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OCTOBER
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:

Share Knowledge - Improve Safety



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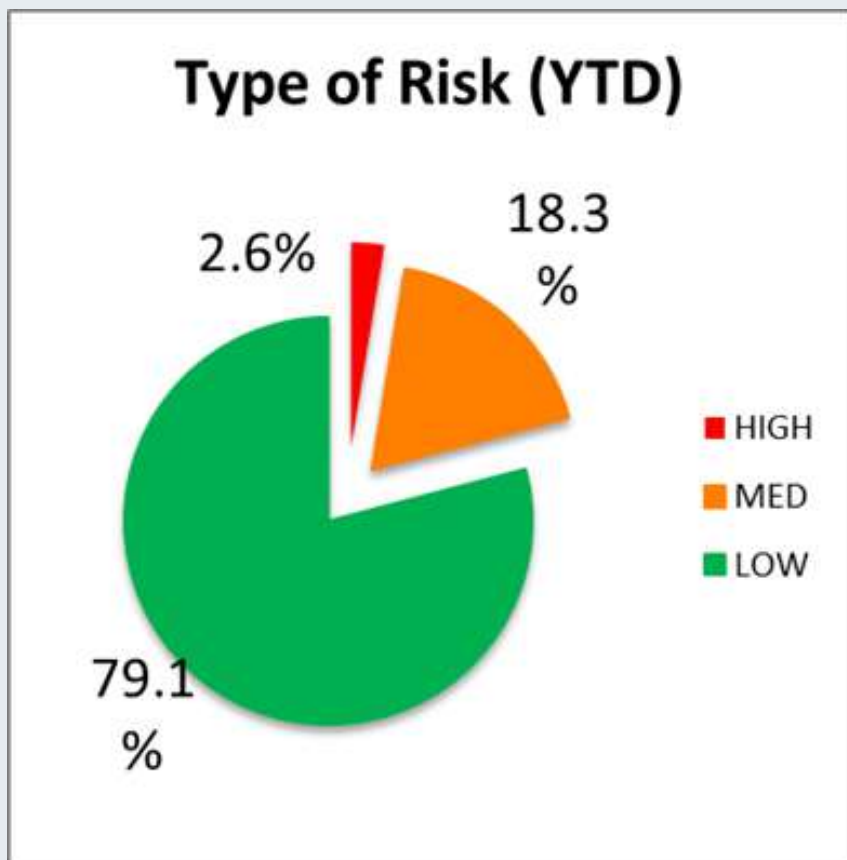
This monthly publication will keep industry, NCAA, license holders, and the general public updated in terms of what has occurred in safety monthly within the industry. All reports are de-identified and no attempt should be made to identify the reporter in this or any other avenue unless specific authorisation is given.

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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

October 2023

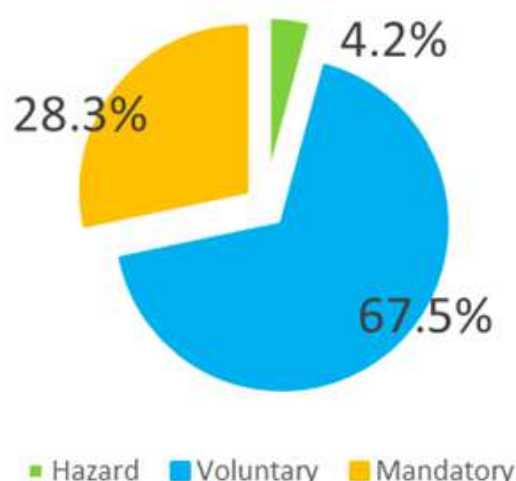
In October there were a total of 43 safety reports, 78.5% of them low risk. There were **nine medium risk events**, **no high risk events** the remaining **34 were low risk**. Of the nine medium risk events, five were birdstrikes.

The year-to-date figures for risks improved slightly with **79.3% low risk**, **18.3% medium risk**, and only **2.6% 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 October there were 27 voluntary reports, the remaining 16 were mandatory reports. The total year to date is now 72% non-mandatory.

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!

QUALITY AND SAFETY: AN IMPORTANT LINK

Just like reporting is the backbone of the safety system, the quality system is like a limb on the body of the SMS - essential for movement, as it provides continuous improvement and accountability. Without quality the safety system cannot be assessed and measured, so growth is hampered.

Another essential link between quality and safety is the process of hazard identification from quality findings. When there is comprehensive internal audit plan and a hazard identification and risk management process applied to the findings,

which can then be registered and tracked in the safety system - the body is complete and functioning. Interlinking safety and quality is an essential feature of a functioning system. Ensure yours work together!



Safety Performance Indicators

In October there were two first-level alerts. Runway incursions were of particular note, with three events in three very different categories. Technical faults and failures were also very high.

Workshopping of the high-risk category factors is scheduled to address the accident rates which are still a concern for this year to date.

SPIS

	Airprox/LOS A CFIT		Rwy Excurs.	Wildlife	LOCI	Rwy Incurs.	Maint & Tech
49758 Average	0.122	0.000	0.105	0.855	0.121	0.161	2.531
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	1.097	0.549	0.549	1.646
4291 MAR '23	0.233	0.000	0.000	1.398	0.000	0.233	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	0.471	1.177
4569 AUG '23	0.000	0.000	0.000	0.438	0.219	0.000	2.408
3809 SEP '23	0.000	0.000	0.263	0.525	0.000	0.000	1.838
4194 OCT '23	0.238	0.000	0.000	1.192	0.000	0.477	3.577
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




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



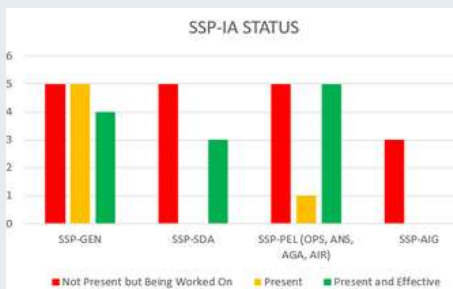
Safety Thought for the Month

"If it doesn't look right, GO AROUND! It is better to explain yourself why you did than for others to find out why you didn't" - Anon

Stay Safe!

Reporting

Meet the Team - SPQ



SPQ is the responsible department for receiving, responding to, and tracking actions required from all incident and accident reports received by NCAA. These are entered into a confidential database from the reports received on the email incidents@ncaa.na, and thereafter the data is extracted for trend monitoring, reporting, recommendations, and hazard identification.

Under the leadership of Mr. George Matroos, Senior Manager, the SPQ team work as the glue between other departments - ensuring overall accountability and maintenance of the safety and quality systems, and thus continual improvement of the safety and security of our skies.

If you have any questions about safety or quality aspects of the NCAA, reach out to the SPQ team on spq@ncaa.na, the designated inspector or specialist 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.

About the Safety Promotion and Quality Team (SPQ)

SPQ is the most recent addition to the NCAA safety division and is still in the process of growing. However, since inception SPQ has achieved and continues to achieve some important milestones, including establishing the State Safety Programme (SSP) Steering Committee, publishing the SSP Manual and National Aviation Safety Plan, establishing a Safety Data Collection and Processing System, kicking off the establishment of an ISO9001 compliant Quality Management System, and establishing of this monthly safety bulletin.

SPQ has two distinct functions, safety and quality, however the two are thoroughly intertwined whereas one requires the other and vice versa (see excerpt on page 4)

Simon Valombola George Matroos (SM) Danielle Bruckert



SAFETY OCCURRENCES

OCTOBER 2023

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

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

No.	Fault	Type
1	Gear fault	piston
2	Flat tyre	turbine /
1	Brake failure	piston
1	Fuel leak	turbine
1	Rough running engine unspecified	turbine
1	Rough running engine - magneto failure	piston
1	Partial power failure, see page 9	turbine
1	Chip detect light	turbine
1	Push to talk stuck, see page 12	turbine
2	Alternator failure	piston
1	Elevator control failure, see page 15	turbine
1	Pitot tube blocked	turbine

Note that nearly all unscheduled failures require an 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

OCTOBER 2023



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

There were five wildlife events reported in October, no damage was reported.

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

NAC has developed and implemented proactive wildlife management programmes at FYWH, FYWE, FYWB, and FYOA. The trends in wildlife strike reports would indicate this is having a positive effect.

	JAN	FEB	MAR	APR	MAY	JUNE	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
2023	5	3	6	3	3	4	2	2	2	5			35
2022	2	2	4	5	5	9	8	1	1	3	3	7	50
2021	5	12	18	5	9	9	0	7	0	6	3	0	74

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

SAFETY OCCURRENCES

OCTOBER 2023

PARTIAL POWER FAILURE (MANDATORY, MEDIUM RISK, OPS/AIR)

A Turboprop departed from FYWE for a maintenance test flight. The power was considerably below expected, however the takeoff was continued. On the climb out performance was significantly impaired by the power loss and on the crosswind leg the pilot elected to return for a landing. The landing was made safely.

During your take briefing, be it for another crew member or a self briefing, remember to confirm the expected or required power - manifold pressure and rpm, torque and ITT, or N1 and EPR, as applicable. Whenever the expected takeoff power is not achieved the takeoff should be aborted!



SAFETY OCCURRENCES

OCTOBER 2023

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

A scheduled jet reported a passenger needing emergency services on landing. ATS assisted in arranging the assistance.

NO NOTAM (VOLUNTARY, **LOW RISK**, OPS)

A report was received of repeat VIP movements without NOTAM causing disruption to traffic. This is being investigated as a repeat event.

A FYD was active without a NOTAM. Liaison with the operator is under way. This is being investigated as a repeat event.

Aerodrome / Military / Government operators are reminded of the importance of issuance of NOTAMs in a timely way. If you are in contact with any of these operators do remind them about the importance of issuance of NOTAMs.

MARSHALLING (MANDATORY, **LOW RISK**, AGA)

There was another reported difficulty with marshalling instructions. This was a repeat of events in September and subject to investigation.

The AGA department is following up with NAC on this matter with a sense of urgency. It is noted that the marshalling service is provided by NAC ARFF and did not change with the new service provider. NAC is addressing the issue.

BLOCKED PITOT (MANDATORY, **LOW RISK**, AIR/OPS)

An aircraft aborted takeoff due to low airspeed, it was resolved the pitot tube was blocked.

The aircraft had just come out of major maintenance and it was speculated that some debris had been ingested during this period. It is essential to check for blockages during the preflight, however it is also important to check for speed early in the takeoff roll like this pilot did.

SAFETY OCCURRENCES

OCTOBER 2023



ATS FACILITIES (MANDATORY, **LOW RISK**, ANSSO)

The following three ATS failures were reported in October:

No.	Fault	Area
1	Scheduled power failure caused UPS to run flat	FYWB
1	Static interference	FYWE
1	Unscheduled VIP	FYWH

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

The following table details go arounds and diversions reported during October:

No.	Details	Intended
4	Go Arounds due to unstable approaches	FYWH / FYWE
1	Go Around due to windshear	FYWH
1	Go around due to weather	FACT
1	Diversion due to blocked runway	FYWH

SAFETY OCCURRENCES

OCTOBER 2023

LOSS OF ELEVATOR CONTROL (MANDATORY, **MEDIUM RISK**, OPS)

A turboprop aircraft lost elevator control while landing. Pilots elected to make an emergency landing on a farm near some farm buildings using trim and power for pitch control. The pilots completed emergency briefings, opened doors, and on landing shut down and secured the aircraft and evacuated the aircraft expeditiously.

The aircraft sustained considerable damage from impacting with two farm fences but thanks to the appropriate emergency actions by the crew there were no injuries.

The crew visited the tower to speak with the ATC who assisted them during the event. This is a great way for each of us to understand the other's role.

A job well done!



SAFETY OCCURRENCES

OCTOBER 2023

RUNWAY INCURSION (MANDATORY, MEDIUM RISK, ANSSO/OPS)

A training aircraft was cleared to line up, thereafter the line-up clearance was cancelled, the aircraft was in the process of vacating but still on the runway when another aircraft was cleared to land.

RUNWAY INCURSION (MANDATORY, MEDIUM RISK, ANSSO/OPS)

Passengers disembarking a scheduled flight lost some papers and, in the process of chasing after them, entered the runway. The airport rescue and fire fighting (ARFF) vehicle managed to extract them quickly from the restricted area.

RUNWAY INCURSION (MANDATORY, MEDIUM RISK, ANSSO/OPS)

A maintenance vehicle was on the runway without communications while being escorted by an airport vehicle, when instructed to clear the airport vehicle temporarily left the maintenance vehicle without explanation, and this resulted in an aircraft having to orbit on final. Investigation is in progress.

The above three events are under investigation by the relevant safety management systems to determine root cause and corrective actions.



SAFETY OCCURRENCES

OCTOBER 2023



PILOT DISCRETION REPORT (MANDATORY, **LOW RISK**, OPS)

A pilot reported reduction of required rest from twelve hours to ten hours at pilot's discretion. The pilot did not feel fatigued and cited adequate rest was obtained in accommodation during the shift.

The pilot in command discretion for reduced rest or extended duty is available for unscheduled delays, just like in this event. The decision to extend a duty or reduce rest must always be based on feeling fit to fly.

SAFETY OCCURRENCES

OCTOBER 2023



RUNWAY INCURSION (MANDATORY, MEDIUM RISK, ANSSO)

A heavy jet landed runway 26 at FYWH while a medium jet was on the taxiway at intersection echo. Due to the distances between the taxiway and the runway, parallel operations are not permitted.

This is the second incident in two months, investigation is ongoing.

STUCK PUSH-TO-TALK (MANDATORY, LOW RISK, AIR)

An aircraft suffered a stuck push-to-talk (PTT) button, which resulted in the frequency being blocked.

If the PTT is blocked it is recommended that one can consider changing off the active frequency and change back only if needing to transmit blind. This will prevent the situation affecting other traffic more than necessary.

SAFETY FEEDBACK

OCTOBER 2023

READBACK / HEARBACK (MANDATORY, MEDIUM RISK, ANSSO/OPS)

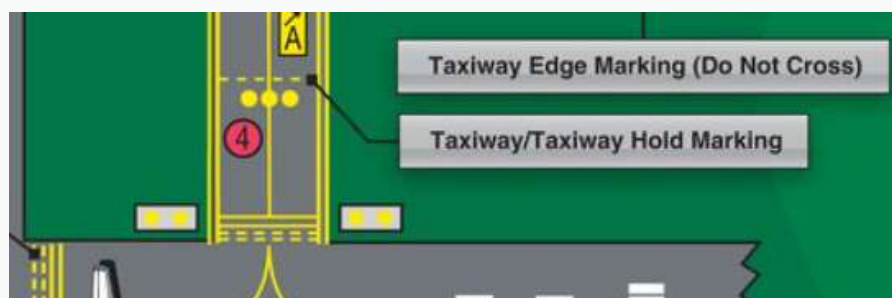
Following an investigation into a frequency change error, it was discovered that the pilot incorrectly read back to change frequency when instructed “report field in sight” and the controller did not pick up the mistake as they were attending to a phone call. It is commended that the parties agreed to discuss in a phone call afterwards. However, during the investigation it was uncovered that the one party indicated on the phone they would “file an incident against” the other party.

It is stressed that incidents are NOT filed against any party! Also, incidents should not be something to be afraid of or bothered by, but seen as a chance to learn: “If in doubt, report.” Only when safety events are reported and investigated inherent, hidden, and latent hazards can be discovered. It is also noted that discussion after the fact is a great idea, and wait even til after the shift or after your days flights are completed.

TRAFFIC REMAINING ON RUNWAY (MANDATORY, MEDIUM RISK, ANSSO/OPS)

An aircraft was cleared to vacate the runway and hold short of the taxiway for another aircraft taxiing, the aircraft remained on the runway side of the holding point, whilst the following aircraft was cleared to land.

The problem was determined to be systematic and a briefing was issued to all tower controllers to refrain from this practice. Whereupon the holding point is the only hold short line traffic cannot vacate and hold short of a taxiway. If there is a taxiway to taxiway hold short (single dotted line), then traffic can vacate and hold short.



SAFETY ARTICLE

RUNNER UP, RURAL CHILDREN ON AIRSIDE **KLAUDIA SHIIMI**

Children at the houses in the vicinity of the airports are vulnerable. They are attracted by wild birds and other small wild animals that may be seen around an airport, especially on the manoeuvring area. Naturally, small wild animals are likely to be at the area where there is not a lot of movement, it's a biodiversity universe, control measure and policy may be in place, but we cannot control nature completely at the airport. One of the day-to-day control measures is runway and fence inspections but after that, no one knows what may occur or intervene to affect the manoeuvring area.

My story is based on Andimba Toivo Ya Toivo airport, but not limited to, and may apply to other airports where the situation may be relevant or similar.

My safety focus and concern are to the children in the nearest villages in the vicinity of the airport area. These children, the moment they see birds and wild animals moving inside the airport, the situation will force them to enter illegally by all means, for example by cutting the fence to hunt, as they do not have an idea or any awareness about airport safety nor the importance of the airside of the airport.

Just imagine, an aircraft may land at any time and those children have no ideas or information about aircraft movements, in some instances the air traffic controller may not be around to observe the situation so that he/she acts to address the hazardous activity by reporting immediately to the airport safety or security officer to attend to the matter. In some cases, it may happen that no one sees those children or they are seen only at the latest stage whereby the aircraft is on final approach or upon landing, just imagine in your own thinking the drama in mix, where the pilot is in shock by seeing the children running in a confused manner very afraid and other kids can take it as joke whereby, they will shout looking at the aircraft, so vulnerably, with no fear. What a horrible moment, imagine such an event! It can happen that the children may be found crossing the runway chasing the birds or wild animals, they can even play soccer or sit playing their games on the runway or on the threshold in the meantime, innocently. It may cause a serious accident at the end of the day.

SAFETY ARTICLE

RUNNER UP, RURAL CHILDREN ON AIRSIDE **KLAUDIA SHIIMI**

In order to avoid such a collision between aircraft movement and unsafe movement of unauthorized people in the airport, especially children, which may lead to loss of lives, we need to sensitise. It is through awareness and facilitating the community surrounding the airport so that they learn and understand the safety and security of the airport that we can avoid disaster.

Special awareness and facilitating meetings should take place at school to be held by airport safety personnel. The meeting must include the topic for geographical information sharing and dangers of entering on the restricted areas of the airport which will emphasise the control measures on unauthorized persons and animals in the airport. The neighbouring communities of the airport must be sensitised on the importance of the safety at the airport.

***"IT IS THROUGH
AWARENESS AND
FACILITATING THE
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SAFETY ARTICLE

GET-THERE-ITIS AND PERCEIVED COMMERCIAL PRESSURE FOR ATS, ENGINEERS, PILOTS

Despite the frequent and stringent emphasis on the need to go around should you become unstable on approach, we still have runway excursions and abnormal runway contact, in fact, they remain one of the leading causes of accidents in commercial airliners. In the preceding 10 years runway excursions and abnormal runway contact contributed to 179 accidents according to ICAO statistics.

When looking at the why behind this one of the reasons is our inherent need to *get the job done* - sometimes called "*get-there-itus*". A pilot feels the need to get to his or her destination, an engineer feels the need to get an aircraft airworthy to meet a schedule demand, and an air traffic controller feels a need to accommodate pilot requests or expedite routings. These are pressures that we, often unknowingly, put ourselves under in the fulfillment of our duties, and often unrealistically or unnecessarily.

A pilot on a charter flight once had a group of business passengers who were rather adamant that they needed to get to their destination rather urgently and asked the pilot if they could depart. The pilot replied "We can depart - but not safely", not a single one of them asked to go. If you asked you asked your passengers if they would rather get there on time or get there safely, 100% of them will opt for safely.

While there is a need to be expeditious rather ensure you have a go-around mentality. Always be ready and expecting a go around and when one is not needed it is great but if one is needed it is also normal.

Our safety quote for the month ("*If it doesn't look right, GO AROUND! It is better to explain yourself why you did than for others to find out why you didn't*") is a mentality which should not only apply to pilots initiating a go around, but all aviators in performing their duties - that is, think about how you might explain what you were doing to the accident investigator or court of law.

Never cut corners on safety for the sake of the schedule!



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.

Safety Week

Stemming forth from the successes of the Aviation Connectivity Forum and the SAATM Roadshow, Namibia Airports Company are planning a safety week early next year and NCAA has been invited to collaborate on the event.

Watch this space for updates and if you have any suggestions, ideas, requests, offers of assistance do not hesitate to contact spq@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 global aviation safety goals.

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

