

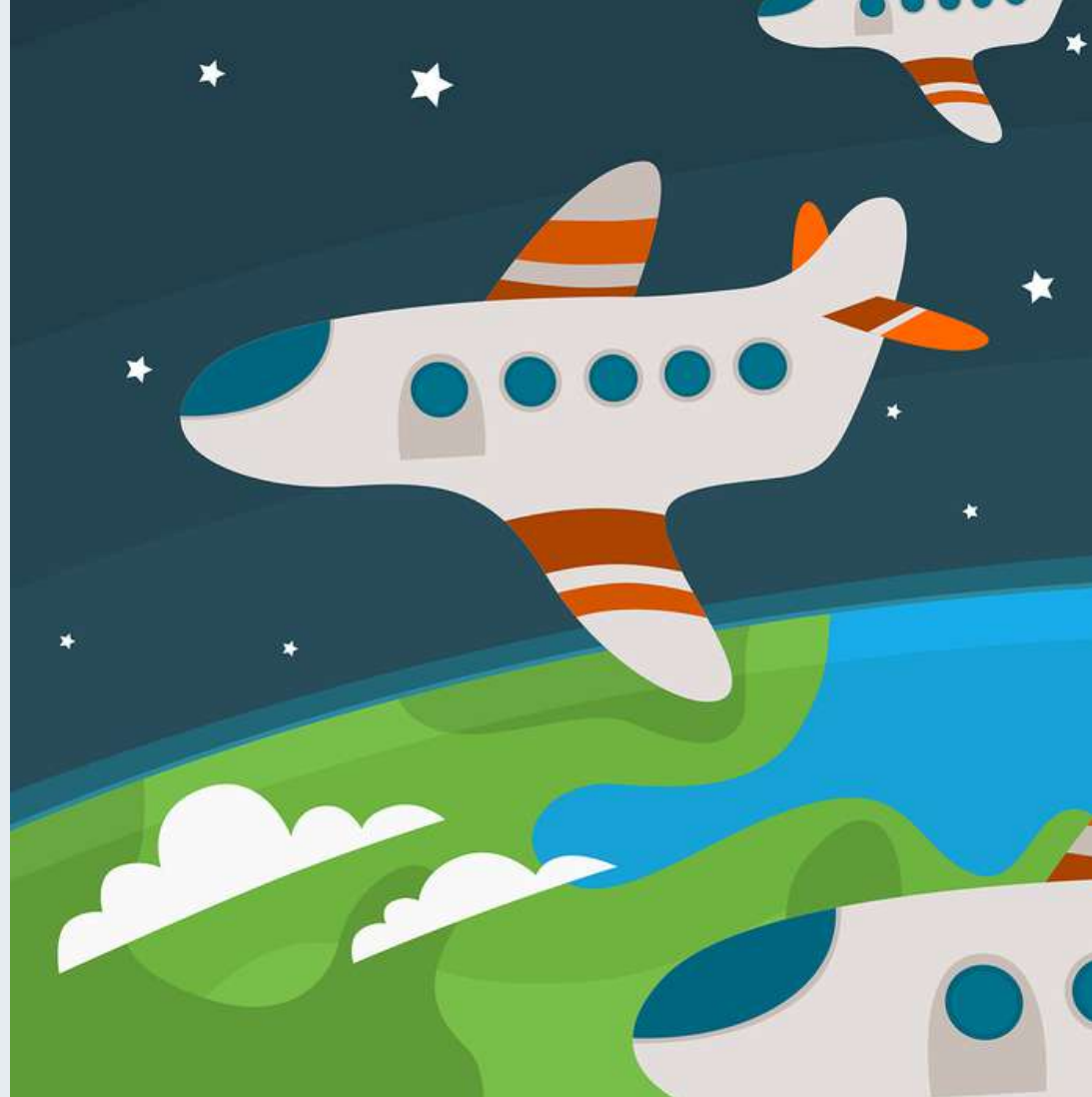


**Namibian Civil
Aviation Authority**

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Safety Promotion
and Quality
Department

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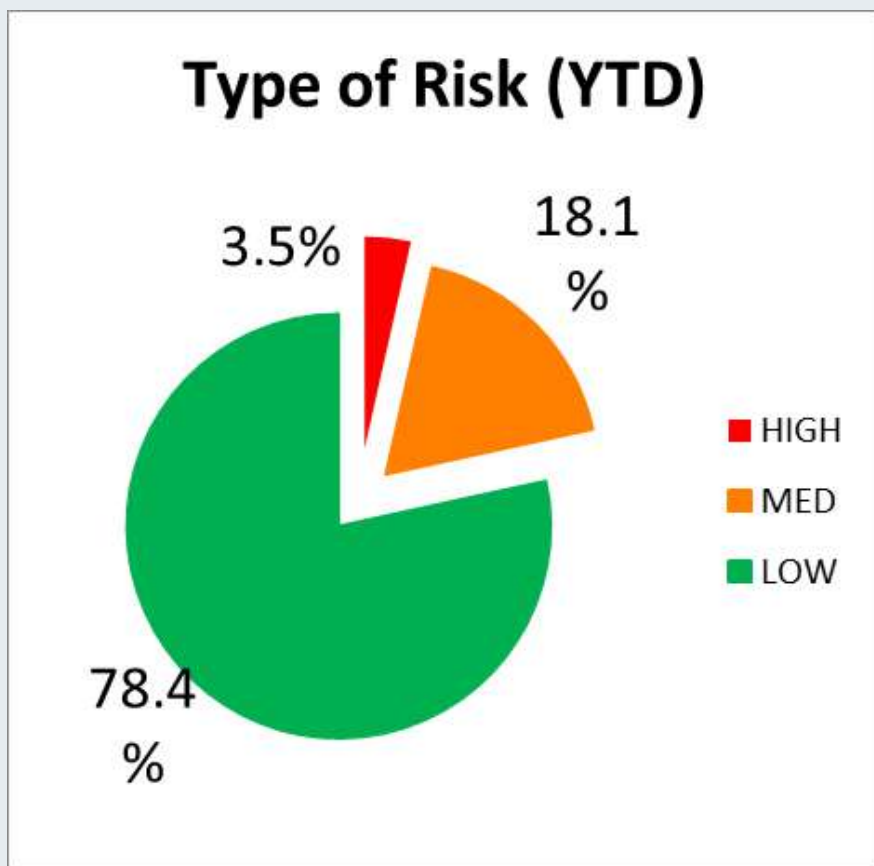
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The Safety Data Collection and Processing System (SDCPS) is the tool that drives the State Safety Programme. The SDCPS collates information from sources such as reports and audit findings, observations, investigation reports and many other means, and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



Safety Statistics

June 2023

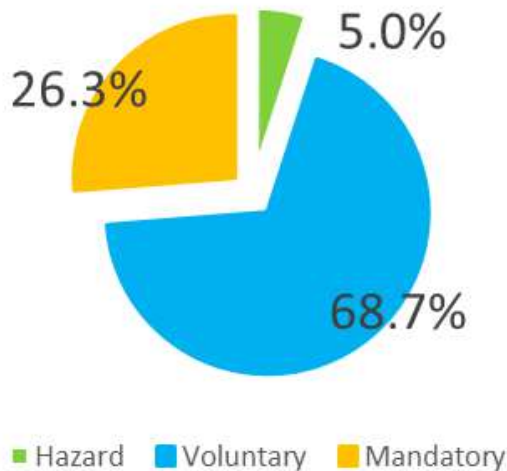
In June there were 46 safety reports, with **six medium risk events**, **two high risk events**, the remaining **thirty eight were low risk**. Of the 6 medium risk events there were 5 bird strikes. The two high risk events were loss of separation. NCAA is happy to report that there were no accidents in this reporting period.

The year-to-date figures for risks remained fairly steady with **78% low risk**, **18% medium risk**, and **3.5% 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)



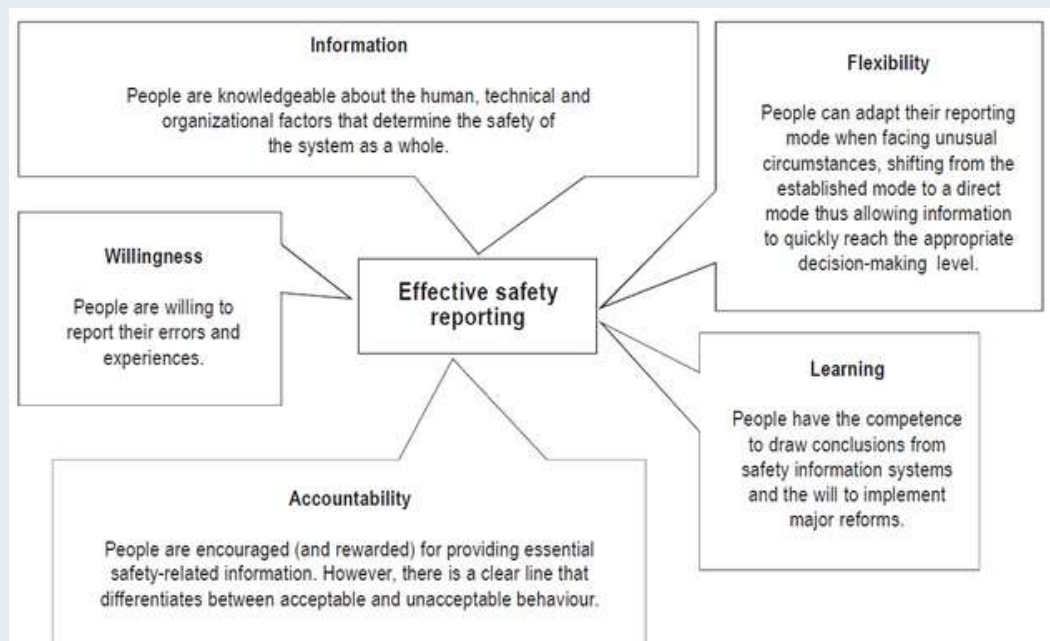
In June NCAA recorded a pleasing 35 voluntary reports. There were 11 mandatory reports, and no hazards this month. This brings the total year to **73% non-mandatory** reports and the year-to-date **accident rate is 0.26 per 1000 movements**.

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 CULTURE

An effective safety management system needs an effective reporting culture.

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

For the third month in a row there were no alerts! Of concern again was the two loss of separation events - one in uncontrolled and one in controlled airspace. See more about these events in the occurrence section. Further maintenance & technical were slightly above target with 12 events in this category.

SPIS

		Airprox/LOS A CFIT		Rwy Excurs.	Wildlife	LOCI	Rwy Incurs.	Maint & Tech
50565	Average	0.253	0.038	0.104	0.859	0.100	0.082	2.470
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	0.000	0.000	3.381
4262	JUL '22	0.235	0.000	0.000	1.877	0.000	0.000	2.112
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
4000	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
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

"Don't let safety happen 'by accident': Safety requires deliberate, systematic, data driven efforts, proactive and predictive methods along with reactive." - Anon

Stay Safe!

Reporting



Social Media Aviation Competition



Participants

NCAA invites secondary school learners to enter **aviation safety** social media competition, graphics or MP4

Prizes to be won

First Prize - N\$ 1000 Voucher
Second Prize - N\$ 500 Voucher
Third Prize - N\$ 250 Voucher



All winners will be published.
All Images must be copyright free



Submit your applications including your name, age, grade and school before 31st of August to spq@ncaa.na with the title "**COMPETITION SUBMISSION**" winners will be announced on social media and in the September NCAA safety bulletin.



083 235 2300



spq@ncaa.na



4 Rudolf Hertzog Street
Windhoek Namibia

NCAA is proud to announce an aviation safety social media competition for schools, closing 31st August, as follows:

1. Submit an aviation safety social media graphic or short video. This competition is open only to school age children. Submissions shall include name, age, grade, and school.

If you have any questions about this competition, please ask us at spq@ncaa.na.

The story competition has closed and we will contact winners soon. We will announce the names and publish the first article in our August bulletin.

Meet the Team - AvSec

Aviation security refers to the set of measures and practices implemented to safeguard the safety and security of passengers, crew, aircraft, and airport facilities in the aviation industry. Aviation security is of paramount importance due to the unique vulnerabilities associated with air travel.

Aviation security measures are continuously evolving to keep up with emerging threats and technological advancements through the ensuring of compliance with Civil Aviation Regulations Part 108, 109, 110, 111, 113, and 114, and the National Civil Aviation Security Programme which encompasses various strategies, protocols, and technologies aimed at preventing unlawful acts, such as acts of terrorism, hijacking, sabotage, and other criminal activities, from occurring within the aviation sector.

Another aspect of Aviation Security is through the Facilitation of entry and departure of aircraft using a combination of measures, including human and material resources, intended to improve and optimize aircraft, crew, passenger, cargo, baggage, mail, and stores flows through airports while ensuring compliance with relevant international and national legislation.



JULIUN
P. GOUWS
(SM)



ELFRIEDE M.
KANDUME



DAVID
NANYEMBA



FESTUS
MPUKA



REGINALD
MOUTON



BOY
FILEMON
NGWEDHA



TOIVO
SHONGOLO

The AVIATION SECURITY DEPARTMENT (AvSec) oversee the following.

- Approval and certification obligations of security measures, security screeners, security training organizations, regulated agents and catering inflight supplies.
- Oversight functions through security audits, inspections, and security tests.
- Coordinating of security and facilitation measures with various stakeholders in Namibia through awareness creation and policy development.
- Investigating or security incidents

NB; Remember that aviation security is everyone's business. Anything that you feel may jeopardise the security of an airport or an aircraft should be reported to the airport authority and the regulator avsec@ncaa.na, or Tel 083 235 2411.

Meet the Team introduces one NCAA operational department monthly, March to October 2023.

BEWARE SANDSTORMS!

A feature of the Namibian winter is the strong East winds stemming from the interior and causing severe sandstorms on the coast.

Sandstorms are not to be taken lightly by any means. They can be associated with severe wind shear (updrafts, downdrafts, and sudden change of wind direction), sand can be ingested, block vents, and contaminate fuel, and there are many reports of dangerous tailwinds on final not indicative on the ground. Sandstorms have been known to cause accidents and damage to aircraft in the air and on the ground.

Consider bringing up this topic at your next safety meeting and advise pilots, if in doubt, divert!



SAFETY OCCURRENCES

JUNE 2023

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

There were twelve technical events reported in June, as follows:

No.	Fault	Type
2	Electrical failures	piston
2	Oleo seal failure	piston
2	Gear fault	piston
1	Pressurisation fault	turbine
1	Loose oil cap	piston
1	Flat tyre	piston
1	Fuel flow fault	piston
1	Flap fault	turbine
1	Window rubber delamination	jet

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

JUNE 2023



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

There were five wildlife events reported in June.

Wildlife	Events and near misses		
No.	AD	Phase	Details
1	FYWH	Takeoff	Bird - Unknown
4	FYWE	Landing	Crown Lapwind, Dove, and 2 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 they fall into the medium risk category.

SAFETY OCCURRENCES

JUNE 2023

LOSS OF SEPARATION CLASS G (MANDATORY, **HIGH RISK**, OPS)

Two non-scheduled commercial aircraft were in Class G (uncontrolled) airspace on reciprocal tracks when one requested descent through the other's level. ATS advised both aircraft of traffic 12 o'clock, at 20nm initially. When descent was initiated, this was updated to 12nm, and when one aircraft questioned the instruction, the aircraft were at 6nm. Subsequently they saw each other both initiating avoiding action by altering heading to the right.

Remember see and avoid is somewhat limiting as there can be blind spots especially on climb through. Hear and avoid with application of vertical separation by crew in unmanned airspace, until such time as traffic is in sight, is strongly recommended. ATS, while not required to separate, may still make suggestions. Additionally, pilots are reminded they can elect to delay a climb or descent if needed in uncontrolled airspace and if in controlled airspace they can also ask for a different clearance.

LOSS OF SEPARATION CONTROLLED AIRSPACE (MANDATORY, **HIGH RISK**, ANSSO)

Two aircraft on crossing tracks were cleared to within 500ft of each other passing at 4.8nm.

ATS is investigating, however pilots are reminded that they are also a final safety net even in controlled airspace as human error is always a potential problem.



SAFETY OCCURRENCES

JUNE 2023

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

There were six allegations of low flying in Swakopmund, three of which were discovered to be aircraft in the circuit, and two which were concluded to be within legal limits. There was one allegation of an aircraft flying low over the town and one in Rossmund which could not be substantiated.

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 June:

No.	Details	Intended
4	Diversions due to weather	FYLZ, FYWE
3	Diversions due to technical faults	FYWE
1	Diversions due to operations (refuelling)	FYWE
3	Diversions due to VIP at FYWE	FYWH

compliance: your aviation safety net



STRIVE TO COMPLY!

if you see or hear of a non-compliance
fill in a confidential report at www.ncaa.com.na
or email incidents@ncaa.na



SAFETY OCCURRENCES

JUNE 2023



ATS FACILITIES (MANDATORY, MEDIUM RISK, ANSSO)

The following ATS failures occurred in June:

No.	Fault	Area
1	Shift unmanned due to personnel issues	FYWB
2	Total failures of the area centre power (radar, radio communications, telephones)	FYWF
1	MET Display failure	FYWE

Issues in the area centre are related to upgrades in progress and as a result the area centre shifted to procedural control at FYWH until the situation is resolved as per NOTAM A0276/23. The CNS team are working with telecom to have the situation resolved as soon as possible.

SAFETY OCCURRENCES

JUNE 2023

FLIGHT PLANS NOT RECEIVED (VOLUNTARY, **LOW RISK**, AIM)

There were several instances of the flight plans not being received, despite receipt of acknowledgement or a green indication on IBS.

In one instance it resulted that the flight plans were filed under the wrong callsign and thus could not be located. The other instances are still being investigated.

NO JET A1 (VOLUNTARY, **LOW RISK**, AGA)

The Jet A1 truck at Eros had a breakdown and resulted in a loss of Jet A1 services.

Puma is being approached to determine if there can be redundancy on the refuelling vehicles.



SAFETY OCCURRENCES

JUNE 2023



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

An aerodrome was conducting vehicle testing and had requested a NOTAM be issued indicating all operations required prior notification and permission. The NOTAM requester did not obtain a receipt or any confirmation that the NOTAM would be issued. AIM could not issue the NOTAM without further information from the aerodrome operator, who they attempted to contact but did not get a response. The NOTAM was subsequently never issued.

All aerodrome operators and owners are reminded that it is CRITICAL to get a receipt of your NOTAM request confirming that it will be published!

SAFETY FEEDBACK

JUNE 2023

LOSS OF SEPARATION (MANDATORY, **HIGH RISK**, OPS)

Following a loss of separation event in uncontrolled airspace, the NCAA sent out notification and poster related to Class G airspace - see below. The original is available in our [Safety Information](#) section on the NCAA website.

Pilots are reminded that in Class G airspace, separation is their own responsibility. Once ATS passes traffic information, it is up to the pilot to advise if they will climb or descend to remain clear.

NCAA HAZARD BULLETIN

Take Care IN CLASS G

Look-out and Listen-out

In Class G airspace there is NIL separation provided and only traffic information where possible. If you receive information in Class G where you are uncertain separation exists advise ATS and consider alternate routing. Where required contact the other aircraft, halt a climb or descent, or alter your heading/offset your routing.

Always lookout and listen-out!

WWW.NCAA.COM.NA
SPQ@NCAA.NA
083 235 2100

SAFETY FEEDBACK

JUNE 2023

ALLEGED LOW LEVEL FLYING, SWAKOPMUND (MANDATORY, **LOW RISK**, OPS)

Six reports of low flying in the vicinity of Swakopmund were investigated in June. Fortunately, the majority of the events were well within the minimum height limits in Regulation 91.06.33. On the remaining events, the radar readout was unclear or unavailable, and while it appeared to be low, the pilots' testimony was that they were maintaining 500ft AGL and outside of built-up areas.

The safety system aims to negate blame, however, if someone does intentionally commit a willful violation, for example, a breach of the regulations, a principle of exception applies, and the event is handed off to an operational section to determine if enforcement is needed. It is an unfortunate part of the mandate and the conundrum of the regulator regarding safety. This is also why we have a completely separate accident and incident investigation directorate. See more about culpability on pages 19 and 20 of this edition.

To mitigate the increased number of reports, NCAA published an AIC on minimum heights, reminding pilots of the need to comply with 91.06.33, that we will be doing increased surveillance, and fines (at a minimum) or suspension/revocation of privileges (for more serious breach) can be issued to the pilot and the operator for failure to comply

These events were reclassified as low risk as there is no breach of regulations involved and the report was determined thus to be a false allegation.



TRAINING COMPLETED

AUDITING TECHNIQUES AND BEST PRACTICES

The NCAA was pleased to host the Civil Aviation Authority of Singapore, who presented a course on auditing techniques and best practices to 30 participants from NCAA and industry, from the 5th to the 9th of June. Congratulations to all those who attended!

Watch this space for upcoming courses, workshops, and seminars or drop us an email if you have any specific needs.



The NCAA plans to host another Auditing Techniques and Best Practices course from the 18th to the 22nd September for Civil Aviation participants all over the continent. The course is presented by the Civil Aviation Authority of Singapore and sponsored by the African Civil Aviation Commission and NCAA.



SAFETY ARTICLE

SAFETY MANAGER SYTEMS (SMS) IMPLEMENTATION

All aviation services providers are required to have an SMS which is accepted by the NCAA. To this end you need to have at a minimum a gap analysis and implementation plan, an effective manual (accepted by the NCAA), an effective reporting, risk analysis, and investigation system, and complete initial and annual surveillance audits conducted by the authority. While this is just the basic needs and in no way covers all the aspects required to be detailed in your implementation plan, it is a good overview of where to start.

If you are still wondering where to begin, or even if you are partially established but want to close gaps, the NCAA has developed an effective implementation plan tool which is 100% compliant with the NAMCATS 140 SMS implementation requirements and available in a handy document version on our website, here: [SMS Implementation Tool](#).

Further for developing your manual which is another early step in SMS implementation, we have provided a checklist of all the items that are reviewed by the NCAA for acceptance. Available here: [FSS-GEN-FORM-603-03/download](#)

Finally - for internal audits on your SMS, feel free to ask for our checklists as a starting point, and this will also ensure you are ready for the external audit required with NCAA for final sign off of your SMS. Only with an effective SMS across the board of our service providers can we effectively combat hazards and risks in our aviation system.

Remember: Safety doesn't happen by accident!!



SAFETY ARTICLE:

DECISION TREE - JAMES REASON

When adhering to a just culture, an essential issue is where to apportion blame and to what, systematic procedures, training, or when to require retraining and by who - the individual, organisation, or all personnel.

The Incident Decision Tree, (see image on the following page) developed by Dr. James Reason (well known for the Swiss Cheese theory), provides a great opportunity to delve into all the aspects of an incident before assigning responsibility or actions and promotes a just culture with all avenues explored, from willful violations and gross negligence, to systems and training failures and blameless errors.

The Decision Tree supports the aim of creating and enhancing an open culture, where employees feel able to report safety incidents without undue fear of the consequences. The tool comprises an algorithm with accompanying guidelines and poses a series of structured questions to help managers decide on a course of action, where an event may be systematic or linked to an individual, and where alternatives might be feasible. The approach does not seek to diminish professionals' individual accountability but encourages key decisionmakers to consider systems and organizational issues in the management of error. The Incident Decision Tree has been proven to be robust and adaptable for use in a range of aviation environments and across all professional groups, from baggage handlers to chief executive officers, pilots to air traffic controllers. It is hoped that applying the tool throughout the aviation industry will encourage expansion of open reporting of actual and prevented safety incidents and promote a uniformly fair and consistent approach toward those involved at all levels.

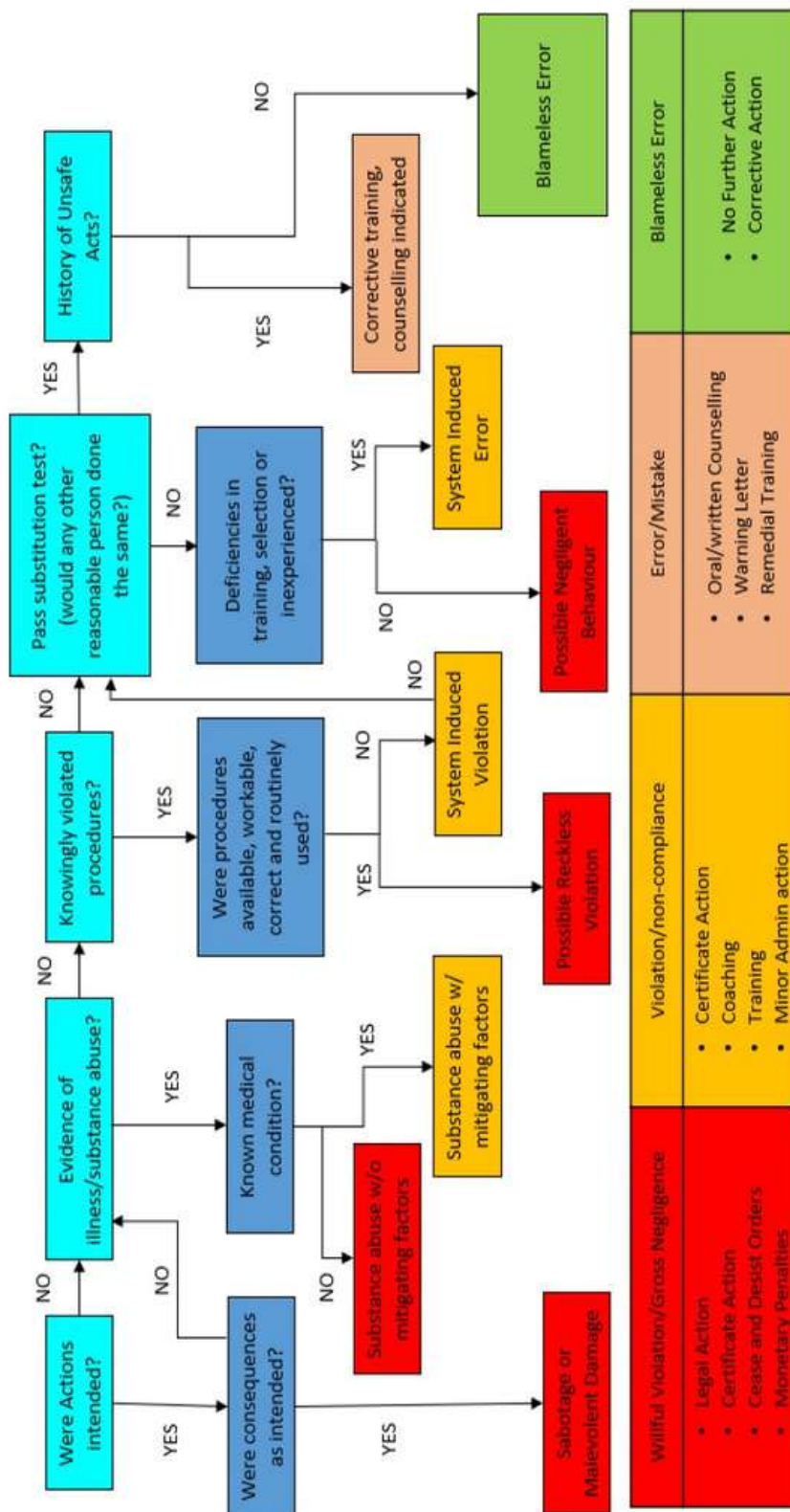
The tree starts with intentional violation, then illness/substance abuse, procedural error, training error, and lastly unintentional individual error either requiring training or as a once off issue. To use the tree, start in the top left and work through each question until a result is obtained (that is you have no further questions).

This is one tool in your Safety Management System toolkit that can be applied when needed.

SAFETY ARTICLE:

DECISION TREE - JAMES REASON

Culpability Decision Tree



Diminishing Culpability

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.

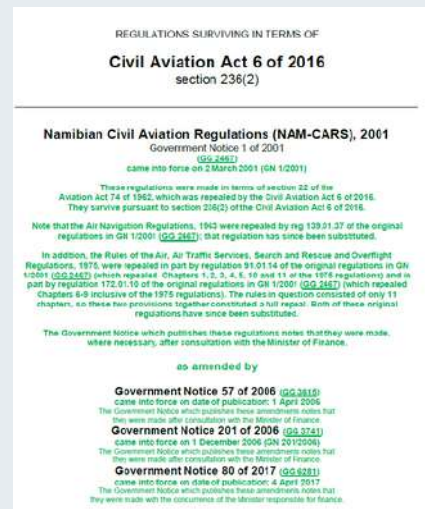
Publications

The NAMCARS and NAMCATS along with other pertinent regulations have been compiled by the Legal Assistance Centre into a user friendly all in one publication, available here:

<http://www.lac.org.na/namlex/Aviation.pdf>

and here: [NAMCARS-Consolidated-PDF](#)

Please note the NAMCATS listed are only those published by gazette. Those published through signature of the ED, as is now required, are available on the NCAA website.



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

