clearing vehicle 1 onto the runway ATC did a scan of the runway and it appeared vehicle 2 was already on the threshold without a clearance.

This matter is being investigated. Crew and ATS are advised to be wary of vehicles or other aircraft on the runway and ATC or pilots should initiate a go around should there be any doubt. Airport operators are advised to ensure drivers are properly trained and remain current in vital airport procedures. A Hazard bulletin has been created.

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

There was two bird strikes reported in February. This is well below our target level of two per thousand movements and we hope the trend will continue.

Active wildlife prevention programmes are in place at FYWE and FYWH, AGA is in liaison with Namibia Airports Company over further mitigation means.

SAFETY OCCURRENCES

FEBRUARY 2022

TOTAL ELECTRICAL FAILURE OF ATS (MANDATORY, MEDIUM RISK, ANSSO)

At 13:56 LMT the tower at FYWB had a total electrical failure resulting in the loss of main and standby radios, phones, topsky among other items. The UPS failed to provide standby power. The only radio available was the emergency dittel. The airport technician was summoned and the cause was the switch at the main power supply junction to the tower had tripped for unknown reason. Power was restored to most critical equipment by 1435 LMT.

ANSSO is investigating for root cause to prevent reoccurrence.

ENGINE FAILURE (MANDATORY, MEDIUM RISK, OPS)

On departure a C206 aircraft had uplifted a fuel endurance of 3hr15 for a planned flight time of 2hr05. On approaching destination after a flight time of 2hr25, the aircraft circled and experienced an engine failure. After initial fault finding and with minimum height the pilot elected to concentrate on landing and made a safe forced landing onto a road. On landing there was approximately 45 minutes fuel left in the tanks.

Pilots are warned against circling manoeuvres with minimum fuel. It should also be noted that flight time plus final reserve is the absolute minimum for a private flight, wherever possible and whenever legally required, plan for more.

OVERGROWN GRASS (HAZARD, LOW RISK, AGA)

A number of hazard reports were received on the grass at FYWE obscuring the lights at night. Further reports were made on FYRU and FYKM.

As a result of the hazard reports NAC has begun grass cutting operations. NCAA thanks the reporters, this is how our safety system should work!

SAFETY OCCURRENCES

FEBRUARY 2022

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

Asides from the two gear failures, there was a technical fault on startup and an inflight turnback (IFTB) due to technical.

AIR and OPS are investigating to identify any causal factors and trends.

ELT TESTS (HAZARD, **LOW RISK**, AIR)

ELT Tests are not co-ordinated with the Search and Rescue Point of contact (SPOC) and result in actual search and rescue services being activated. When there are many such occurrence which are thereafter only cancelled, this can result in a potential complacency when a real signal is received. It also wastes valuable time of the MCC, RCC, and ATS services.

ANSP has developed a document for mitigation of this risk. Once approved the document will be shared by SPQ with affected service providers (AMOs/AOCs) and online. In the interim service providers should please contact ATS before conducting ELT tests, especially for 406MHz units.

ILLEGAL DRONE ACTIVITY HAZARD, **LOW RISK**, OPS)

There were four reports of illegal drone activity during February. Where the perpetrators could be identified action is being taken. One event the drone operation was perceived to be at around 500ft in clear violation and in conflict with manned traffic.

Operators are warned to keep their eyes peeled for drones. These can pose a serious risk to flight.

SAFETY OCCURRENCES

FEBRUARY 2022

GEAR FAILURE (MANDATORY, **LOW RISK**, AIR)

There were two incidents of gear failure indication/gear failure during February. In both events the crew should be commended for following the correct procedure. The crew exited the circuit and established at a safe altitude, carried out the QRH procedure, and executed a fly by to establish visual confirmation. Both events the crew landed safely.

With our ageing fleets, metrics show that technical faults are a frequent occurrence, however this report demonstrates that with good training and procedures they can be a non-event.

OCCURRENCES FEEDBACK

FEBRUARY 2022

FIRE TEST, EXPLOSION MANDATORY, **MEDIUM RISK**, AIR)

After investigation into an explosion that occurred during fault finding on a fire test system, the service provider discovered the cause of the explosion was an oxygen leak combined with corroded contact and an alcohol based cleaner. The fire system was a wire fault and not related.

AMOs are warned to avoid testing any system with flammable components inside a hangar, and to ensure that connections/contacts are cleaned according to the maintenance schedule.

HIGH RISK CATEGORY OCCURRENCES MANDATORY, **HIGH RISK**, SPQ)

Promotional material regarding prevention and mitigation for the HRC occurrences is being developed and will be circulated and available on the website soon.

RECOMMENDATIONS:

RUNWAY INCURSION

In February we received a concluded report from our ANSSO and ANSP departments on the event of a runway incursion between a vehicle and an aircraft.

RECOMMENDATIONS

ATC must make use of runway in use strip markers, and NAID warning and visually check the runway before issuing a clearance.

Pilots must maintain a good listen out and look out for any conflicting traffic or vehicles.

Vehicles must maintain a good listen out and look out for any conflicting traffic.

ATS will investigate the application of a warning at FYWH to avoid complacency at FYWE

Look-Out
Listen-Out

The final report establishes that the main cause of the event was the ATC clearance for the aircraft to land while the vehicle was still on the runway. Contributing factors were situational awareness by the pilot or the vehicle of the incorrect clearance which could have acted as a safety net for the error.

Prepared by :

ANSSO



RECOMMENDATIONS:

The recommendations included here are based on preliminary reports and service provider reports received in February.

WEATHER MINIMA

Pilots are warned to stick to the limits when it comes to VFR into IMC, and if in doubt, there is no doubt. VFR into IMC is considered wilful negligence and will not be tolerated.

FUEL PLANNING

Operators are advised that destination plus final reserve is the absolute minimum for a private flight, commercial flights require more.

PITOT STATIC FAILURE

AMOs and operators are advised to ensure the cleaning staff are aware of the care that should be taken when cleaning around the pitot or static ports and ensure that polish is not applied directly over either port.

Prepared by :

SPQ

Know your Minima

As a safety reminder to all crew, and as lessons learned from this months incidents, it should be noted how important it is to know your minima and stick to them. This may be fuel minima, weather minima, airspace minima, or company operating minima, which ever applies. These limits are the absolute minimum that keep you safe, and should be adhered to at all times. And where there is circumstances that may point to applying a safety margin on minimums, for example, for expected delays or significant weather, don't be afraid to raise the bar.

Safety and Quality Publications

In February NCAA has produced the following advisory pamphlets which have been introduced into circulation, will be emailed, and are available on the website:

- a) Safety Management Manual
- b) Safety Management System and Occurrence Reporting
- c) Quality Management System

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

