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JULY
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.

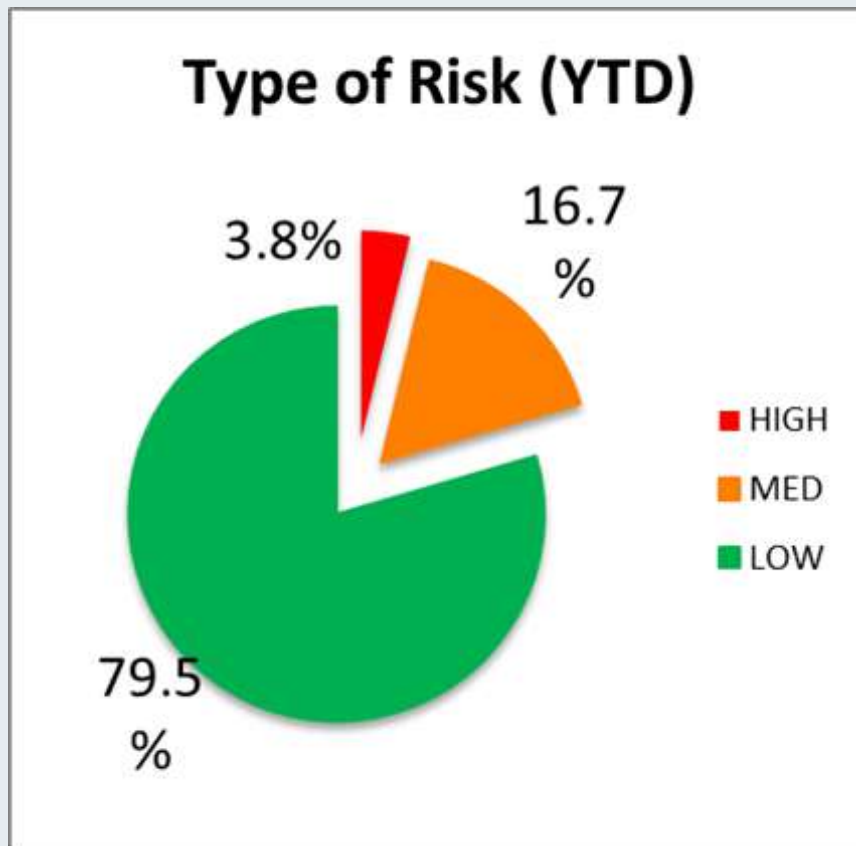
Contents

Safety Statistics.....	3
Reporting Culture.....	4
SPIs.....	5
Quote of the Month.....	5
Drone Rules.....	6
Competition Winners.....	7
Meet the Team - CRR.....	8
Occurrences.....	9
Feedback.....	17
Article: Human Factors.....	18
AFCAC-SAATM-PIP Roadshow	20
Safety Updates.....	21



**SAFETY
FIRST**

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

July 2023

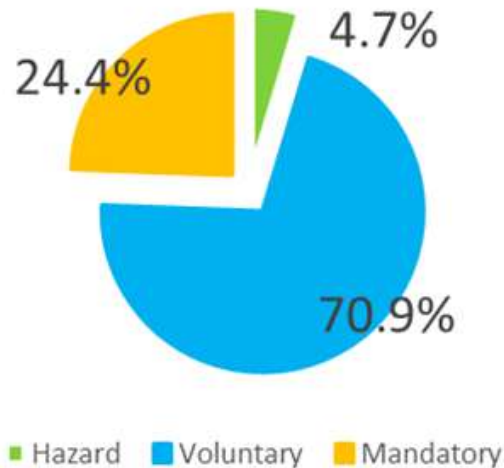
In July there were 36 safety reports, with **three medium risk events**, **one high risk event**, the remaining **thirty two were low risk**. There was also **one high risk event** from June not recorded last month. Of the three medium risk events there were two bird strikes and a taxiway incursion. The two high risk events were sadly both loss of control accidents.

The year-to-date figures for risks improved slightly to **78.59% low risk**, **16.7% medium risk**, and only **3.8% 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.

Classification of Occurrences (YTD)



In July NCAA recorded a pleasing 25 voluntary reports and one hazard report, the remaining 10 were mandatory reports. This brings the total year to date to 76% non-mandatory. The two accidents bring the year to date accident rate is 0.253 per 1000 movements.

We continue to promote the concept of "if in doubt report" and remind aviators of the essential role of reporting - your report may identify a hazard which is only uncovered once the big picture is observed, so please do keep up the positive trend!

REPORTING: HOW, WHEN, WHY

An effective safety management system needs an effective reporting culture.

As stated in our quote of the month, if you don't report it, it *will* happen again, and next time the consequences may not be the same.

Whether mandatory or voluntary, help NCAA to help you by reporting quickly and effectively. Email incidents@ncaa.na or use the following link: [Voluntary Reporting Link](#)



Safety Performance Indicators

There were no alerts in July, however, the accident in June pushed LOCI slightly above target for June, and analysis of the year-round figures show an overall negative trend in this area. Pilots are reminded of the importance of keeping current and maintaining basic skill sets. If in doubt book in for some training at your local flight school.

SPIS

	Airprox/LOS A CFIT		Rwy Excurs.	Wildlife	LOCI	Rwy Incurs.	Maint & Tech
50187 Average	0.236	0.038	0.104	0.748	0.140	0.102	2.415
3715 JAN '23	0.000	0.000	0.269	1.346	0.000	0.000	3.769
3646 FEB '23	0.000	0.000	0.274	0.823	0.549	0.549	1.646
4291 MAR '23	0.233	0.000	0.000	1.398	0.000	0.000	3.030
4308 APR '23	0.232	0.000	0.000	0.696	0.000	0.000	2.089
4813 MAY '23	0.000	0.000	0.000	0.623	0.208	0.208	1.247
4141 JUN '23	0.483	0.000	0.000	0.966	0.241	0.000	3.381
4248 JUL '23	0.000	0.000	0.000	0.471	0.235	0.235	1.177
4576 AUG '22	0.656	0.000	0.000	0.219	0.219	0.000	2.185
4006 SEP '22	0.499	0.000	0.250	0.250	0.000	0.000	1.747
4419 OCT '22	0.453	0.453	0.000	0.679	0.226	0.226	2.489
4388 NOV '22	0.000	0.000	0.456	0.684	0.000	0.000	3.191
3636 DEC '22	0.275	0.000	0.000	0.825	0.000	0.000	3.025
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
Three of Alert 3	0.593	0.399	0.310	1.705	0.236	0.382	2.917
Two of Alert 2	0.872	0.607	0.482	2.305	0.377	0.619	3.636
One Alert 1	1.151	0.815	0.654	2.904	0.518	0.856	4.354



Safety Thought for the Month

"If you don't report it, it *will* happen again, and next time the consequences might not be so favourable." - Peterson Tjitemisa

Stay Safe!

Reporting



Are you operating a Drone legally? You must comply with Namibia Civil Aviation rules regarding Drones at all times.

DRONE OPERATIONS

Fly Safe
Fly Legal

You **MUST** comply with the following conditions.

If NOT, you can put lives, aircrafts and property at RISK!



DO'S

- Keep Your distance at all times
- be in possession of public liability insurance at all times.
- Fly only during daylight.
- Keep drone within your site at all times.
- Only use **ONE** drone at a time
- Always check that your drone is in an airworthy state
- Think what you doing with any images as you may breach privacy laws.

GET WRITTEN AUTHORISATION FROM:

- Namibia Civil Aviation Authority (NCCA) before operating a drone at all times
- From Namibia Film Commission (NFC) if you intend to make a movie
- From Ministry of Environment and Tourism (MET) if you intend to fly in a National Park or Nature Reserve
- From owners of property you intend to operate your drone from

YOU HAVE CONTROL:

- Remember when flying an unmanned aircraft (Drone) the responsibility is yours
- You are legally responsible for the safe conduct of each flight
- Familiarise yourself with the rules, failure to do so, may lead to criminal prosecution

DON'T'S

- Don't fly over populated areas.eg. streets, towns and cities)
- Don't fly within 5NM (10 km) of any airfield/ aerodrome.
- Don't fly higher than 45 meters (150 feet)
- Don't fly within 30 meters of buildings or structure, at sporting events, concerts and festivals
- Don't fly over vehicles where you may distract drivers
- Don't fly over personal property without consent
- Don't fly within published controlled airspace as well as restricted, prohibited, danger areas.
- Don't fly near or over military, police and prison facilities

Contact Us:

Tel: +264 83 235 2463, rpas@ncaa.na
www.ncaa.com.na

Safety

Drones are here to stay and only getting bigger, more numerous, and more of a risk to manned aviation if we don't ensure they are operated safely in accordance with the regulations.

If you know of anyone who has recently purchased a drone, make them aware of the need to contact rpas@ncaa.na to get legal.

If you know of anyone using a drone illegally or see a drone operating illegally report it immediately to incidents@ncaa.na.

Congrats!

MARSHALLINO COETZEE - 1ST PRIZE

HUMAN FACTORS IN AVIATION

ROOME KIRSTEN - 2ND PRIZE

WAKE TURBULENCE

BEVERLYN SHARON !GANES - 3RD PRIZE

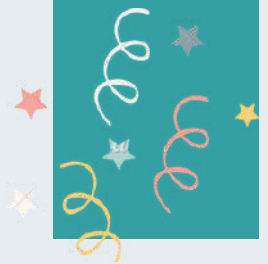
AVIATION SAFETY

KLAUDI SHIMI - RUNNER UP

RURAL CHILDREN ON AIRPORTS

Thanks to all the competitors for their submissions. See the winning entry on page 18-19 - look out for upcoming editions for other winners!

Safety

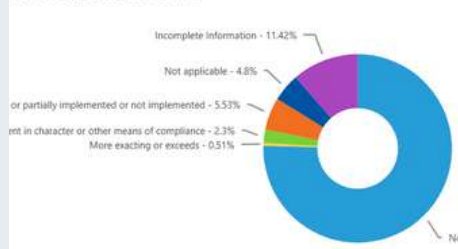


Rise High With Safety



Meet the Team - CRR

Level of compliance to SARPs



Technical Element (ICE)



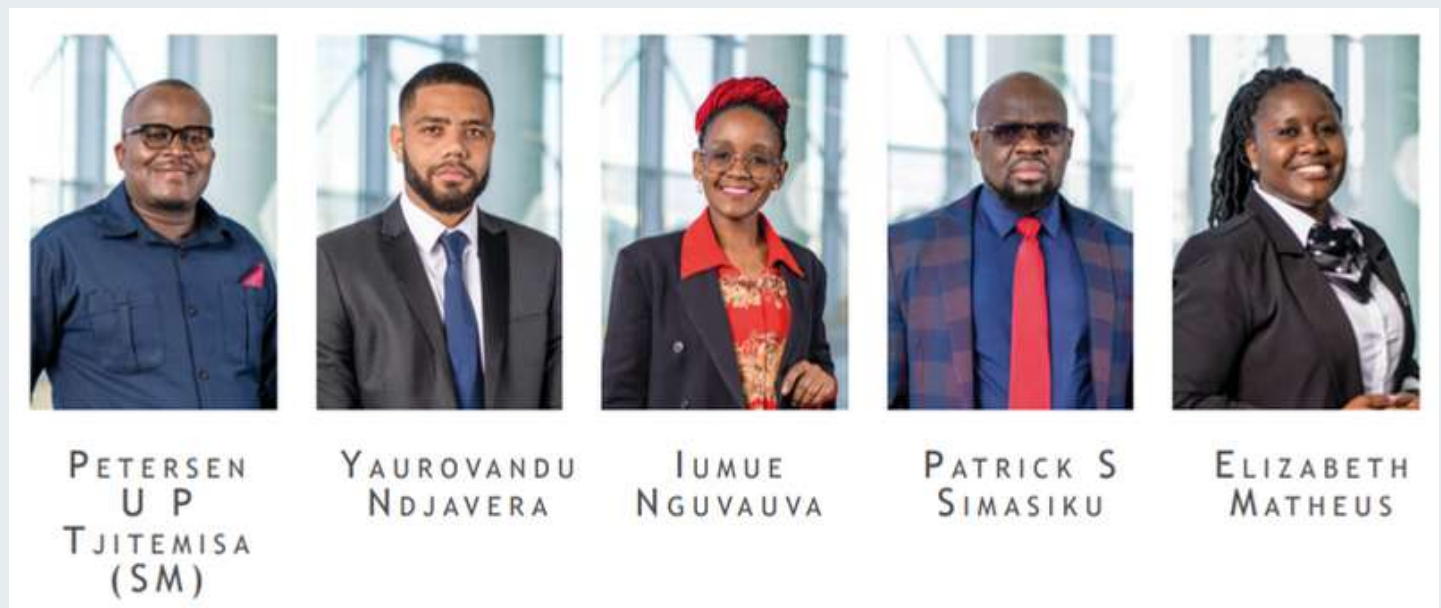
About the Compliance and Regulatory Risk Team

The CRR team is responsible for ensuring NCAA is compliant with the ICAO SARPs. They are the team who lead NCAA in the management of the ICAO Universal Safety Oversight Audit Programme (USOAP), our self-assessments, completion of the corrective action plans, and protocol questions responses.

The Senior Manager CRR is the National Continuous Monitoring Coordinator (NCMC) and as such is responsible for responding to State letters received from ICAO and managing the USOAP processes.

CRR will work closely with SPQ to implement the NCAA QMS and internal auditing programme in 2023-2024.

Currently, NCAA Library and Civil Aviation Registrar also fall under CRR.



Under the leadership of Mr. Peterson Tjitemisa, Senior Manager, the CRR team work tirelessly to improve our Effective Implementation, which overall impacts Namibia's attraction as a tourism destination and helps improve the safety and security of our skies.

If you have any questions about compliance and regulatory risk, reach out to the CRR team on crr@ncaa.na, the designated inspector will respond.

NCAA aims to include one safety oversight section each month so you can get to know our inspectors and the eight different safety/security oversight sections' roles and responsibilities. These sections comprise, AGA, AIR, ANSSO, AvSec, CRR, OPS, PEL, and SPQ.

SAFETY OCCURRENCES

JULY 2023

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

There were only five technical events reported in July, as follows:

No.	Fault	Type
3	Gear fault	piston
2	Flat tyre	piston

Note that nearly all unscheduled failures require a incident report. This need not be a lengthy dissertation, that is, it shouldn't take you too much time, only a brief summary of the most likely or determined cause of the failure. This is important for trending and/or for preventative maintenance. Please see the April 2022 article on service difficulty reports (SDRs) and mandatory occurrence reports (MORs).



SAFETY OCCURRENCES

JULY 2023



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

There were only two wildlife events reported in July.

Wildlife	Events and near misses		
No.	AD	Phase	Details
1	FYWH	Landing	Bird - Unknown
1	FYWE	Landing	Bird - Unknown

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

Note: Bird strikes, while the damage is normally negligible, are a frequent occurrence so fall into the medium risk category.

SAFETY OCCURRENCES

JULY 2023

LOSS OF CONTROL ON LANDING (MANDATORY, MEDIUM RISK, OPS)

A non-type certified aircraft lost control on takeoff, following an early rotation the wing lifted and the aircraft veered into the brush on the side of the runway resulting in substantial damage.

UNAUTHORISED LANDING (VOLUNTARY, LOW RISK, AGA/OPS)

An aircraft performed a touch and go at Kuzikus without prior permission and the operator indicates this can be stressful to their wildlife.

Pilots are reminded to ensure they have permission to operate into the airfield of destination or for touch and go during training.



SAFETY OCCURRENCES

JULY 2023

LOW FLYING ALLEGATIONS (MANDATORY, MEDIUM RISK, OPS/AGA/AVSEC)

There were three allegations of low flying in July, two were discovered to be aircraft in the circuit and one was at 500ft AGL outside of built-

Pilots are reminded that NCAA is aware of some transgressions of the minimum heights regulation 91.06.33 particularly on the coast and will have inspectors regularly stationed at the coast in future along with airport/operator personnel assisting in looking out for repeat offenders. Substantial fines are potentially possible for the pilot and the operator if contravention of the regulations is proven.

GO AROUNDS AND DIVERSIONS (VOLUNTARY, LOW RISK, OPS)

The following table details go arounds and diversions during July:

No.	Details	Intended
1	Diversions due to weather	FYOG
2	Diversions due to sand storms	FYSL, FYNG
1	Diversions due to operations	FYWH
1	Diversion due to medical emergency	FYWH
2	Go arounds due to tailwinds on approach	FYWH, FYWE
1	Go around due to unstable approach	FYWH

Airport security
We all contribute



Be safe.
Feel safe.

SAFETY OCCURRENCES

JULY 2023



ATS FACILITIES (MANDATORY, MEDIUM RISK, ANSSO)

The following ATS failures occurred in July:

No.	Fault	Area
1	VOR Fault with WBV	FYWB
1	Telephone line fault	FYOA
1	Radio failure, tower frequency	FYWH
1	Unmanned due to roster mix up	FYWE
1	Radar failure	FYWH
1	Flight plans missing	FYWF

SAFETY OCCURRENCES

JULY 2023

UNAUTHORISED PERSONNEL ON TAXIWAY (MANDATORY, **MEDIUM RISK**, AGA)

A maintenance person was observed on the taxiway near the runway without ATS approval. The aircraft on final was given a go around.

AGA is investigating.

DAMAGE DUE TO SANDSTORM (MANDATORY, **LOW RISK**, AIR)

An aircraft sustained substantial damage, predominantly to the windscreen, while parked during severe sand storms.

MEDICAL EMERGENCY (VOLUNTARY, **LOW RISK**, OPS)

An aircraft diverted to FYWH due to a passenger with a stroke. ATS arranged ambulance on arrival and the passenger was stabilised and transported to hospital.



SAFETY OCCURRENCES

JULY 2023



ALLEGED OPERATION WITHOUT MEDICAL (MANDATORY, **LOW RISK**, PEL)

A pilot was alleged to have operated without a medical.

NCAA takes this type of willful violation seriously and is investigating.

SQUAWKING HIJACK (MANDATORY, **LOW RISK**, ANSSO)

An aircraft was found to be squawking hijack, but on inquiry reported operations normal.

Pilots should pay particular attention to setting of transponder codes and especially if transitioning the 7xxx codes.

SAFETY OCCURRENCES

JULY 2023

FATAL ACCIDENT OF ZS-HLG (MANDATORY, **HIGH RISK**, AIR/OPS)



NCAA would like to express our sincere condolences to the families and friends of the passenger and pilot involved in this tragic accident on departure from Swakopmund on the 17th July 2023. Our hearts go out to those grieving and our thoughts are with you.

NCAA is working closely with the Directorate of Aircraft Accident and Incident Investigation (DAAII) to uncover details that will lead us to correct any shortcomings or address regulatory violations.

Again, our heartfelt sympathies are expressed to the families and friends affected by this tragic event.

We will communicate further once the facts have been established.



SAFETY FEEDBACK

JULY 2023

TREE REMOVED (MANDATORY, **LOW RISK**, AGA)

A tree was reported obstructing the approach path onto runway 01 at FYWE. The airport company was informed and subsequently, the tree was cut down.

A great example of the safety system working the way it should!



COMPLIANCE YOUR SAFETY NET!



If you see or hear of any non-compliant activities it is your duty to report - help us help you keep the skies safe!

REPORT NOW 

CONTACT US
INCIDENTS@NCAA.NA



SAFETY ARTICLE

STORY WINNER - HUMAN FACTORS IN AVIATION

Aviation is a complex and high-risk industry that relies heavily on the performance of human beings. Human factors refer to the psychological, physiological, and social factors that affect human performance in aviation. In recent years, human factors have become increasingly important in aviation safety. I will attempt to discuss the importance of human factors in aviation safety, the causes of human error, and the ways in which human factors can be addressed to improve aviation safety.

The Importance of Human Factors in Aviation Safety

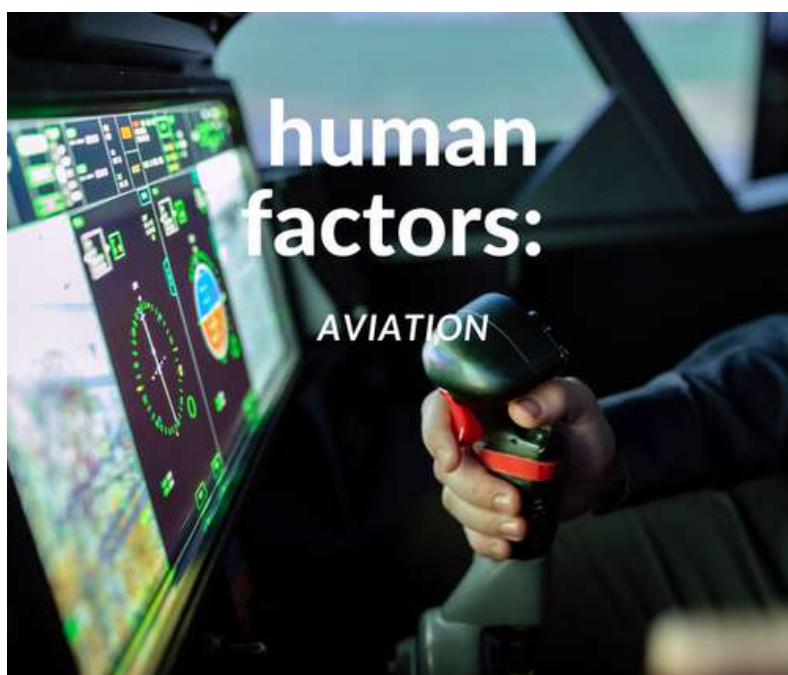
Human factors play a crucial role in aviation safety. The performance of pilots, air traffic controllers, maintenance personnel, and other aviation professionals is affected by a wide range of factors, including fatigue, stress, workload, and communication. These factors can have a significant impact on human performance, and when they are not properly addressed, they can lead to undesired accidents and/or incidents.

One of the most significant contributions of human factors to aviation safety is the development of crew resource management (CRM) techniques and Team Resource Management (TRM). CRM is a set of tools and techniques that focus on improving communication, teamwork, and decision-making in the flightdeck and TRM is its counterpart outside the flightdeck. CRM/TRM has been shown to be an effective tool for reducing accidents caused by human error, and it has become a standard part of flight crew, maintenance personnel, and ATS training.

Causes of Human Error in Aviation

Human error is a significant cause of accidents and incidents in aviation. Some of the most common causes of human error include:

1. **Fatigue:** Fatigue can impair cognitive function and lead to errors in judgment and decision-making. Long hours, irregular shifts, and high workload can all contribute to fatigue in aviation professionals.
2. **Stress:** Stress, much like fatigue, can also impair cognitive function and affect decision-making, attention, and memory. Stressors in aviation can include difficult weather conditions, air traffic congestion, and emergencies.



SAFETY ARTICLE

STORY WINNER - HUMAN FACTORS IN AVIATION

Causes of Human Error in Aviation

3. **Distractions:** Distractions can divert attention from important tasks and lead to errors in judgment and decision-making. Common distractions in aviation include communications, equipment malfunctions, and personal problems.
4. **Poor communication:** Poor communication can lead to misunderstandings, misinterpretations, and errors in decision-making. In aviation, poor communication can occur between pilots, air traffic controllers, cabin crew, and ground personnel.
5. **Human limitations:** Human beings have certain limitations that can affect performance in aviation. These limitations can include physiological factors, such as eyesight or hearing, and cognitive factors, such as attention or memory.

Addressing Human Factors in Aviation Safety

Addressing human factors in aviation safety is a complex and multifaceted task. There are several strategies that can be used to address human factors and improve aviation safety:

1. **Training:** Proper training is essential for aviation professionals to understand and address human factors. Training should include education on the effects of fatigue, stress, and other human factors on performance, as well as techniques for managing these factors.
2. **Technology:** Technology can be used to address human factors in aviation safety. For example, automation, when used properly, can reduce the workload of pilots and air traffic controllers, reducing the risk of errors caused by fatigue or stress.
3. **Work schedules:** Work schedules should be designed to minimize the risk of fatigue and stress. This can include limiting the number of hours worked per day, providing adequate rest periods, and avoiding irregular shifts.
4. **Communication:** Effective communication is essential for addressing human factors in aviation safety. Communication should be clear, concise, timely, and include feedback. All parties should be trained in effective communication techniques.
5. **Safety culture:** A strong safety culture can help to address human factors in aviation safety. This can include a focus on reporting errors and near-misses, as well as a commitment to continuous improvement and learning.

Conclusion

Human factors play a crucial role in aviation safety. Addressing human factors is essential for reducing the risk of accidents and incidents in aviation.

SAFETY ARTICLE

SAATM PIP ROADSHOW

Namibia has been selected as one of 19 African Union member States for the pilot implementation programme (PIP) of the Single African Air Transport Market (SAATM).

SAATM is an initiative by the African Union aimed at liberalizing and integrating the continent's aviation sector. Launched in 2018, SAATM seeks to create a unified airspace, enabling African airlines to operate freely across borders and promoting better connectivity, trade, and tourism. By removing regulatory barriers and fostering competition, SAATM aims to enhance economic growth and job opportunities within the aviation industry. It envisions increased affordability and accessibility for travelers, encouraging greater intra-African travel and boosting regional integration. However, challenges related to infrastructure, safety, and regulatory harmonization need to be addressed for SAATM's full realization.

As part of the SAATM-PIP Namibia is hosting the African Civil Aviation Commission (AFCAC) Secretary General, Ms. Adefunke Adeyemi, in Namibia on the 21st and 22nd of September. Namibia looks forward to a fruitful relationship for the rollout of this programme, as the potential for open skies and enhanced tourism can affect all of us positively, if done safely, and as such NCAA will embrace and foster the change.



Articles and Ask NCAA

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

AFCAC -CAAS ATBP

TIn September NCAA is proud to host the African Civil Aviation Commission customised onsite programme from the Singapore Aviation Academy / Civil Aviation of Singapore. This course will host 20 participants from all corners of the African continent. The course is on Auditing Techniques and Best Practices and will strengthen audit capacity and thus the safety oversight mandate for Namibia and her fellow African States.



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 global aviation safety goals.

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

