Namibian Civil Aviation Authority

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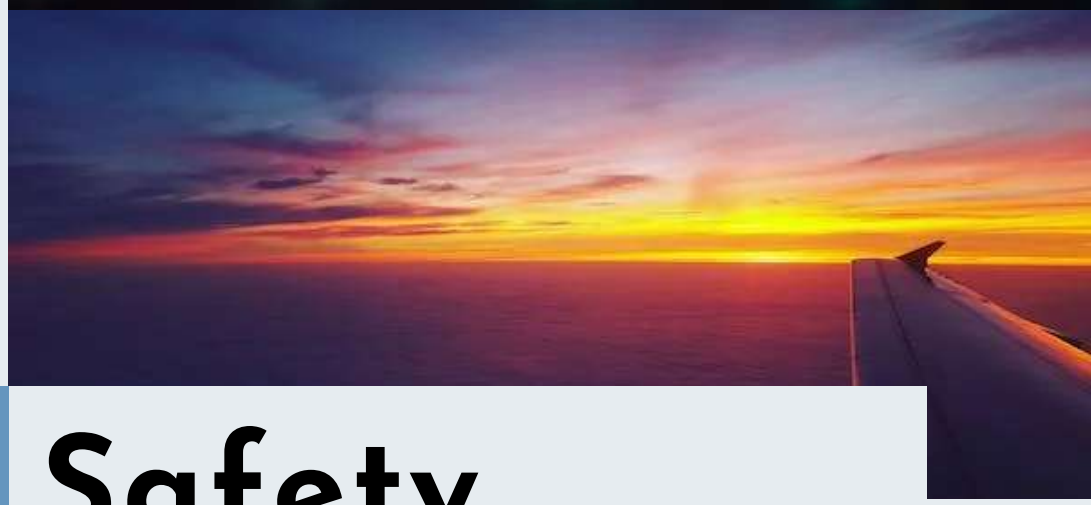
Safety Promotion and Quality Department

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



JANUARY 2024

Safety MATTERS

Providing the Namibian aviation industry and users with vital information on the latest aviation safety statistics and reports for the continuous improvement of safety systems:

Shared Knowledge = Improved Safety

www.ncaa.com.na

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

Contents

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Safety Statistics

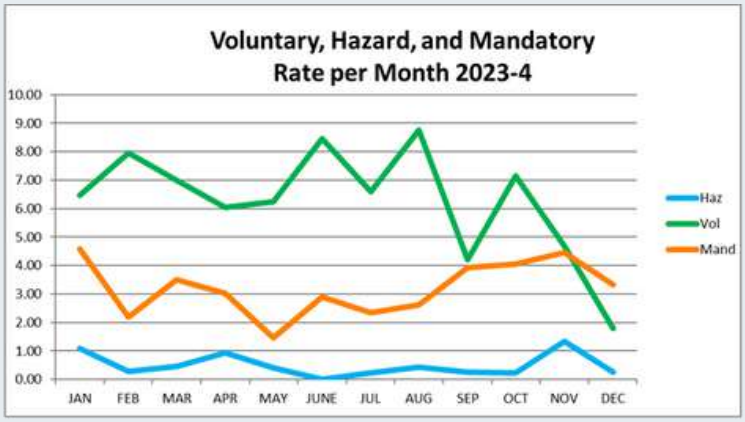
January 2024

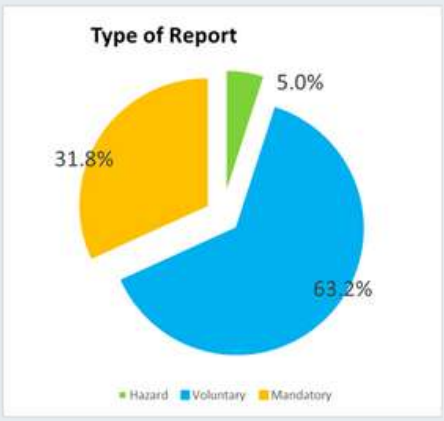
In January 2024, there were a positive 41 safety reports filed. There were 29 low risk, 9 medium risk, and two high risk events. Of the nine medium risk events, eight were wildlife strike. The high risk events were air-proximity and CFIT precursor events.

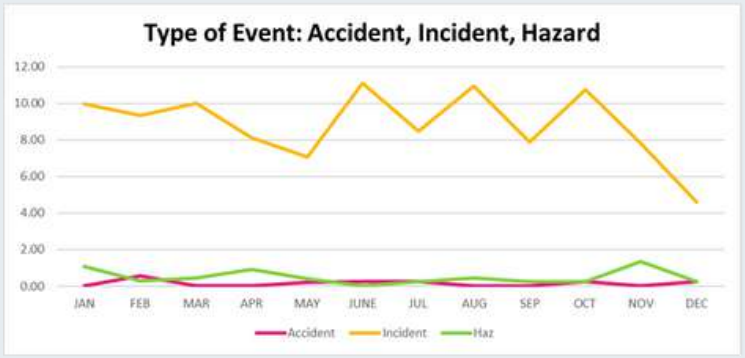
In January NCAA received 28 voluntary reports, including two hazard reports, and the remaining 17 were mandatory reports.

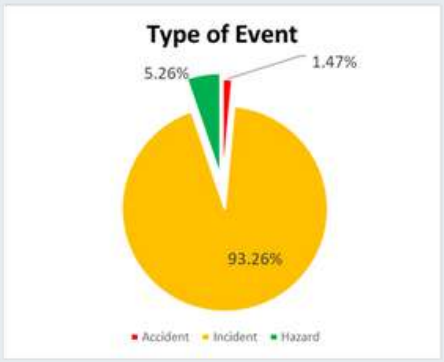
The following page shows the current rates of events and percentages on a 12 month rolling basis.

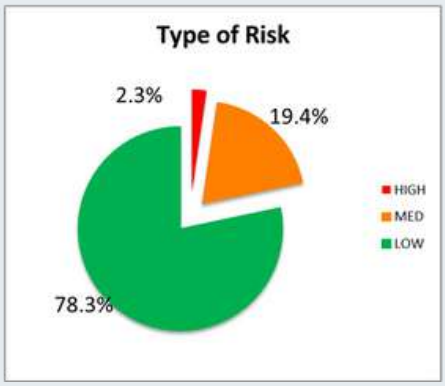
For more about classifications of risk see the definitions in Safety Bulletin 1-22. Graphs included in this document show 12 month rolling figures unless specified.

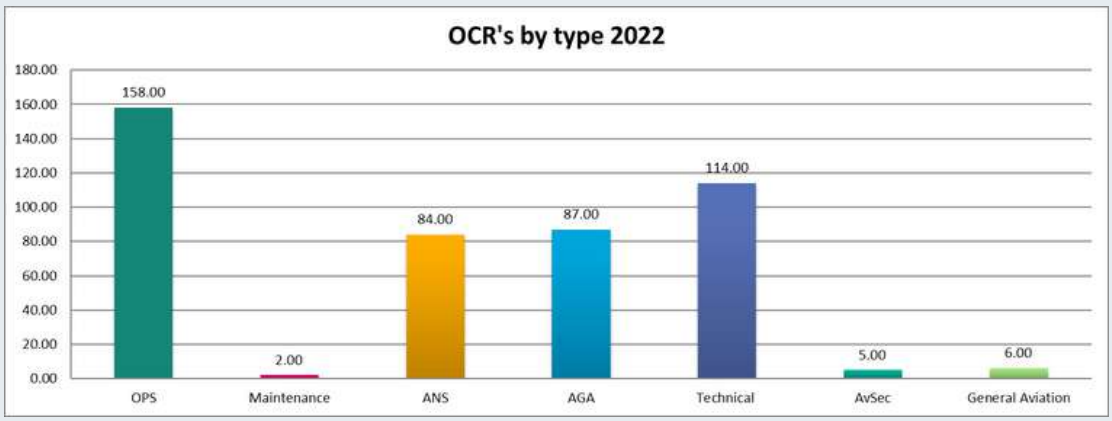












Safety Dashboard

In these solemn moments, we collectively mourn the passing of our beloved President. His enduring legacy of unity and progress, encapsulated in the words spoken on Heroes Day, 26 August 2018, "As we work for a better Namibia in which no one should feel left out, let us hold hands in the spirit of Harambee." Our thoughts also extend to the First Lady, Madam Monica Geingos, and the entire Geingob family, to whom we offer our deepest sympathies and support during this difficult time.

Amidst this period of reflection, in the spirit of unity and cooperation, NCAA can be proud to share updates on our preparations for the upcoming audit. Our recent preparatory missions with the SADC Aviation Safety Organisation (SASO) and AFCAC have been instrumental. I extend heartfelt appreciation to the dedicated teams from both organizations, as well as to their respective Civil Aviation Authorities, for their unwavering support and commitment to assisting Namibia.

Furthermore, I am proud to announce the successful amendment and promulgation of crucial regulations, now accessible on our website. This accomplishment is a testament to the collaborative efforts of the industry, working hand-in-hand with NCAA inspectors. Your dedication and expertise have significantly shaped our regulatory landscape.

I would also like to express gratitude to the esteemed Executive Director, Ministry of Works and Transport, Ms. Esther Kaapanda, for her steadfast leadership in chairing the High-Level Audit Committee. Your guidance and support have been pivotal in guiding our preparations.

Looking ahead, I wish to reiterate my commitment to maintaining an open-door policy. Please feel free to approach me with any inquiries, suggestions, or concerns you may have.

“Safety in Flight, Confidence in Compliance!”

REPORTING CULTURE

Your reports are crucial to our mission! This year, we're launching a proactive campaign to gather hazard reports, aiming to identify and address unsafe situations before they escalate. Whether you choose our user-friendly online platform or opt for confidential email submission, your input is invaluable. Remember, you can always contact us through the links below. Stay tuned for updates—your participation can truly make a difference in enhancing aviation safety!

http://www.ncaa.com.na/index.php/ncaa-confidential-voluntary-reporting-form

Safety Performance Indicators 2024

SPIs

We're excited to say with the new year the Technical Working Group established under the SSP SteerCom is targeting one HRC per quarter, aiming at brainstorming new and innovative ways to address each category of accident in line with the provisions of the Safety Enhancement Initiatives of the National Aviation Safety Plan. DAAII is also engaging NCAA in regular meetings for the same objectives along with tracking implementation of recommendations from incidents and accidents. Further, compliance is a major theme for NCAA in 2024 - which hopefully will address some accident causation. We hope to see some positive movement in 2024!

Please note the figures are provided as a rolling average.

		Airprox/LOS A	CFIT	Rwy Excurs.	Wildlife	LOCI	Rwy Incurs.	Maint & Tech
50316	Average	0.117	0.021	0.022	0.897	0.075	0.116	2.182
3917	JAN '24	0.000	0.000	0.000	2.042	0.000	0.000	2.553
3646	FEB '24	0.000	0.000	0.000	0.274	0.000	0.000	0.274
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	3.815
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 of	Alert 1	1.151	0.815	0.654	2.904	0.518	0.856	4.354

Safety Thought for the Month

"Rather speak up and appear stupid than keep your mouth shut and prove that you are." Anon

Stay Safe!

Reporting

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.

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

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.

Remember:

incidents@ncaa.na

or

Confidential online reporting

SAFETY OCCURRENCES

JANUARY 2024

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

There were nine technical events reported in January, as follows:

No.	Fault	Type
1	Magneto failure	piston
1	Door opened in flight	turbine
1	Electrical failure	piston
1	Transponder failure	jet
1	unspecified technical fault	piston
1	Brake failure	turbine
1	Low oil pressure (precautionary - see pg X)	piston
1	flat tyre	piston
1	cracked windscreen	jet

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

JANUARY 2024

WILDLIFE STRIKES (VOLUNTARY, MEDIUM RISK, AGA)

There were eight wildlife events reported in January. Four of them were due to large numbers of birds flocking around the runway at FYWH, pilots should exercise caution.

Wildlife	Events and near misses		
No.	**AD**	**Phase**	**Details**
1	FYWE	Upwind	Bird - Unknown
3	FYWH	Departing 08	Bird - Unknown
4	FYWH	Landing 26	Bird - Unknown

2024	2.042												
2023	1.346	0.823	1.398	0.696	0.623	0.966	0.471	0.438	0.525	1.192	1.116	0.500	42
2022	0.846	0.739	1.126	1.272	1.308	2.350	1.877	0.219	0.250	0.679	0.684	1.925	50
2021	2.864	7.380	8.123	2.052	3.745	4.223	0.000	2.778	0.000	1.855	0.835	0.000	74

SAFETY OCCURRENCES

JANUARY 2024

GO AROUNDS AND DIVERSION EVENTS (VOLUNTARY, LOW RISK, OPS/ANSSO)

There following table shows go arounds and diversions for January.

No.	Details	Intended
1	Diversion due to passenger issue	FYWE
2	Diversions due to technical	FYWH
3	Go arounds due to windshear and strong winds	FYWE
2	Go Around due to unstable approach	FYWH
1	Go around due to traffic with technical on runways	

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

The following ATS / MET related events were reported.

ANSP	Fault	Area
1	Non-adherence to slot times	FYWH
1	Strip printer unserviceable	FYKM
2	Limited radar coverage	FYWF
1	No estimates from Luanda (high risk)	FYWF
1	Power failure while UPS was being serviced	FYOA
1	Power failure, UPS took over	FYWF
1	Charts not updated (hazard)	FYWF
1	Approach chart RNP 08 determined to be confusing (Hazard)	FYWH
MET	**Fault**	**Area**
1	No TAFs (hazard)	FYWF

Of concern was the issue of estimates from Luanda, as this has been reported to be a repeat occurrence and a similar issue already resulted in a mid-air collision in Namibia some years back. This is under investigation and letters may be drafted to the Angolan ANSP.

NCAA is working on addressing the three hazards raised.

SAFETY OCCURRENCES

JANUARY 2024

NO RADIO CALLS (MANDATORY, MEDIUM RISK, OPS/ANSSO)

An aircraft took off from an unmanned airfield, flew through controlled airspace and two high density traffic zones, and landed again without any radio calls. ATS was required to keep traffic away from the radar target and attempted to contact them by various means, including the cell contact on the flight plan.

Pilots are reminded of the critical importance of not only see and be seen, but hear and be heard.

DRONE OBSERVATION (MANDATORY, LOW RISK, OPS)

A repeat occurrence of a drone over the Southern suburbs of Windhoek was reported, estimated to be around 6000ft and on weekends between 2200 and 2400.

Anyone who witnesses this or other illegal drone activity should report to NCAA immediately. Any assistance with a location for the above activity greatly appreciated.

SAFETY OCCURRENCES

JANUARY 2024

FORCED LANDING (VOLUNTARY, MEDIUM RISK, AIR/OPS)

A Cessna 210 suffered an engine failure due to a tank running dry. The aircraft had been running for approximately 50 minutes on a tank with just over an hour of fuel. The aircraft, being low-level, did not have sufficient time to restart.

The operator investigated the POH procedure and determined there is approximately 15-20 seconds required for a restart when following the procedure exactly AND ONLY if the fuel pump switch points are correctly correlated with the throttle. They also determined there is approximately 35 seconds from engine failure to landing at 500ft and some of this needs to be spent manoeuvring to find a landing site.

Pilots are reminded of the essential act of logging time on tank on your flight logs. Additionally remember that fuel tanks are not always completely accurate and if running one tank close to empty one must be prepared to immediately switch tanks. More food for thought, when flying at 500ft, there is very little time to handle an emergency, and while nice for the passengers when doing a scenic, a little more altitude can help a great deal. The pilot is commended for landing safely with minimum damage.

PRECAUTIONARY LANDING (MANDATORY, MEDIUM RISK, AIR/OPS)

During a maintenance ferry flight from FYSM to FYWE, the pilot noticed vibrations and the oil pressure dropping. Initially, the pilot planned to divert to FYKA, however the oil pressure dropped further into the red arc and it was then the pilot elected to land on the C32 road. There was no reported damage to the aircraft.

The pilot is commended for following procedure and making a successful precautionary landing.

SAFETY OCCURRENCES

JANUARY 2024

AERODROMES (VOLUNTARY, LOW RISK, AGA)

There were again three aerodrome related events.
Two events related to the lack of ARFF in FYLZ. The first incident logged was that there was no NOTAM issued. In the second incident the crew read the NOTAM then during the subsequent process of getting ready for the flight forgot to confirm with the airport manager if ARFF was there before departing, a self reported error which is to be commended.
There was a hazard reported for FYWE of grass overgrowth.

AGA is investigating.

NO LIGHTS - MISCOMMUNICATION (MANDATORY, MEDIUM RISK, OPS)

A mercy-flight inbound to a FYOA discovered the lights were off on arrival. The pilot completed a FORDEC and given the condition of the patient and the ambient light, elected to land, this was then carried out without further incident.

The incident was discovered to be a result of mis-communication to the appropriate staff member who was on call. All airport staff and ATS are reminded of the critical component of active listening and readback even in phone calls.
The pilot is commended for applying the FORDEC decision making tool (FACTS, OPTIONS, RISK/BENEFIT, DECIDE, EXECUTE, CHECK).

UNRULY PASSENGER (MANDATORY, LOW RISK, OPS/AVSEC)

An unruly passenger disturbed boarding at FYWE. The pilot requested the police to intervene, and the situation was deescalated.

INTERNATIONAL OCCURRENCES

JANUARY 2024

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

A De Havilland Dash 8, told to hold short, taxied onto a runway without clearance when an Airbus 350 was cleared to land at Haneda airport in Japan. The occurrence happened after dark with VMC conditions. Neither the Airbus 350 or the ATC noticed the error.

The Airbus crew evacuated the aircraft efficiently and successfully fortunately resulting in no loss of life before fire consumed the aircraft.

It is noted how quickly the safety nets can be broken and additionally how appropriate and well executed emergency actions can avert a disaster.

IN FLIGHT BREAKUP (MANDATORY, MEDIUM RISK, OPS/ANS)

A Piper Piper PA-46-350P Malibu Mirage JetPROP DLX experienced an inflight breakup and impact with terrain following an apparent encounter with adverse weather conditions near Bairro Monjolinho, Itapeva, Minas Gerais.

The pilot and six passengers perished and the aircraft was destroyed.

Beware of adverse weather and thunderstorms, especially in summer. Always avoid areas of known thunderstorms, the extra track miles could save your life.

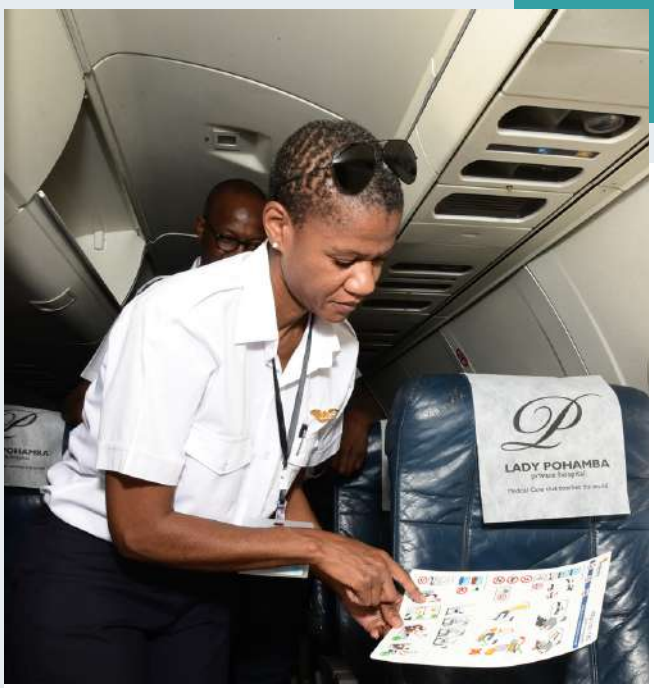
CONTROLLED FLIGHT INTO TERRAIN (MANDATORY, MEDIUM RISK, OPS)

A Piper PA-46-350P Malibu Mirage crashed while on final approach to runway 35 at Plan de Guadalupe International Airport (SLW/MMIO), Saltillo.

All four on board were killed. ADS-B data indicate that the aircraft veered to the left while on final approach, impacting terrain about 200 m to the left of the runway threshold.

MSA and positional awareness are critical in IFR - know where you are and know the minima at all times. Remember 100% of CFIT accidents happen below MSA.

SAFETY ARTICLE:



AIRMANSHIP

A core principle of airmanship taught to student pilots is "Aviate, Navigate, Communicate", to remind them of priorities during an emergency. The highest priority is to keep the aircraft flying, avoiding loss of control or controlled flight into terrain. Next, the pilot(s) should verify their location and navigate toward a suitable destination. Communication with air traffic control or other planes is the lowest priority.

For airmanship to grow there must be an attitude of continual self improvement.

Honing your physical skills and ensuring you are current is one component of airmanship, which is sometimes overlooked by general aviation pilots. Resulting in a recent spare of abnormal runway contact loss of control events in Namibia. Along with physical skills, it is absolutely essential to hone all your soft skills, including cockpit management, decision-making, communication, situational awareness, self-assessment to name a few.

Accidents Related to Poor Airmanship
One of the most memorable accidents attributed to poor airmanship was an accident in the Eastern 401 in the Florida Everglades where four crew inadvertently flew into terrain while attending to a failed light bulb. Another famous demonstration of poor airmanship was the accident of in Tenerife runway incursion resulting in collision of two B747s.

Successful Outcomes from Good Airmanship
In a famed situation of great airmanship, in the Sioux City Air Accident, Captain Haynes managed four crew in unison to achieve a successful crash landing when they loss flight controls when catastrophic failure of the central engine cut both hydraulic lines. The lives lost were substantially less than repeatable events in the simulator post accident.

"A QUALITY COMPREHENSIVE OF ALL ASPECTS OF FLIGHT, RANGING FROM CONTROL, NAVIGATION,COMMUNI-CATION, AWARENESS, AND DECISION-MAKING TO ACHIEVE THE OPTIMAL OPERATIONAL SAFETY AND EFFICIENCY IN FLIGHT."
AIRMANSHIP SHOULD BE AT THE FOREFRONT OF OPERATIONS AND TRAINING!

Prepared by :
SPQ

SAFETY ARTICLE:

PERSONAL AIRMANSHIP CHECKLIST

Elements of Airmanship

Airmanship Defined:

Airmanship is the consistent use of good judgment and well-developed skills to accomplish flight objectives.

This consistency is founded on a cornerstone of uncompromising flight discipline and is developed through systematic skill acquisition and proficiency. A high state of situational awareness completes the airmanship picture and is obtained through knowledge of one's self, aircraft, environment, team and risk.

Discipline

The will and ability to fly safely:

Adhere to SOPs and rules
Control your attitude
Don't take chances in order to impress others or make flying more exciting
Focus on immediate safety issues and prioritize tasks
Think ahead and plan for problems that could occur

Skill and Proficiency

Develop through training and master through experience:

Practice perceptual-motor and cognitive skills
Practice under high stress, time pressure and high workload
Take recurrent training seriously
Practice recognizing when you have lost Situational Awareness
Study decision making; look at good and bad decisions others have made
Practice communicating with a variety of people
Know how to assess yourself and the team
Practice abnormal situations

Prepared by :
SPQ

SAFETY ARTICLE:

PERSONAL AIRMANSHIP CHECKLIST

Knowledge

Know your aircraft, environment, risks, mission, self and team:

Understand all systems of the aircraft
Know the limits of the aircraft
Be aware of risks associated with maneuvers
Review emergency procedures for the aircraft
Review the flight plan
Review flight conditions
Know your own limitations
Know the capabilities of other crewmembers
Ask for help if you do not know something

Situational Awareness

Gather, interpret and plan:

Gather as much information related to the flight as possible
Understand which information is important and which is not
Plan ahead and create a mental model of what should occur
Constantly search for new relevant information
Update your mental model based on new information
Manage stressors that may affect situational awareness

Judgment

Evaluate and decide:

Know how much time you have to make a decision
Eliminate as much uncertainty as possible
Use discipline, skill and proficiency, knowledge and situational awareness to evaluate the consequences of your decision
Ask others for input if time permits
Fully commit to your decision

"Airmanship requires an attitude of continual self improvement and focus on aviation safety as the ultimate destination"

Prepared by :
SPQ

Ask Your Medical Assessor!

PREGNANCY IN AVIATION PART 2

The medical requirements for class I, II and III pregnant aviators were discussed in the previous edition of ask your medical assessor. In this edition, the unique occupational hazards that the aviation environment poses on pregnant aviation license holders will be discussed along with vital health recommendations/advice for pregnant aviators and their managers.

What potential occupational hazards does the aviation environment pose on pregnant aviation licence holders? And what basic recommendations can be made to mitigate the health risks?

Blood clots: Pregnancy increases the risk of developing blood clots. Sitting for long periods, as it commonly occurs in the aviation environment increases the risk to develop blood clots furthermore.

- Move around frequently: walk around the cabin/duty station.
- While seated, bent, and straighten your ankles from time to time.
- Wear compression stockings to improve blood circulation.
- Wear light fitting clothing on the rest of your body.
- Stay hydrated by drinking plenty of fluids (at high altitudes, the air is less humid, and you tend to breathe rapidly exhaling out moisture).

Cosmic radiation: There is higher radiation exposure linked to air travel at high altitudes and latitudes, and during long-haul flights, which can be harmful to your unborn baby. The World Health Organization International Agency for Research on Cancer (IARC) reports that ionizing radiation is linked to reproductive problems and causes cancer in humans.

- Radiation exposure in air crew can be reduced by using radiation detection and monitoring devices, and by optimizing flight planning and flight performing in respect to radiation exposure and in consideration of the socio-economic circumstances.

Acceleration: High levels of accelerative force (G force) are experienced by pilots who perform aerial acrobatics or fly high-performance military aircrafts. This force can be sudden, unexpected, and violent and may put the unborn child at intolerable risk. Furthermore, +Gz force can cause reduced blood flow to the visual system and brain, resulting in visual disturbances (Grayout (Gray vision), tunnel vision or complete loss of vision) and g-induced loss of consciousness (g-LOC).

Risk of falling: Balance and walking can become difficult especially in the third trimester due to weight gain, joint laxity, and postural instability. Turbulence during a flight is unpredictable, further increasing the risk of falling and subsequent risk for trauma is significant.

- When taking the recommended walks in flight, hold onto the chairs or walk with someone.
- When seated, secure your seatbelt properly by fastening it beneath your belly and over your hips not over your belly.

Prepared by :
SPQ

PREGNANCY IN AVIATION PART 2 (CONT'D)

What is a high-risk pregnancy? It is a pregnancy in which the mother and or foetus are at higher risk for problems during the pregnancy or labour than in a typical pregnancy. It can be due to various factors.

- Pre-existing chronic diseases: High blood pressure, Diabetes Mellitus, kidney disease, thyroid disease, obesity.
- Age: Very young (teenagers) or older pregnant women (First pregnancy > 35 years old).
- Lifestyle: Alcohol, tobacco use, illicit drug use (e.g. marijuana).
- Conditions of pregnancy: Multiple gestation (a pregnancy with more than one baby e.g. twins or more), previous preterm birth, pre-eclampsia (sudden increase in blood pressure in a pregnant woman after 20 weeks of pregnancy), cervical incompetence.

A high-risk pregnancy is not always preventable. Factors such as chronic diseases and lifestyle factors can be treated and controlled before pregnancy to help reduce risk. What general recommendations can be made to optimize the chances of a healthy pregnancy?

Basically live a healthy lifestyle, especially before and during pregnancy to lower the risk of having a high-risk pregnancy;

A pregnant pilot should have close medical supervision whilst exercising the privileges of her license and must ensure to report all abnormalities to their medical examiner.

In conclusion, yes, aviation licence holders can continue to enjoy the privileges of their licence and ratings when pregnant, for a limited period, provided they meet the medical requirements of their applicable medical class. It is essential, however, that they discuss potential adverse consequences of the aviation environment with their AME and obstetrical care provider.

Dr J.N Hashipala
MBChB (UP)
PGc Aerospace medicine (SMU)

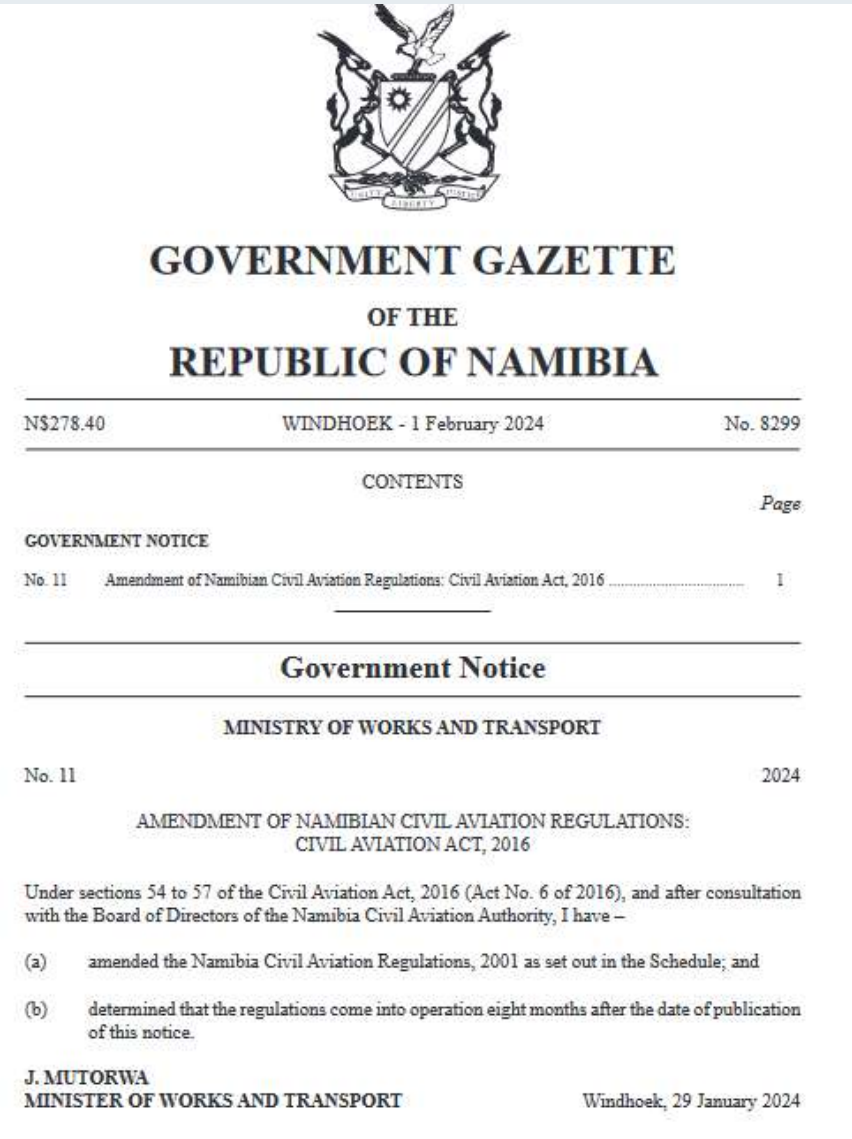
For a Healthy Pregnancy:

FOLLOW A BALANCED DIET AND GET ADEQUATE REST, DO LIGHT EXERCISES (IF APPROVED BY YOUR OBSTETRICIAN) AND KEEP HYDRATED, AVOID ALCOHOL, TOBACCO, AND ILLICIT DRUGS, DO NOT TAKE ANY MEDICATION WITHOUT CONSULTING YOUR DOCTOR (INCLUDING OVER THE COUNTER MEDICATION), ADHERE TO YOUR CHRONIC MEDICATIONS, AND DO NOT MISS YOUR PRENATAL APPOINTMENTS.

Prepared by :
SPQ

REGULATORY UPDATE:

NEW REGULATIONS: PART 48, 91, 121, 127, AND 135



GOVERNMENT GAZETTE

OF THE

REPUBLIC OF NAMIBIA

N$278.40 WINDHOEK - 1 February 2024 No. 8299

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GOVERNMENT NOTICE

No. 11 Amendment of Namibian Civil Aviation Regulations: Civil Aviation Act, 2016 1

Government Notice

MINISTRY OF WORKS AND TRANSPORT

No. 11 2024

AMENDMENT OF NAMIBIAN CIVIL AVIATION REGULATIONS: CIVIL AVIATION ACT, 2016

Under sections 54 to 57 of the Civil Aviation Act, 2016 (Act No. 6 of 2016), and after consultation with the Board of Directors of the Namibia Civil Aviation Authority, I have –

(a) amended the Namibia Civil Aviation Regulations, 2001 as set out in the Schedule; and

(b) determined that the regulations come into operation eight months after the date of publication of this notice.

J. MUTORWA
MINISTER OF WORKS AND TRANSPORT Windhoek, 29 January 2024

While technically next month's content, this important update could not wait. The 1st of February brought into promulgation the much awaited flight operations regulations. The promulgation followed some intensive consultation from AOPA and is a tribute to all involved. In Government Gazette 8299 you can find Part 91, the flight operations regulation which applies to everyone, along with Part 48, leasing, and Parts 121, 127, and 135 for commercial air operations. The gazette is available online and will be soon on the NCAA website. A revamp of the regulatory documents naming terminology along with an index is also in progress so that the website is easier to navigate.

Prepared by :
SPQ

Safety Updates

NCAA Updates

NCAA invites YOU to keep a look out and report any hazardous observation, attitudes, or pre-cursor event. The more awareness of hazards the better our system moves from reactive to predictive. Together we can make the skies safer! And don't forget you can report online or via email.

NCAA Updates

For safety, advisory pamphlets for SMS Training Syllabi, Risk Assessment are in progress and under review by the SSP TWG, along with the factors for SEI-1, Air-proximity events.

It is with great pleasure we share that four of the major, long overdue flight operations, 91, 121, 127, and 135 were promulgated. Additionally the Part 60 series CATS completed consultation, another 4 internal TGMs were amended/published, all positive progress for the upcoming USOAP audit!

Invitation to Contribute

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

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.

A Tribute


His Excellency Dr. Hage G. Geingob
1941 - 2024
The Namibia Civil Aviation Authority Board, management and staff joins the Namibian nation in mourning the untimely passing of our Head of State and Government, His Excellency Dr. Hage G. Geingob. His visionary leadership and enduring legacy will continue to inspire us.
We extend our heartfelt profound condolences to Her Excellency Madame Monica Geingos, the bereaved family and the entire Namibian nation during this difficult time.
May his soul rest in eternal peace.
NCAA