

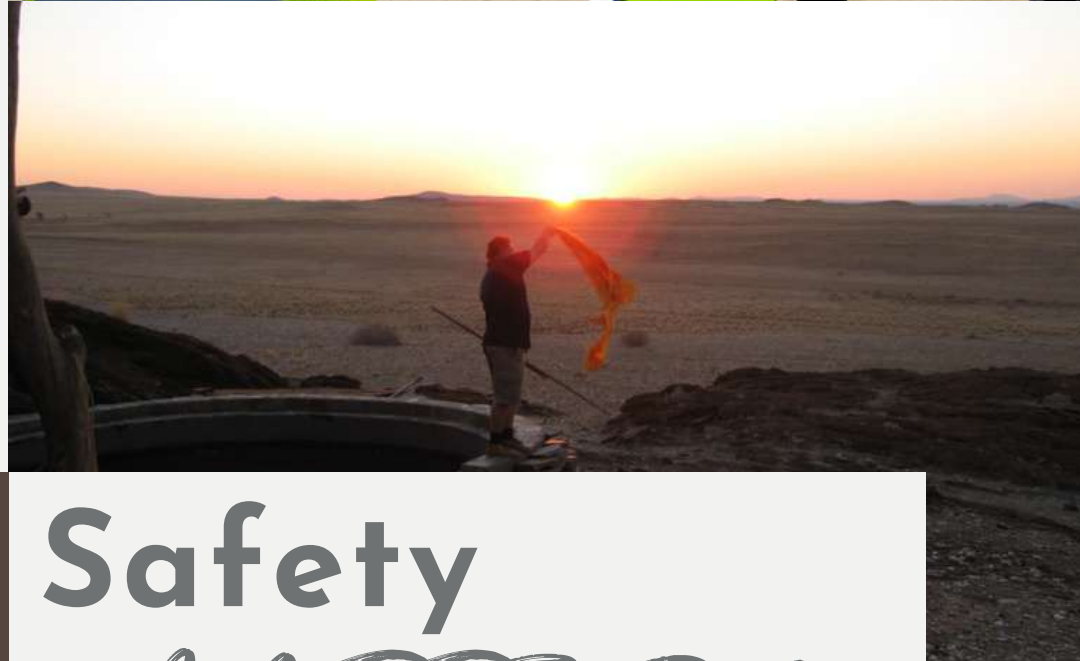


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JANUARY
2023

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.

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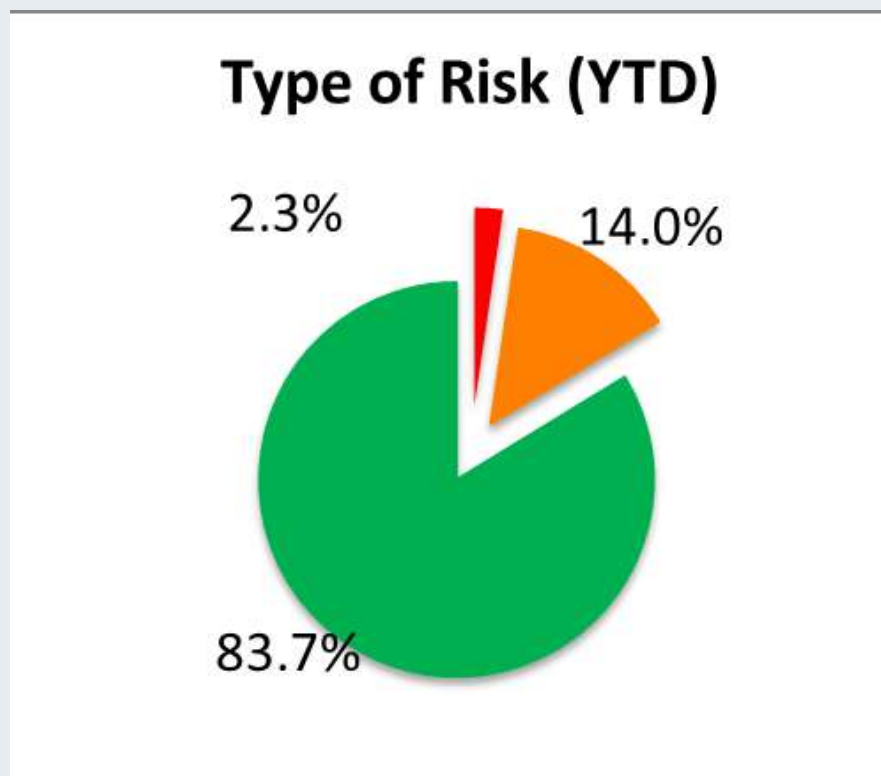
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The Safety Data Collection and Processing System (SDCPS) is the tool that drives the State Safety Programme. The SDCPS collates information from sources such as reports and audit findings, observations, investigation reports and many other means, and presents them in meaningful graphs and tables. This data is presented in the next three pages.



Safety Statistics

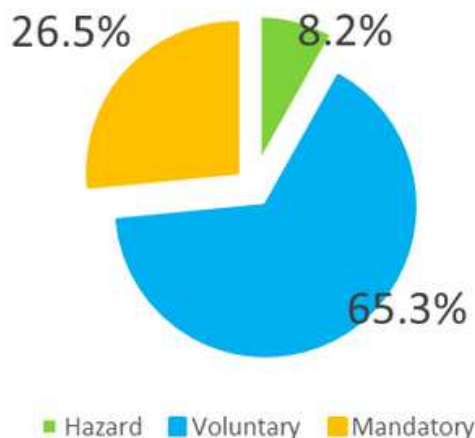
January 2023

In January NCAA have received 43 safety reports. There were a very pleasing 84 percent or 36 reports low risk, only six medium risk events, and two high risk events. The high risk events both had aspects of regulatory non-compliance. We cannot reiterate enough how compromised the safety margins become when there is regulatory non-compliance and these types of events are generally preventable if regulations were followed. Of the six medium risk events, five were bird strikes and one was a forced landing due to an engine fault.

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

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

Classification of Occurrence (YTD)



In January there were a pleasing 31 voluntary reports, along with 4 hazards, of the total number of 43 reports.

The 35 voluntary reports resulted in a rate for the month of 8.3 per thousand movements, well above our target of 4.5 per 1000 movements.

Inclusive in the group of reports were unfortunately two accidents, see further on these under occurrences.

DATA DRIVEN DECISION MAKING

A data driven approach has many benefits. For management it is appealing because safety resources can be targeted where they are most needed and results can be quantified and shared to assist those making decisions on finding and to motivate those doing the work. Data driven decision making incorporates risk-based reviews and should be based on data sources from all aspects of your safety management system. This includes reactive reports, proactive hazard identification, sources from findings, where hazards may be lying latent. If enough data is available the system can seek to become predictive.

Continual review is essential to generate data to enable data driven decision making. This involves a robust quality management system that will feed the safety data collection and processing system. Only with regular review of adequate data can latent hazards be identified.

Once data is collected, it is essential to use a combination of approaches to generate meaningful results from the data. While a database is a good tool for extracting data summaries, calculations are often best done in a spreadsheet, so it is important the data is flexible and exportable.

More information about data driven decision making can be found in this ICAO course: [AD3M](#).

FOR EASY VOLUNTARY AND
HAZARD REPORTING SEE OUR
[ONLINE FORM](#)



Safety Performance Indicators January 2023

For 2023 NCAA will continue to report the statistics on a rotational basis. New targets have been established for all events based on performance in 2022. Of note in January there was a very high rate of technical faults/maintenance events. The level of runway excursions was adjusted slightly up based on 90% of the 2022 average. This remains an area of concern, however it is noted that some of the runway excursions logged were attributed to technical faults.

SPIS

	Airprox/LOS A CFIT		Rwy Excurs.	Wildlife	LOCI	Rwy Incurs.	Maint & Tech
Average	0.196	0.103	0.145	0.966	0.100	0.104	2.193
JAN '23	0.000	0.000	0.269	1.077	0.000	0.000	3.769
FEB '22	0.000	0.000	0.250	0.000	0.500	0.250	0.250
MAR '22	0.000	0.000	0.000	1.126	0.000	0.000	0.845
APR '22	0.000	0.254	0.254	1.272	0.000	0.509	2.799
MAY '22	0.262	0.523	0.262	1.308	0.000	0.000	2.093
JUN '22	0.000	0.000	0.000	2.350	0.261	0.261	2.089
JUL '22	0.235	0.000	0.000	1.877	0.000	0.000	2.112
AUG '22	0.656	0.000	0.000	0.219	0.219	0.000	2.185
SEP '22	0.499	0.000	0.250	0.250	0.000	0.000	1.747
OCT '22	0.453	0.453	0.000	0.679	0.226	0.226	2.489
NOV '22	0.000	0.000	0.456	0.684	0.000	0.000	3.191
DEC '22	0.250	0.000	0.000	0.750	0.000	0.000	2.750
Target 2023	0.276	0.152	0.123	1.795	0.110	0.138	1.958
Avg 2022	0.315	0.192	0.137	1.106	0.094	0.145	2.198
SD 2022	0.279	0.208	0.172	0.599	0.141	0.237	0.719
Alert 3	0.593	0.399	0.310	1.705	0.236	0.382	2.917
Alert 2	0.872	0.607	0.482	2.305	0.377	0.619	3.636
Alert 1	1.151	0.815	0.654	2.904	0.518	0.856	4.354






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

"Safety in the air begins on the ground" – ensure your maintenance, documentation, organisational culture, dispatch, crew planning, and pre-flight duties all address safety first!" - Anon

Stay Safe!

Reporting

SAFETY OCCURRENCES

JANUARY 2023

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

There were 16 technical events reported in January, as follows:

No.	Fault	Type
1	Unspecified technical fault	single piston
4	Gear faults	single piston x 3, turboprop
1	Pack fault	jet
2	Door fault	single piston x 2
1	Fuel Leak	single piston
1	Chip detector warning	helicopter
1	Abnormal fuel flow indication	single piston
1	Alternator failure	single piston
1	Brake Failure resulting in runway excursion, see page 10	single piston
1	Spoiler fault	jet
1	Windscreen cracked	jet
1	Partial power loss resulting in forced landing, see page 13	NTCA

For all the aircraft engineers, please see the article in the April 2022 bulletin on service difficulty reports (SDRs) and mandatory occurrence reports (MORs) and note that nearly all unscheduled failures require an incident report.



SAFETY OCCURRENCES

JANUARY 2023



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

There were five wildlife events reported in January, as follows:

No.	AD	Phase	Details
1	FYWE	Downwind	Vulture
1	FYBG	Landing	Cows
1	FYWH	Takeoff	2 x Owls
2	FYWH	Landing	Unspecified

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

With the appearance of stock and people at an aerodrome, operators are reminded of the importance of keeping gates closed around airports.

SAFETY OCCURRENCES

JANUARY 2023

LOW FUEL / TECHNICAL FAULT (MANDATORY, **LOW RISK**, OPS/AIR)

On departure the crew was forced to take marginally above minimum fuel due to shortages from the supplier. Enroute they then suffered a technical fault with an air-conditioning pack resulting in flight lower than the planned altitude. The enroute alternates were found to be unsuitable due to weather. The crew recalculated fuel and estimated they would land at the destination with just enough fuel to make their alternate and still have 30 minutes final reserve. During descent into destination the low fuel annunciator illuminated. The crew proceeded with their QRH actions. The crew had advised ATS of their technical fault and requested priority but did not declare a fuel emergency. On landing they were deemed to have just above final reserve, so a fuel emergency was not required.

While not required in this case, crews are reminded of the importance to err on the side of caution in declaring a fuel emergency, as per 121.08.18 and 135.08.17 "If the usable fuel on board the aeroplane is less than the final reserve fuel, the pilot-in-command shall declare an emergency." We also note the tragic loss of life that resulted in the ICAO SARP requiring this action. It is important to note that this action, which may be applied for commercial or private flights, will help ATS to ensure your priority.

ATS RELATED EVENTS (MANDATORY, **LOW RISK**, ANSSO/OPS)

The following ATS failures and faults occurred:

No.	Fault	Area
2	ACAD Failure affecting IBS	AIM
1	Topsky Fault	ATS/CNS

The IBS fault is with the ACAD system which is maintained and supplied by an external party. AIM is working with the service provider on the fault.

SAFETY OCCURRENCES

JANUARY 2023

AERODROMES (VOLUNTARY, **LOW RISK**, AGA)

The grass is reported to be getting long again at Rundu (FYRU), NAC has been contacted about the hazard.

There was soft sand reported at Henties Bay (FYHN) and a prop-strike occurred when taxiing onto the run-up pad due to a dip between the apron and the pad. The aerodrome owner has been contacted to address the issues.

A manhole prop-strike hazard was reported at FYWH. The matter has been sent to NAC and is being addressed.

While these hazards are being addressed pilots are advised to exercise caution!

It was reported that the AIP information for Luderitz (FYLZ) is out of date.

It was reported that use of Puros airport as per the AIP is incorrect, the airfield known as Puros is in disuse and the one frequented is South of Puros, and could be more aptly named "Puros South".

The operators of aerodromes in the AIP have been asked to review content for validity and update any required information as soon as practicable.



SAFETY OCCURRENCES

JANUARY 2023

RUNWAY EXCURSION - BRAKE FAILURE (MANDATORY, **LOW RISK**, OPS/AIR)

The pilot of a Cessna 210 completed a normal touchdown at the beginning of the runway, however when brakes were applied the aircraft failed to slow down. Approaching the end of the runway, the pilot shut down and secured the aircraft. The aircraft exited the runway onto the soft sand at the end. The aircraft was towed out of the soft sand and pushed back onto the run-up pad where it was discovered there was leaking brake fluid from a connecting pipe on the right main wheel.

The pilot is commended for shutting down and securing the aircraft before exiting the runway and it is noted that checking brakes before landing will not guarantee they are working.

NO FLIGHT PLAN (MANDATORY, **LOW RISK**, AVSEC)

A cross border flight departed without a flight plan.

Pilots are reminded of the importance of 91.03.4, especially for cross border flights.

SAFETY PUBLICATIONS AND DOCUMENTS (VOLUNTARY, **LOW RISK**, CAR)

A report was submitted noting that the NCAA library should consider providing access for industry to ICAO documents, since subscriptions are costly and not many pilots or operators can justify the cost.

ICAO documents are currently subscribed to by NCAA as is required, but the subscription is electronic. Many are now available free, here - [ICAO eLibrary](#), but it is not yet comprehensive. If you need information from an ICAO document and cannot locate a copy, please email spq@ncaa.na and we will assist you with an electronic copy of the pages required.

SAFETY OCCURRENCES

JANUARY 2023



GLIDER ACCIDENT (MANDATORY, **HIGH RISK**, OPS)



NCAA wishes to extend its sincere condolences to the family and friends of the pilot involved in the tragic glider accident in January.

DAAIL is investigating this occurrence and once a preliminary report is available we will communicate the findings.

SAFETY OCCURRENCES

JANUARY 2023

IDENTIFICATION (VOLUNTARY, **LOW RISK**, AVSEC)

The police officer manning the security desk at FYWE did not have a uniform or ID.

The matter is being take up with AvSec, it is important that all airside workers and security personnel are properly identified.

RPAS (DRONE) SIGHTINGS (MANDATORY, **LOW RISK**, AVSEC/OPS)

There have been a number of sightings of drones or RPAS in the vicinity of FYWE.

It is noted that all RPAS operations over 250g or those with a camera require an operational approval. Further operation near an aerodrome (within 5nm), in controlled airspace, or above 150ft requires a specific approval for each flight, and ICAO now requires member States to instate licensing requirements for RPAS. It is difficult to track RPAS users, however NCAA is in the process of both creating more public awareness about RPAS regulations and embarking on exploring ways to ensure compliance, for example streamlining the approval, registration, and licensing processes.

If you need any information about operating RPAS please contact the NCAA RPAS team on rpas@ncaa.na - this email goes to the entire RPAS team, the applicable department will respond.



SAFETY IS EVERYONE'S RESPONSIBILITY

Help us help you combat the Big-7 High Risk Categories (HRC) of Occurrence



SAFETY OCCURRENCES

JANUARY 2023



PARTIAL POWER LOSS (MANDATORY, **HIGH RISK**, OPS/ANSSO)

A non-type certified aircraft (NTCA) lost power shortly after takeoff in rising terrain. They made a shallow turn towards an area suitable for a forced landing but due to the rising terrain impacted a boundary fence. There were no injuries sustained.

NTCA owners are reminded of the importance of thorough maintenance procedures in accordance with the requirements of your ARO, however even if all the required checks are done the worst can sometimes happen, so it is also vital that pilots remain current in emergency techniques.

GO AROUNDS AND WEATHER RELATED EVENTS (VOLUNTARY, **LOW RISK**, OPS/ANSSO)

The table below details go arounds and weather related events.

No.	Details	AD / Area
2	Go arounds due to unstable approach, reason unspecified	FYWH
1	Go around due to traffic	FYWH
1	Go around due to windshear	FYWE
2	Diversions due to weather	FYOG, FYRU

SAFETY OCCURRENCES

JANUARY 2023

RADIO PHRAEOLOGY (VOLUNTARY, **LOW RISK**, OPS/ANSSO)

A pilot reported incorrect phraseology used for referencing to airspace and for positions in the circuit.

Pilots, ATS, drivers are all reminded of the importance to stay professional and use the correct terminology on the frequency.

MEDICALLY UNFIT MANDATORY, **MEDIUM RISK**, PEL)

A pilot was alleged to have flown while potentially unfit and to possibly not have declared a major illness to his medical examiner.

Regulation 67.00.8 is very clear about the responsibilities of medical holders. Below are some of the relevant extracts for your reference.

67.00.8 (1) The holder of a medical certificate shall

....

(b) not act as a pilot-in-command, or in any other capacity as a flight crew member, an air traffic service personnel member or a cabin crew member, as the case may be - (i) while he or she is aware of any medical condition which could affect the validity of such medical certificate;

(c) without undue delay, notify the designated aviation medical examiner who issued such medical certificate, of any - (i) injury; (ii) hospitalisation; (iii) surgical operation or invasive procedure; (iv) regular use of medication; (v) pregnancy; (vi) absence due to illness for a period of more than 21 days; or (vii) psychiatric treatment,

....

OCCURRENCE FEEDBACK

JANUARY 2023

GLIDER OPERATIONS (MANDATORY, MEDIUM RISK, ANSSO/OPS)

There have been a number of incidents regarding glider radio procedures. A meeting is planned between ANSSO, OPS, SPQ, ATS, and SSN, feedback will be provided once the meeting is concluded. One item on the agenda is that regular meetings, just prior to and just post season are conducted with SSN and the relevant parties.

TAXIWAY INCURSION (MANDATORY, MEDIUM RISK, OPS/AGA/ANSSO)

The findings and final report were received of a taxiway incursion with an unescorted vehicle which crossed a taxiway without clearance in close vicinity to a helicopter hover-taxiing. As a result of the report, the airport operator has amended procedures to ensure that "all delegations planning to visit the airside are escorted by trained airport staff". Furthermore, they are reviewing radiotelephony and airside driving training and providing visits for operators to familiarise them with the new procedure.

DECLARING AN EMERGENCY - LOW FUEL (MANDATORY, MEDIUM RISK, OPS/ANSSO)

More awareness on fuel planning and declaration of emergency will be provided to industry following three events of low fuel, one resulting in an engine failure.



Remember these
helpful links

OCCURRENCE FEEDBACK

JANUARY 2023

RUNWAY EXCURSION ACCIDENT (MANDATORY, MEDIUM RISK, OPS)

The preliminary accident report was released on an apparent loss of power on departure resulting in a runway excursion. The pilot reported approaching rotation speed he looked down and noticed the fuel flow and rpm were below that required. The pilot elected to abort the takeoff but failed to stop before the end of the runway. No one was injured but the aircraft was substantially damaged.

The flight was a private flight with guests from a farm to Windhoek International. NCAA is investigating the possible regulatory non-compliance.

DAMAGE ON LANDING, (MANDATORY MEDIUM RISK, OPS/AGA/ANSSO)

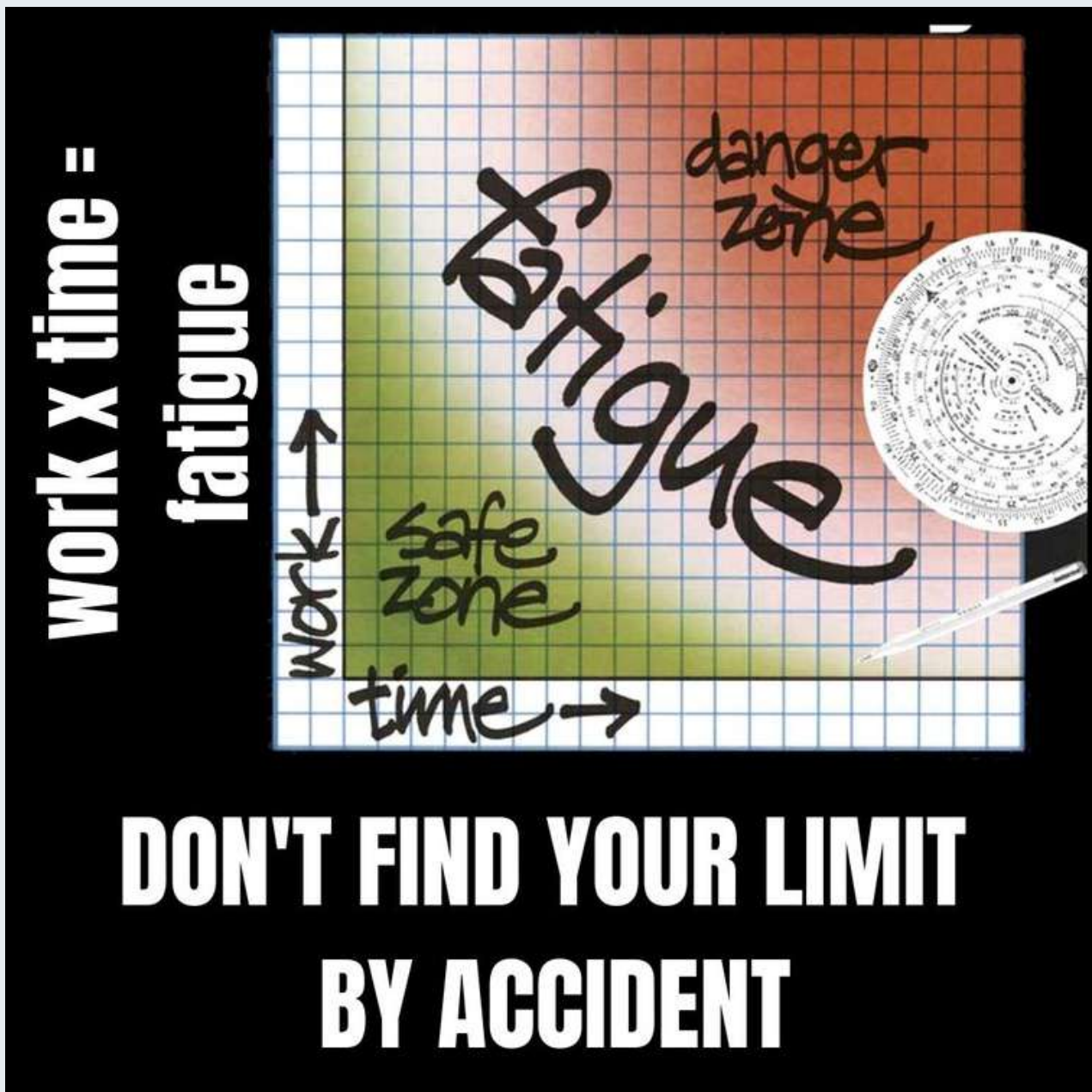
The preliminary accident report was released on an event whereupon a pilot substantially damaged the aft fuselage during landing. The pilot then test flew the aircraft alone, prior to loading the passengers and continuing the flight. The event was subsequently reported to NCAA and DAAI by relay from another pilot who saw the aircraft depart.

The pilot was located from flight plans and the aircraft was grounded pending a damage report by NCAA airworthiness department. If there is damage to an aircraft the pilot is required to report the event and to submit a damage report from an AMO to NCAA. This will then determine if a ferry permit is required to fly the aircraft back to base or if the aircraft must be repaired in-situ or dismantled and transported by road. A ferry permit is issued by the Executive Director and the terms stipulate that only the crew are allowed to be on board for the flight.

Of further note is that the subsequent flight observed occurred on a weekend. DAAI has a 24 hour, toll free, emergency number, 97700 for reporting events after hours and NCAA is considering establishing a duty phone to assist with regulatory approvals for cases like this.

SAFETY OCCURRENCES

JANUARY 2023



Many studies have shown that flying fatigued is as dangerous as flying under the influence of alcohol. And the most dangerous part is that it is difficult to self-assess. It should also be noted that fatigue is not prescriptive, whereas the traditional flight and duty periods (FDP) are. You may be within your FDP limit but still feel fatigued. It is important to be aware of this possibility and always err on the side of caution. It is not showing a weakness to call in fatigued. We also note that while FDP for pilots is well documented, fatigue can apply to any type of aviation operations related work and if your work has an effect on flight operations, your manual of procedure or operations manual should specify duty limits!

SAFETY NOTICE

REPORTING

Users are reminded again of the requirements for mandatory and voluntary reporting.

The list of mandatory reports are detailed in NAMCAR Part 140, appendix A. This list has been derived from mandatory reportable incidents specified in Annex 13. A mandatory report must be submitted on the [NCAA-DAAII Occurrence Reporting Form, FSS-GEN-FORM 014](#) to both daaii@mwt.gov.na and incidents@ncaa.na, and to your SMS if this applies. For incidents, as per the [AIC A3-2022](#), a form from an approved SMS can also be accepted.

Voluntary reports are submitted to your SMS if applicable, (i.e. that of your service provider, ATO, AOC, ARO etc.) and we appreciate if you also submit to the emails above for DAAII and NCAA. You can also submit these via the [online reporting platform](#), or via an email, or even text on the safety group or direct to an inspector, all voluntary reporting methods, especially for hazards, are accepted.



**safety
doesn't
happen by
accident**

ONLY WHEN HAZARDS
AND UNSAFE
BEHAVIOUR ARE
CONSISTENTLY
REPORTED WILL WE
MAINTAIN A SAFE
ENVIRONMENT

SAFETY ARTICLE:

UNSTABLE APPROACHES

A good approach starts with a good briefing. Remember this concept and if you are single pilot don't forget to self-brief.

Any approach briefing should include the following content as a minimum:

- type of approach
- terrain awareness (MSA, MVA, obstacles etc.)
- Approach conditions and weather
- use of automation
- communications
- Approach procedure details, included initial routing, approach details, and missed approach,
- Vref, stabilisation height, descent rate, and other stabilised approach criteria (as per your FOM)
- abnormal or emergency procedures
- safety risk assessment

Further, to be assured of a stabilised approach one also needs a go around mentality, that is one should be keenly aware of the requirement to go around whenever something does not go as planned. With a go around mentality one avoids the somewhat ingrained "get-there-itus" often responsible for runway excursions. While we talk about go arounds incessantly, there is also a very real and somewhat unconscious need for pilots to complete a mission and avoid go arounds: driven by the need to appease passengers and company, so it is very important that we develop and reassure ourselves regularly of the go around mentality.



More information about stable approaches and approach briefings is available from the FSF ALAR Toolkit here:

[Approach Briefings](#)

[Stabilised Approach](#)

Ask NCAA

We value your input and we have created this forum for answering questions industry may have or responding to requests for publications. Feel free to drop us a line and enquire: spq@ncaa.na.

SAFETY NOTICE

A circular graphic featuring a blue silhouette of a pilot's head in profile, facing left. Inside the head is a circular diagram divided into segments labeled 'payload', 'weather', 'fuel', 'runways', 'performance', and 'etc'. The pilot is wearing a white shirt with a blue tie and a pilot's wing badge on the shoulder.

NCAA SAFETY WORKSHOP

27TH APRIL 2023

0900-1600 including lunch

Available as a hybrid event
RSVP to book your slot!!
spq@ncaana

SAFETY WORKSHOP

Following the success of the 2022 safety workshops NCAA would like to invite submissions for presentations at the first 2023 event in Windhoek, which will be held at the NCAA HQ auditorium. Anyone wishing to present a safety topic are advised to please get in touch with SPQ on the email above.

Information Sources

All of the ICAO Annexes and many of the ICAO documents are now available at ICAO Publications [ICAO eLibrary](#).

Service providers and participants are also advised of the wonderful source at [Skybrary](#), which can be subscribed to and can give you many ideas for your safety meetings.

If you are looking for SMS or QMS courses, service providers and participants are advised that [IATA](#), [ICAO](#), [CAAS:SAA](#), and [JAATO](#) have many virtual courses available now which can make access to the training much more affordable.

NCAA Updates

More advisory pamphlets are planned for publication on safety management, reporting, and safety performance indicators and targets. Watch this space!

The NASP is scheduled to be presented to the NCAA board for final signatures.

The new draft of [Part 187](#) has been published on the NCAA website for consultation. [Part 139](#) and [Part 139 amendments](#) are in consultation any input on Part 139 should be sent to AGA@ncaa.na.

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

