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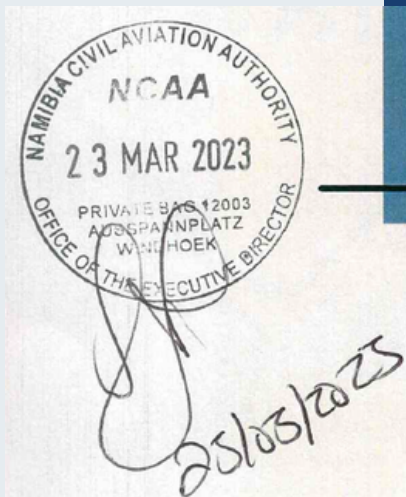


FEBRUARY
2023

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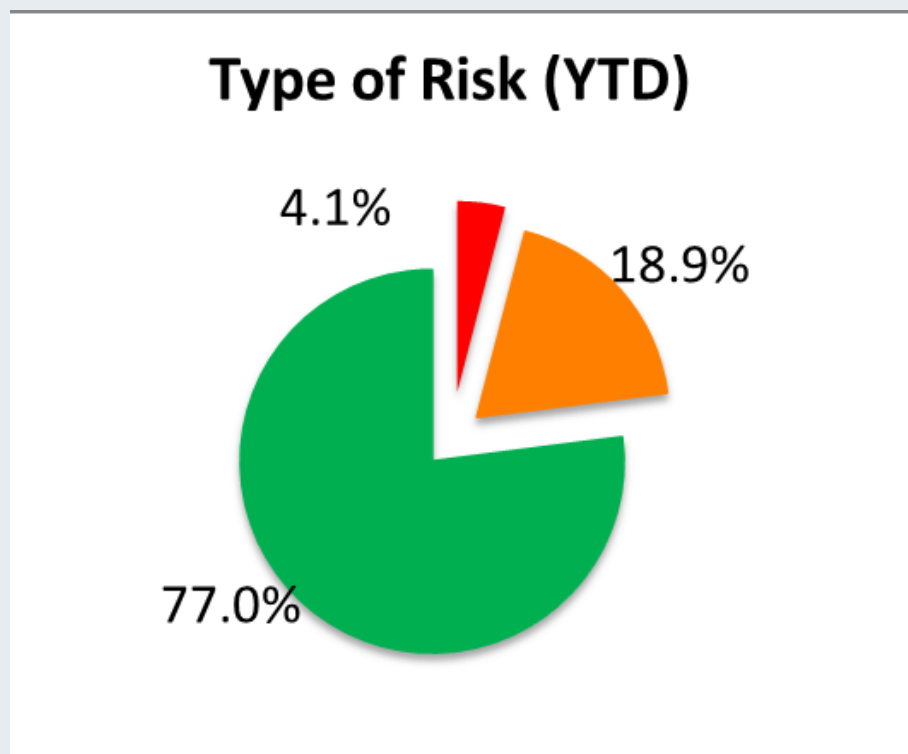
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The Safety Data Collection and Processing System (SDCPS) is the tool that drives the State Safety Programme. The SDCPS collates information from sources such as reports and audit findings, observations, investigation reports and many other means, and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



Safety Statistics

February 2023

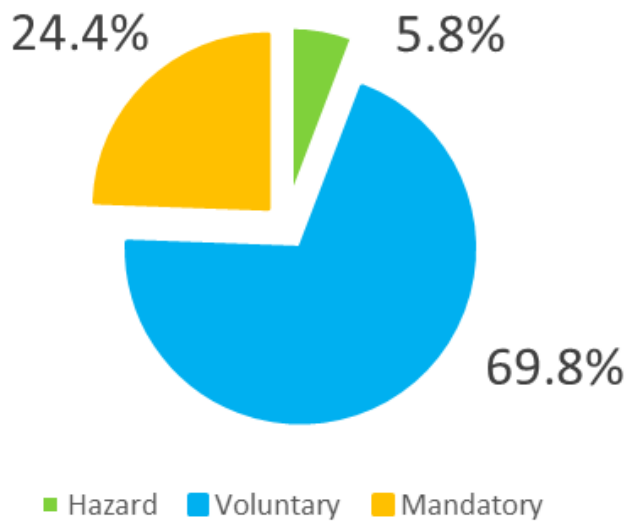
In February there were 35 safety reports, with **seven medium risk events**, **two high risk events**, and the remaining **twenty two were low risk**. Four occurred outside Namibia and thus were not counted in our statistics but recorded for trends.

Sadly there were two accidents in February, and one from January which was not reported on last month, making it a total of three accidents in this reporting period. Two were loss of control events and one was a technical fault, and these are described further in the occurrences section. The year-to-date figures for risks show approximately **77% low risk**, **19% medium risk**, and only **4% high risk**. A positive start to the year.

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

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

Classification of Occurrence (YTD)



In February NCAA recorded a pleasing 24 voluntary reports and one hazard report. There were 6 mandatory reports, including the two accidents, and four events which were cross border and not included in statistics. This brings the total year to date remaining at 76% non-mandatory reports and the total 12 month rolling accident rate is 0.289 per 1000 movements, with a monthly average of 0.518 per 1000 movements, which is cause for concern and will be discussed at the May SSP Steering Committee.

REPORTING CULTURE



An effective safety management system needs an effective reporting culture. *Help NCAA to help you* by reporting quickly and effectively. Email incidents@ncaa.na or use the following link: <https://forms.office.com/r/WhYcLFfmmu>

Safety Performance Indicators

While maintenance and technical were well below target, of concern was the two loss of control events - triggering a **third level alert**, and two runway incursion precursor events triggering a **first level alert**. As mentioned above there is some concern with the accident and high-risk figures year-to-date, with loss of control in flight having repeat occurrences, as has regulatory non-compliances. Further discussion is underway internally at NCAA and will be brought externally in the next SSP SteerCom.

SPIS

	Airprox/LOS A CFIT		Rwy Excurs.	Wildlife	LOCI	Rwy Incurs.	Maint & Tech
Average	0.196	0.103	0.147	1.034	0.105	0.129	2.310
JAN '23	0.000	0.000	0.269	1.346	0.000	0.000	3.769
FEB '22	0.000	0.000	0.274	0.549	0.549	0.549	1.646
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

" Education is the most powerful weapon which you can use to change the world" –
Nelson Mandela

Stay Safe!

Reporting



SHARE YOUR STORY



NCAA invites submission of aviation safety related stories and articles of 600 to 1000 words plus one publishable image -

First Prize - N\$ 1000 Voucher

Second Prize - N\$ 500 Voucher

Third Prize - N\$ 250 Voucher

All winning entries will be published

All images must be copyright free and all written content must be your own!

Submit your applications as a text file with attached images before the 30th June to

spq@ncaa.na with the title

"COMPETITION SUBMISSION"

Winners will be announced in the July Bulletin and on social media.

Safety

NCAA is proud to announce two aviation safety competitions, as follows:

1. Submit an aviation safety article of 600 to 1000 words with one image. This competition is open to anyone outside NCAA SPQ department (there are three prizes for internal and three prizes for external);
2. Submit an aviation safety social media graphic or short video, This competition is open only to school age children.

If you have any questions about these competitions please ask us at spq@ncaa.na.

SAFETY OCCURRENCES

FEBRUARY 2023

TECHNICAL FAULTS (MANDATORY, LOW RISK, AIR)

There was a twelve month low of five technical events reported in February, as follows:

No.	Fault	Type
1	Unspecified technical fault	single piston
1	Gear fault	single piston
2	Electrical failures	single piston
1	Flat tyre	single turbine

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).

WILDLIFE STRIKES (VOLUNTARY, MEDIUM RISK, AGA)

There were four wildlife events reported in February.

No.	AD	Phase	Details
3	FYWH	Takeoff	Unspecified
1	FYWH	Landing	Unspecified

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

FEBRUARY 2023

LOSS OF CONTROL IN FLIGHT ACCIDENTS (MANDATORY, **HIGH RISK**, PEL/OPS)

There were two loss of control accidents in February. One during low level manoeuvring and one during landing in a crosswind.

More details will be provided once they become available.

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

There were two precursor events for runway incursions.

An aircraft was cleared to land while a vehicle was still on the runway as the air traffic controller was distracted by an unlawful drone. Fortunately, the vehicle cleared the runway in adequate time.

An aircraft entered the runway at an uncontrolled airport, without reporting on the radio, due to an incorrectly set frequency. Traffic in the circuit had to go around while the aircraft departed.

While these were only precursor events, it is important to note how easy it is for a runway incursion to occur and remember that we must always be vigilant and both lookout and listen-out!



SAFETY OCCURRENCES

FEBRUARY 2023

FLIGHT FOLIOS NOT FILLED IN (MANDATORY, **LOW RISK**, OPS)

On a routine audit the flight folio of an aircraft was found incomplete with many items missing and defects not recorded or not properly signed out.

Pilots are reminded of the requirements of NAMCATS 91.03.5 there are 16 items which are mandatory to fill in for each flight. An approved technical log will allow for these items, please ensure all are filled in.

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

The following table details go arounds and diversions during February:

No.	Details	AD / Area
1	Go around due to unstable approach	FYWH
3	Diversions due to weather	FYOG, FYSM
1	Diversion due to VIP	FYWE
1	Diversion due to unknown reasons	FYDN

DRONE SIGHTINGS (MANDATORY, **LOW RISK**, OPS)

There were three drone sightings inside controlled airspace, two at FYWE and one at FYLZ. There was also one sighted enroute near Walvis Bay.

NCAA is aware of the widespread non-compliances with drone operations and are looking at ways to address it including media campaigns.

SAFETY OCCURRENCES

FEBRUARY 2023



ATS FACILITIES (MANDATORY, MEDIUM RISK, ANSSO)

The following ATS failures occurred in February:

No.	Fault	Area
1	Power failure resulting in use of standby services	FYLZ
1	Partial communications failure	FYWB
1	Failure of crash alarm	FYWE

SAFETY OCCURRENCES

FEBRUARY 2023

VOR/ILS FAULT (MANDATORY, **LOW RISK**, CNS)

There was one event of a reported VOR fault by ANS. The report resulted in some miscommunication, in that the feedback loop for fault reporting with shift changes for the reporter and receiver were inadequate.

Internal procedures have been addressed to ensure all faults are properly logged and communication channels/feedback loop closed.

It transpired from the aircraft report several days later, that they experienced problems with the ILS not the VOR. This added another element of communication difficulty.

It is noted that reporting via written channels, internally and to NCAA incidents@ncaa.na, as soon as possible after an occurrence is essential for fault finding and issuance of NOTAMs if necessary.



SAFETY OCCURRENCES

FEBRUARY 2023

NCAA WEBSITE INFORMATION (VOLUNTARY, **LOW RISK**, SPQ)

A report cited difficulty navigating the NCAA website, regulations are not arranged in a conducive manner, and some are missing, and there is no index for the AICs.

SPQ is addressing this matter with AIM and ITC departments.



NO AIRSPEED (MANDATORY, **LOW RISK**, OPS)

The pilot aborted takeoff when the airspeed failed to indicate.

Fault finding traced the event to bug infestation caused by a loosely fitted pitot cover. The pitot cover was replaced and pilots were cautioned to keep a careful lookout for blockages of pitot or static ports during preflight inspections.

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

A low flying helicopter was reported over a private farm.

The occurrence was investigated but claims could not be substantiated. Operators are reminded that all operations below 500ft require NCAA approval.

SAFETY FEEDBACK

FEBRUARY 2023

REGULATORY NON-COMPLIANCES (MANDATORY, **HIGH RISK**, AIR/OPS)

NCAA was advised by DAAI that there were two events of regulatory non-compliance in recent accidents.

In one case the non-type certified aircraft (NTCA) did not have a special flight permit. This is particularly relevant since the accident was reported as a power loss.

In the second occurrence, tragically fatal, NCAA established that the aircraft was not registered, nor did it have a special flight permit, and the pilot did not have a license, nor was he a member of an aviation recreational organisation (ARO) approved for glider operations as is required by Part 104, Operation of Gliders.

NCAA is investigating apparent wide-spread non-compliances in NTCA operations and ways to promote better compliance and so safer operations. In this respect NCAA urges anyone who is aware of such activity to report it as soon as possible to incidents@ncaa.na or if needed use the online [reporting tool](#) which has the option of submitting anonymously.

GLIDER TRAFFIC MANDATORY, **HIGH RISK**, ANSSO/OPS)

There were two meetings with the Soaring Society of Namibia regarding procedures to be followed by gliders to address the potential conflicts with powered aircraft. As a result the MOU between the ANSP and SSN is being reinstated and regular meetings to address continued compliance will be held before and after each season.

SAFETY FEEDBACK

FEBRUARY 2023

DIFFERENCES TRAINING (MANDATORY, **LOW RISK**, PEL/OPS)

A completed operator report determined that the cause of a gear failure was due to a popped circuit breaker. However, it was noted in the report that the circuit breakers are in different locations in different aircraft.

Crew training managers and flight instructors are reminded of the importance of differences awareness when conducting type ratings. The Cessna 210 for example, which is one of the most commonly used on charters, has a wide range of variations such as gear and flap speeds, power plant, circuit breaker locations, and even flap settings. For commercial operations, part of operator conversion courses should be familiarisation with the fleet, however it is not always possible on a large fleet. Many light aircraft have vastly different configurations and pilots are advised that training may not cover all of these and a thorough pre-flight, noting any significant differences should always be conducted when flying a registration for the first time.

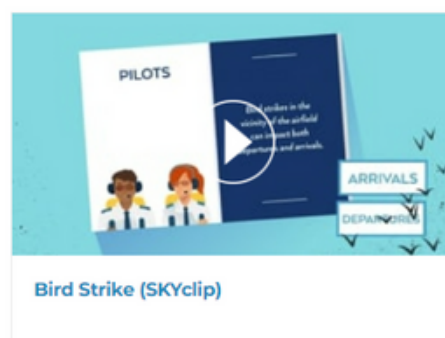
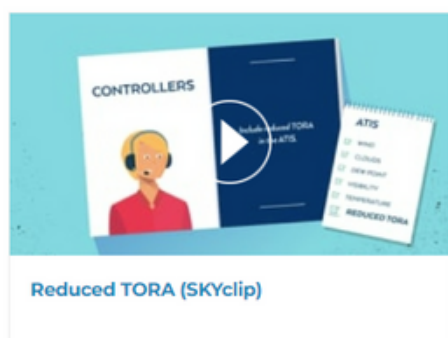
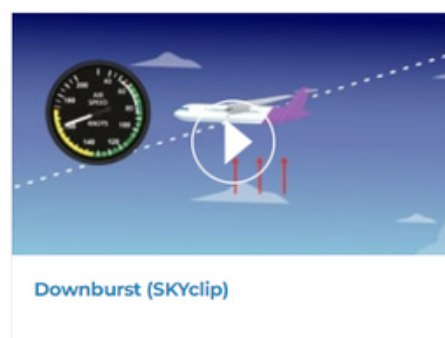
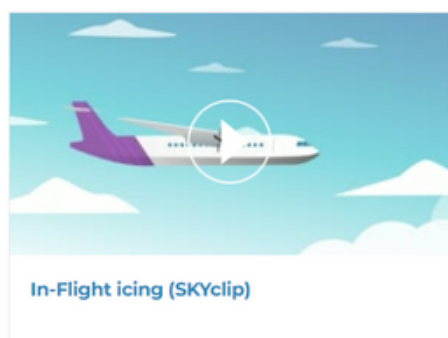


SAFETY ARTICLE

SKYBRARY SKYCLIPS

Skyclips are a growing library of short film clips available from Skybrary for the purpose of improved safety, current topics available are listed below. Consider reviewing one or more of these in your monthly safety meetings!

- Aimpoint selection
- Airside driving
- Airspace infringement
- Airspace infringement and aeronautical information
- Birdstrike (new)
- Callsign confusion
- Changing departure runway while taxiing
- Changing runways
- Conditional clearance
- Controller blind spot
- CPDLC
- Downburst (new)
- Emergency frequency
- En-route wake turbulence
- Helicopter somatogravic illusions
- Immediate departure
- In-flight fire
- Landing without ATC clearance
- Level busts
- Low level go around
- Low visibility takeoff
- Mountain waves
- Pilot fatigue
- Readback-hearback
- Reduced TORA (new)
- Runway occupied medium term
- Sensory illusions
- Separation of arrival and departure during circling approach (new)
- Shortcuts and unstable approaches
- Speed control for final approach
- Startle effect
- Stopbars
- TCAS - Always follow the RA
- TCAS RA high vertical rate
- TCAS RA not followed
- Unexpected traffic in the sector
- Workload management



NCAA Safety Workshop

NCAA is planning to host the first aviation safety workshop of 2023 on the 27th April, please do contact us with your expression of interest, request for a booking, or if you desire to be involved in the presentations.

The poster for the NCAA Safety Workshop features a blue and white color scheme. At the top, the text 'Namibia Civil Aviation Authority' and 'Safety Workshop' is displayed in blue. Below this, the date '27th April 2023 – NCAA Auditorium' is written in blue. The central image shows a blue silhouette of a person's head in profile, facing left. Inside the head is a circular diagram divided into segments labeled 'payload', 'weather', 'fuel', 'performance', 'runways', 'atc', and 'atc'. To the right of the head, the text 'Available as a hybrid event' and 'RSVP to' is written in white. Below this, the email address 'spq@ncaa.na' is written in yellow. At the bottom left, a blue box contains the text 'Share knowledge improve safety' in white. The background of the poster is a blue and white grid pattern.

Namibia Civil Aviation Authority

Safety Workshop

27th April 2023 – NCAA Auditorium

Available as a
hybrid event

RSVP to
spq@ncaa.na

Share knowledge
improve safety

The free event will include a filling selection of lunch platters and be held as a hybrid event for those not able to attend in person.

The event will take place at the NCAA Headquarters Auditorium from 0900 to 1600 however please confirm with the NCAA SPQ department in advance to secure your place.

For enquiries, link details, and bookings:

Danielle Bruckert 083 235 2468, bruckertd@ncaa.na or spq@ncaa.na

SAFETY ARTICLE:

UPSET PREVENTION AND RECOVERY TRAINING

Upset prevention and recovery training (UPRT) has been developed to address the alarming number of loss of control in flight accidents (LOC-I), tragically enduring significant loss of life. To give some background, [IATA statistics](#) for airline accidents between 2009 and 2018 totaled 2462 deaths caused by LOC-I, just over three times higher than CFIT, the next highest category. Statistics from airlines participating in UPRT programmes also showed a drop of around 75% of LOC-I pre-cursor events following introduction of the programmes.

Causes of LOC-I include distraction, wake turbulence, wind shear, instrument failures, flight control failures, spatial disorientation, and improper use of automation to name a few.

UPRT is required by ICAO Annex 1 for

1. Multi-crew Pilot Licenses;
2. Type ratings for multi crew aeroplanes.

Further it is strongly recommended for all pilot training, however if conducted, it is important that it is done correctly.



Primary to conducting correctly facilitated UPRT is that instructors need to be appropriately qualified and training must be approved and standardised. Of further importance is that training should involve a component of ground training, aircraft training, and simulator training. Captain Clarke McNeace, president of standards at Aviation Performance Solutions states, "UPRT limited to simulator-only or on-aircraft-only solutions, as two examples, leaves serious risk-mitigation gaps that are completely unnecessary in modern times."

For further reading, the ICAO website provides a copy of [ICAO Doc 10011 Manual of Aeroplane Upset Prevention and Recovery Training](#). Flight safety foundation provides some valuable [training material on UPRT](#) for airlines, and Skybrary contains a useful article and many links about [UPRT](#) and [LOC-I](#).



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.

Publications

The National Aviation Safety Plan is scheduled for board presentations in March 2023. We hope to have positive news in the March edition of Safety Matters.

An advisory pamphlet / implementation tool on SMS has been finalised and we also hope to have news about approval in the March edition.



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