



Namibian Civil Aviation Authority

4 Rudolf Herzog
Street
P/Bag 12003
Ausspannplatz

Safety Promotion
and Quality
Department

spq@ncaa.na
Ph. 083 235 2511 or
083 235 2468



DECEMBER
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



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.

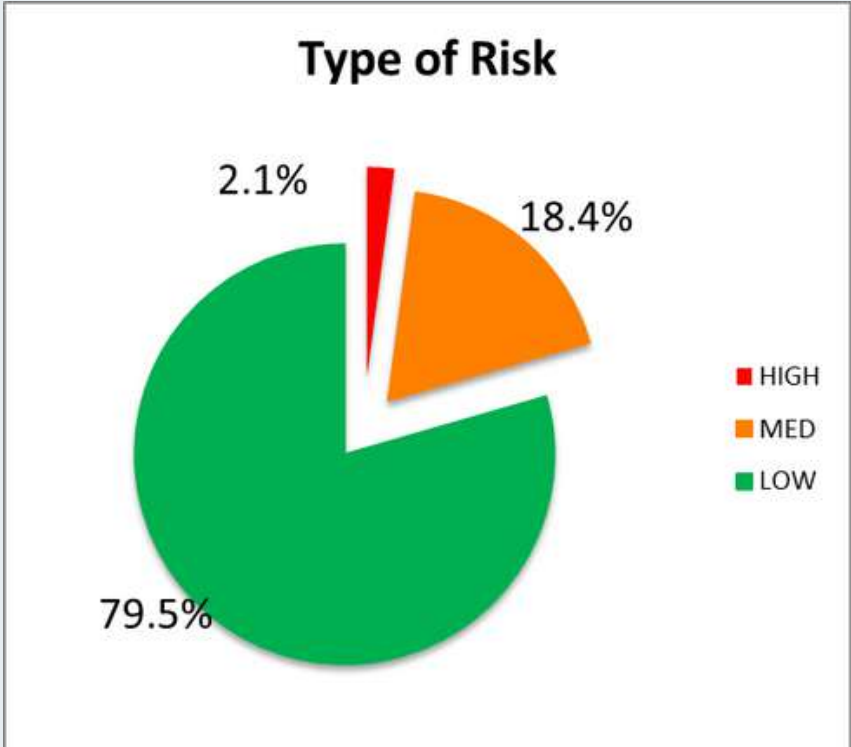
Safety Statistics.....	3
Reporting Culture.....	4
SPIs, Quote of the Month.....	5
SSP Annual Summary.....	6
Reporting Poster.....	8
Meet the Team.....	9
Occurrences.....	10
SMS Implementation.....	16
Ask Your Medical Examiner....	17
Low Flying.....	19
Safety Updates.....	20

Contents





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

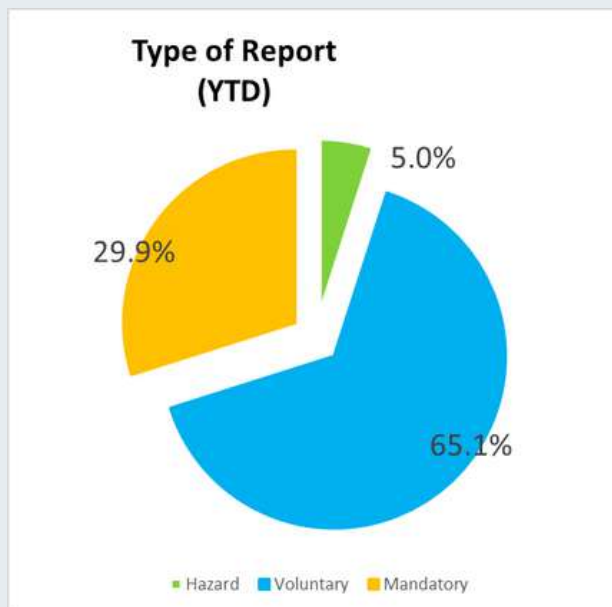
December 2023

In December 2023, there were only 20 safety reports filed. There were 11 low risk, 8 medium risk, and one high risk events. Of the eight medium risk events, four were wildlife strike. The high risk event was a CFIT precursor event.

The end of the year 2023 saw an improvement in the low-risk category increasing from 67% to 78%, a reduction in medium risk from 30% to 20%, and a decrease in high-risk from 3% to 2.3%.

Unfortunately, there was one accident in December, a wildlife strike, however fortunately, there were no injuries.

For more about classifications of risk see the definitions in Safety Bulletin 1-22. All graphs and tables included in this document show year to date figures unless specified.



In December NCAA received 20 voluntary reports, two hazard reports, and 13 mandatory reports. This brings the total year to date to 68% or 326 non-mandatory reports and 150 mandatory reports.

The total number of reports reached 476, a significant improvement over 371 reports for 2022, with the number of flights only slightly increased from approximately 45,000 to 50,000. Of note, the overall rate of voluntary reports increased from 4/1000 to 6/1000, despite a small decline in the last two months, possibly due to the holiday season.

REPORTING CULTURE

There was a significant improvement in the number of voluntary reports received for 2023, exceeding the target by approximately 20%, however the trend in overall number of reports was relatively static. NCAA's goal is to maintain a consistent and increasing flow of information and remind our stakeholders to identify and report hazards promptly to address safety concerns at their roots, ensuring to act on factors that impinge on safety before they grow into events. Only with regular reporting will our safety culture grow! See the link below for quick and effective reporting:

["http://www.ncaa.com.na/index.php/ncaa-confidential-voluntary-reporting-form"](http://www.ncaa.com.na/index.php/ncaa-confidential-voluntary-reporting-form)



Safety Performance Indicators 2023

For 2023, NCAA set targets in seven key high risk safety performance indicators, each with an associated measurable effect. The references were based on 10% improvement per annum from 2021 figures.

For the year 2023, NCAA is pleased to report that five of the seven targets were achieved, indicated in green below. Of note, continued low figures, are LOS due to dedicated SMS within our ANSP, and wildlife through our NAC wildlife management programmes. CFIT was significantly improved with less reports of low flying. LOCI is of concern due to a number of abnormal runway contact events. Runway incursions had a number of alerts and promotions for awareness is underway.

SPIS

		Airprox/LOS A CFIT		Rwy Excurs.	Wildlife	LOCI	Rwy Incurs.	Maint & Tech
50114	Average	0.117	0.044	0.067	0.871	0.121	0.161	2.398
3715	JAN '23	0.000	0.000	0.269	1.346	0.000	0.000	3.769
3646	FEB '23	0.000	0.274	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		0.219	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	3.815
4480	NOV '23	0.223	0.000	0.000	1.116	0.000	0.000	3.348
3900	DEC '23	0.000	0.256	0.000	1.026	0.000	0.000	1.026
	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@ncaana

Safety Thought for the Month

"Safety is not a destination, it is a continuous journey." Anon

Stay Safe!

Reporting

From the ED's Desk:

Toska Lem
Executive Director



Unveiling "From the ED's Desk": A Fresh Chapter in Safety Communication

I am thrilled to announce an upcoming initiative set to elevate our collective commitment to safety. Starting from the next edition, a new segment will debut in our Safety Bulletin – "From the ED's Desk."

This segment serves as a direct channel from my office to you, spotlighting vital safety events on both local and international fronts. Additionally, it will offer valuable insights into safety interventions implemented or in the pipeline by the NCAA. "From the ED's Desk" is not merely a feature; it's a dynamic platform crafted for dialogue and feedback, placing your input and questions at its core.

As we usher in this era of enhanced communication and collaboration, I extend an invitation to stay tuned for updates, insights, and discussions. Together, let's enrich our shared commitment to aviation safety.

"Safety
is not
negotiable!"



Performance of our State Safety Programme for the 2023 Calendar Year:

It's that time of year again! And with January started we can reflect on what we have achieved in safety for 2023.

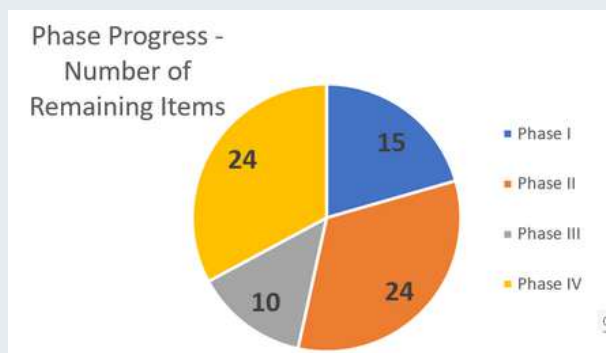
The State Safety Programme progressed a little slower for 2023, however, there was still some significant developments in terms of implementation of a findings database for risk based surveillance and to feed the safety data collection and processing system, approval of SSP TGM Volume 9 Part 4 - Risk Management Manual, and completion of the first draft of TGM Volume 9 Part 5, Aviation Disaster Risk Management Plan (AvDMP). The SSP Steering Committee gained momentum with 4 scheduled and completed meetings and two technical working groups were convened and resumed. In industry, four more operators gained SMS acceptance, and the ANSP and one international airport were certified. The SSP moved from 60% to 75% implementation, however there have also been items added to phase 1. While this is slightly below target of 25% per annum we feel it is still a significant achievement. With the ICAO audit in March 2024 we hope to see the momentum continued.

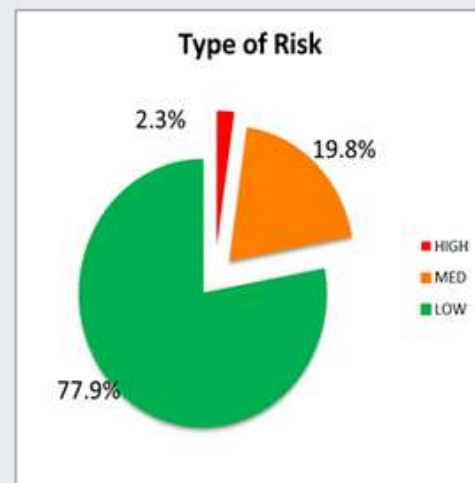
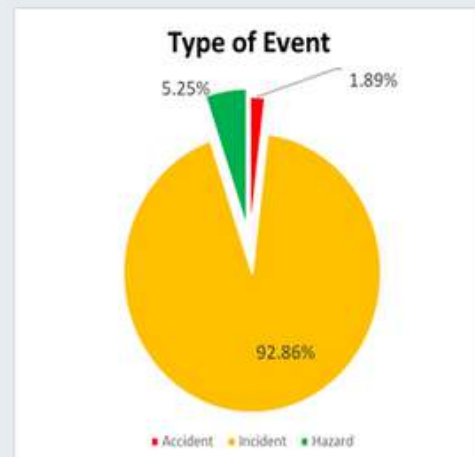
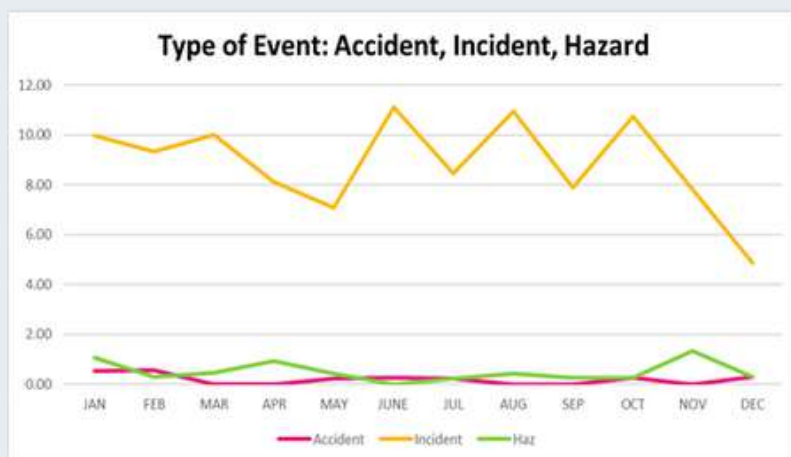
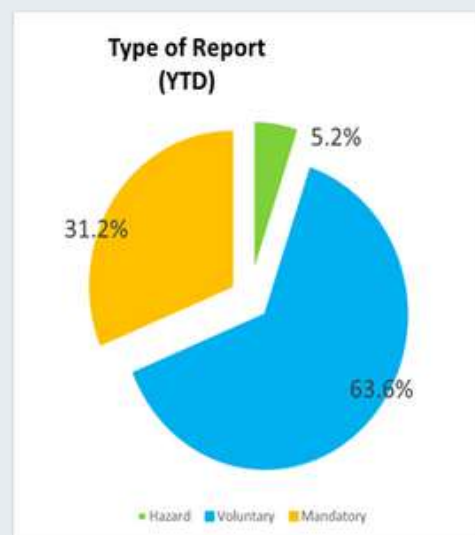
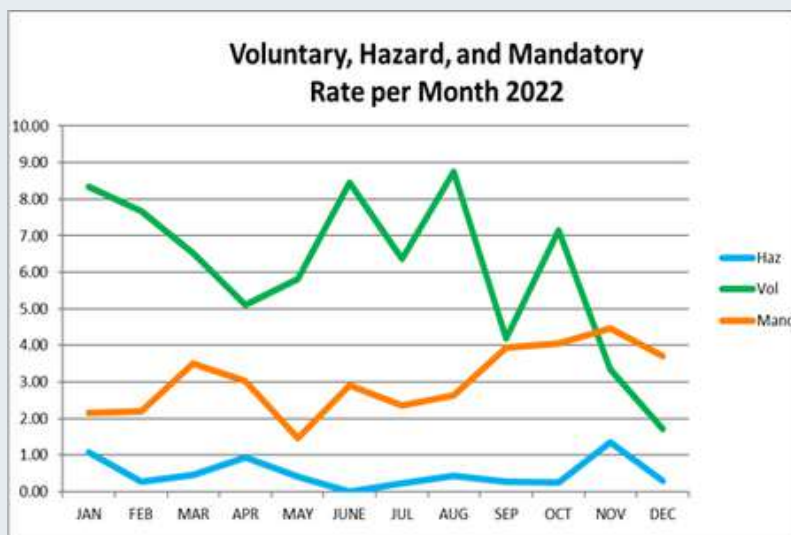
Overall compared to previous years, two positive figures stand out, that is the decrease in medium risk and increase in low risk events, and the decrease in mandatory and increase in voluntary events, both indicating a shift to a positive safety culture.

The accident rate early 2023 flagged an alert, it was discussed at the SSP SteerCom and mitigations are in progress, however the second part of 2023 was more positive.



	ACCIDENT	INCIDENT	HAZARD
2021	0.273	9.339	0.784
2022	0.198	7.211	0.923
2023	0.497	8.858	0.503
	TOTAL	MANDATORY	VOLUNTARY
2021	10.396	4.447	5.781
2022	8.332	3.265	4.054
2023	9.575	3.030	6.121
	HIGH	MED	LOW
2021	3%	39%	58%
2022	3.0%	30.9%	66.1%
2023	2.1%	18.4%	79.5%





Of significance in 2023 is the overall increases from 2022 and additionally the positive performance on High Risk Category events. Whereas areas to work on are consistency in reporting and a continued increase in voluntary reports. Further a big drive for 2024 will be in identification and reporting of hazards before they become an event.

Safety Dashboard

Why Report?

Reporting is the back bone of any safety system. I am sure you are all familiar with the iceberg image of accident causation, (see opposite), without solid, consistent, and across the board reporting, safety remains largely reactive, never moving to proactive or predictive, which is a sad state given all the progress we have made. When massive amounts of data are obtained from solid reporting cultures predictive becomes a possibility! Some types of events are also mandatorily reportable in the regulations.

How to Report?

incidents@ncaa.na
or

[Confidential online reporting](#)

What Report?

Mandatorily reportable events are specified in **NAMCATS Part 140 Appendix A**. Further for voluntary reporting we appreciate **anything** you feel may affect safety - or if you just feel like bringing something to the attention of NCAA which may contain safety hazards. The more data we can collect the better! Help us help you.

FOR EVERY

1

Accident

THERE IS

30

Serious incidents

AND

300

Minor incidents and hazards

THERE WAS ALSO

1000

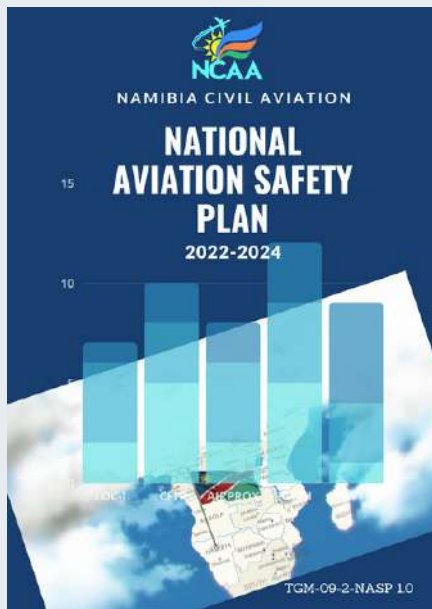
Pre-cursor events and hazards that if only they were reported could have prevented the loss

Remember:

incidents@ncaa.na
or

[Confidential online reporting](#)

Meet the Team - SSP SteerCom



State Safety Programme Steering Committee (SSP SteerCom)

Under the provisions of NAMCAR Part 11 and the State Safety Programme, the manual for which was approved by the Honourable Minister, Works and Transport, a Steering Committee is required to convene regularly. NAMCAR Part 11 details the mandate, *"shall coordinate the SSP implementation and continuous monitoring activities involving relevant national regulatory and administrative organisations"*. This part also details the mandatory members, and these members are detailed in the approved Terms of Reference for the committee.

Herewith we'd like to introduce the various members and remind industry that if you have a significant safety issue you feel the regulator or the Ministry needs to be made aware of, the SSP SteerCom is the forum is the place to approach. All reasonable requests made to members or to the Secretariat will be sent to the Chair to be considered for adding to the agenda.

MANDATORY MEMBERS

The following members are mandated by part 11 and five of the nine members are required for a quorum:

Namibia Airports Company (NAC)
Aircraft Owners and Pilot's Association (AOPA)
Ministry of Works and Transport (MWT)
NCAA Air Navigation Services Provider (ANSP)
Namibian Defence Force (NDF)
Namibia Meteorological Services (NMS)
Fly Namibia (as replacement for Air Namibia)
Directorate of Aircraft Accident and Incident Investigation (DAAII)

Chaired by: GM:Safety, NCAA
Secretariat: Safety Promotion and Quality

ADDITIONAL QUORUM MEMBERS

The following members are invited as additional members:

Government Air Transport Services
Inter-Operator Safety Group (IOSG)
Desert Air
Windhoek Flight Training Centre (WFTC)
Wilderness Air Namibia

If your organisation would like to become part of this crucial group please contact us on the details below.

Ad hoc topic presentations or queries are also welcomed!

If your company wishes to have a representative on the forum or you have a topic you wish to have raised, contact spq@ncaa.na or 083 235 2468 and we will get back to you!

SAFETY OCCURRENCES

DECEMBER 2023

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

There were only three technical events reported in December, as follows:

No.	Fault	Type
1	Fuel Flow fault	piston
1	Radio communication failure (RCF)	piston
1	Return to base unspecified technical fault	piston

NCAA very much hopes 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

DECEMBER 2023



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

There were four wildlife events reported in December.

Wildlife	Events and near misses		
No.	AD	Phase	Details
Many	FYWE	Vicinity	Bird - Unknown
1	FYWE	Landing	Bird - Unknown
1	FYKM	Runway	Jackal
3	Farm Dagbreek	Landing	Springbok

Unfortunately, the one event in a farm in the Kalahari resulted in substantial damage, however fortunately no one was injured.

The average rate of wildlife strikes for 2023 was 0.881 per 1000 movements compared to 1.106 in 2022 and 2.215 in 2021, a positive downward trend and below the ICAO recommended level.

SAFETY OCCURRENCES

DECEMBER 2023

AIRSPACE INFRINGEMENT (MANDATORY, MEDIUM RISK, OPS/ANSSO)

There were two separate events in December whereupon an aircraft entered controlled airspace without clearance.

In the first case the pilot's NAV display defaulted to a smaller setting and they became unaware of their position relative to the airspace. The pilot recommends including airspace awareness in all communication, crew briefing or self briefing, and also recommends ensuring that NAV displays are always on a high enough setting to display airspace boundaries with sufficient detail to recognise them.

The second event was miscommunication between the glider and ATS, whereupon the VFR aircraft thought they had clearance, however their altitude transgressed into Class A airspace whereupon VFR traffic is completely prohibited.

Pilots are reminded of the critical importance of knowing your position relative to airspace and knowing the airspace limits. Likewise navigational aids can be an inherent hazard if they are not operated correctly, know your equipment well and keep checking the settings, In the first case the pilot's recommendations are commendable.

DESCENT BELOW MSA (MANDATORY, HIGH RISK, ANSSO/OPS)

A scheduled flight descended below minimum safe altitude due to confusion over the altitudes on the instrument approach chart.

Following investigation, it was ascertained that the event was due to a database error from a third-party supplier. All operators that use database uploads for flying IFR procedures are reminded of the importance to check data bases prior to uploading. NCAA provides raw data only and the data houses then code this into procedures, which should be checked for integrity.

SAFETY OCCURRENCES

DECEMBER 2023

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

The following table shows go arounds and diversions for December.

No.	Details	Intended
1	Diversion due to VIP	FYWH
1	Diversion due to operations	FYWH
1	Diversion due to technical	FYWE
1	Go Around due to unstable approach	FYWH

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

The following ATS / MET related events were reported.

No.	Fault	Area
1	Blasting without a NOTAM	FYWB
1	MET display (NAID) unservicable, tower needed to phone MET office for weather and QNH	FYWE



SAFETY OCCURRENCES

DECEMBER 2023

IMPROPER SECURITY PROCEDURES (MANDATORY, MEDIUM RISK, OPS)

A scheduled operator reported that there was improper security procedures applied for handling of a firearm in checked luggage.

AvSec is looking into the matter.

AERODROMES (VOLUNTARY, LOW RISK, AGA)

There were three aerodrome related events.

No.	Fault	Area
1	FOD in tyre	FYOA or FYWE
1	Crash alarm unservicable	FYWE
1	Aerodrome light controls in tower unservicable	FYWE

AGA is investigating. On a positive note, we are pleased to report that our two international airports are certified, and have fully approved SMS, RST, and GRF in place.

POOR OVERSIGHT? (MANDATORY, MEDIUM RISK, OPS)

There was a hazard report raised about potential lack of oversight of operators, who have had an AOC revoked or were unable to obtain an AOC, “piggybacking” on other operators with little operational control or oversight by the certificated operator.

It is noted that there are strict controls that must be in place for adding an aircraft to an ops spec and for a pilot to conduct operations within the scope of an AOC, for example induction training, safety training, lease and maintenance agreements etc., along with the normal operational control required to ensure the aircraft departs and returns safely and all standard operating procedures are followed. OPS is investigating this allegation.

SAFETY OCCURRENCES

DECEMBER 2023

LOW FLYING (MANDATORY, **MEDIUM RISK**, OPS)

A report of reckless low flying was received.

Several reports of low flying over the holidays were received, these will be reported on in January.

These matters are being investigated.



SAFETY OCCURRENCES

DECEMBER 2023

A graphic with a dark blue background. On the left, there's a stylized landscape with green hills and a blue sky with white clouds. Several colorful speech bubbles (purple, orange, teal, pink) with question marks inside are floating above the hills. A large orange curved shape separates this from the right side. On the right, the NCAA logo is at the top. Below it, the text 'Does your SMS have more questions than answers?' is written in white and yellow. Further down, 'Ask NCAA' is written in a script font, with 'NCAA' in a large, bold, white sans-serif font. Below that, the email address 'spq@ncaa.na' is in a yellow rounded rectangle. At the bottom left, there's a phone icon and the number '083 235 2468/2511', and a globe icon with the website 'www.ncaa.com.na'. At the bottom right, there's a grid of white dots.



**Does your SMS
have more
questions
than answers?**

Ask
NCAA

spq@ncaa.na

☎ 083 235 2468/2511

🌐 www.ncaa.com.na

SPQ is the unit responsible for NAMCAR Part 140, issued in 2018, and consequently overall responsible for implementation of SMS, a requirement of this Part. Under Part 140 applicability, SMS applies to all service providers and complex international general aviation operators. A significant part of Phase one of our SSP implementation plan is this full implementation of SMS, and which is also required by ICAO Annex 19. This task has our highest priority for 2023 and SPQ looks forward to working with all five safety divisions and their service providers and our GA operators in the coming year for fulfillment of this aim. If you have an SMS that is not approved yet, please feel free to drop us a line.

Ask Your Medical Examiner!

PREGNANCY AND FLYING

The menstrual cycle and pregnancy are the only two physiological processes that uniquely separate female from male aircrew. Theoretically, there is a potential compromise to flight performance and safety as well as the safety of the aircrew and her unborn baby.

Can an aircrew member continue to enjoy the privileges of her license and ratings when she becomes pregnant? If so, for how long? What unique occupational hazards or risks does the aviation environment expose pregnant license holders to? And how can they be reduced? What vital pregnancy health recommendations or advice should a pregnant aviation license holder and her manager be aware of?

These questions will be addressed in a two part publications.

Life doesn't slow down when you are pregnant, even for aircrew. A pregnant aviation license holder must meet the medical requirements for their respective medical class before they can enjoy the privileges of their license.

It is vital that performing such duties prioritizes the air crew's health and that of her unborn baby without an added risk to aviation safety.

When a license holder suspects that she may be pregnant, she should not act as a pilot in command, or in any other capacity as a flight crew member, an air traffic personnel member, or a cabin crew member, as per NAMCAR 67.00.12 (14)(b). She is advised to consult a medical practitioner of her choice to confirm and manage her pregnancy and she must inform her Aviation Medical Examiner (AME) to conduct a medical assessment.

Symptoms Of Pregnancy

Mood Swings

Fatigue
or Tiredness

Nausea or
morning sickness

Headaches

Swollen or
tender breasts

Darkening
of the Areolas

Backaches

Food cravings
or food aversions

Missed period

Frequent urination



Ask Your Medical Examiner!

PREGNANCY AND FLYING - CONTINUED

The Namibian medical requirements for pregnant aviation license holders are soon to be published in NAMCATS Part 67 - Obstetrics and Gynecology protocol (schedule 34) which is adopted from the ICAO Manual of Civil Aviation Medicine 3rd edition.

This states that the medical assessments of class 1, 2 and 3 pregnant applicants shall be assessed as unfit unless an obstetric evaluation (after 12 weeks gestation period) and continued medical supervision indicate a low-risk, uncomplicated pregnancy only then, can a fit assessment be made BUT for a limited period.

- **Class 1 and 2** are limited to the period from the end of the 12th to the 26th week of the gestational period.
- **Class 3** is limited to the period from the end of the 12th to the 34th week of the gestational period.

Provisions must be made for timely relief of an ATC in the event of complications such as preterm labour.

Following confinement or termination of pregnancy, the applicant may not exercise the privileges of her licence until she has undergone re-evaluation, in accordance with best medical practice and it has been determined that she is able to safely exercise the privileges of her licence and ratings by an authorised aviation medical examiner.

Look out next month when we continue on to discuss high risk pregnancy and the occupational hazards and health recommendations for pregnant women in the aviation environment.

Dr J.N Hashipala
MBChB (UP)

Please feel free to send questions about this or other aviation medical related topics to hashipalaj@ncaa.na



REPUBLISHED

SAFETY ARTICLE:

LOW FLYING

While it is noted that early to mid 2023 there were many false allegations of low flying, sadly the holiday season has brought up many real cases of wreckless low flying with evidence, so we are republishing this article.

NAMCAR 91.06.33 is there for a reason!

Namibia publishes minimum safe heights in accordance with ICAO Annex 2 to the International Convention on Civil Aviation. Additionally the Regulations Related to Nature Conservation have height limits over a national park.

These include, except if taking off or landing:

1. 1000ft over a built up area - This provides for safer handling of an engine failure with more options for a safe landing with height;
2. 3000ft when circling over an open air assembly;
3. 3000ft over a National Park;
4. 500ft above ground in all other circumstances.

Avoidable Accidents

Disregarding minimum safe heights is a major contributory factor to CFIT accidents which are primarily fatal. If not for the well being of your passengers as required by Civil Aviation Act Section 71, self-preservation should make minimum safe altitudes a necessary element in your flying toolkit. Low flying accidents fall into a category of *avoidable accidents* and with your help can be completely eliminated

Flying at low level is unsafe because:

- there are more obstacles to avoid, many of which are hard to see until it is too late (e.g. powerlines and birds)
- pilots have a higher workload because there are more hazards to negotiate in the environment
- there may be turbulence and windshear that pilots do not encounter at higher levels and
- there is very little time to recover control of the aircraft if something goes wrong.

SAFETY ARTICLE:

LOW FLYING

Altitude above you is one of the most useless things in aviation - build yourself some time, add some altitude to your operations!

If you have been trained and are qualified for low flying, and low flying is necessary and authorised in your operation, for example agricultural operations, ensure that you conduct a thorough ground and aerial survey of the area from an appropriate height before you conduct any low flying. You must have been trained and are qualified for low flying, and a careful pre-flight assessment and planning is an important part of any flight. Make sure you have maps of your intended flight path with you when you fly, and study them before you get into your aircraft to identify any terrain, wire, or other obstacles that you need to avoid.

Low-level flying, furthermore, presents fewer opportunities to recover from a loss of control compared to flight at higher altitudes. It takes time to react and to regain control of an aircraft, and the closer to the ground you are, the less time and distance you have. Flying at low altitudes is not only risky when things are going right; it becomes downright perilous when things are going wrong.

The Enforcement Code

NCAA considers low flying a case of willful non-compliance, and if it can be proven will apply the full extent of the application of NAMCAR 185 assessment determination matrix to issue fines and if the situation is repeated consider revocation of the perpetrator's aviation document in terms of Civil Aviation Act Section 69.



SAFETY ARTICLE:

ICAO AUDIT

Like with all audits, the upcoming ICAO USOAP audit is exciting as it is a chance to grow, reflecting our commitment to upholding national standards.

Namibia Civil Aviation has made big strides in their compliance and effective implementation since the last audit and while there is always a component of improvement, that is what audits are about, improvement.

Since the last audit, there has been promulgation of the Civil Aviation Act and several NAMCARs and NAMCATS, there has also been five-phase certification for nearly all our operators, and there has been a great deal of guidance material published, which defines NCAA processes. In the months preparing for the audit, NCAA has completed an ICAO ROST mission and is in the process of implementing the recommended changes. NCAA is currently hosting SASO who have a wealth of knowledge and are here to help. All critical CAPs from the last full audit have been submitted. The SSP is at 75% implementation.

A final note, that the international USOAP programme aims to support the no country left behind initiative and thus will assist Namibia to develop and grow, and any positive change will have a flow on effect for the whole industry, so it is appreciated that maximum assistance in readiness is provided by all operators, to enable us to grow as a country.



ICAO's commitment:
We're working hard to make sure there's
**NO COUNTRY
LEFT BEHIND**
when it comes to global aviation standards

Rather be on the ground wishing you were airborne
than in the air wishing you were on the ground -

Take care with weather decision making,
especially during our rainy season!

NCAA Updates

Two new advisory pamphlets are approved, *Operator Conversion Courses* and *SPIs and Establishing a Measurable Effect*. An advisory pamphlet on completing a *Risk Assessment* is in progress and should be ready for publication soon.

Remember to keep a look out on our website for new documents, In the sections of [Safety Information](#), and [Advisory Pamphlets](#).

Invitation to Give Back

To help us help you we have drafted a short survey, please do take a few minutes to fill it in here: [NCAA Safety Bulletin Survey](#).

Service providers and users are invited to contribute topics, ideas, articles, or questions 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

