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FEBRUARY
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.

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We're working hard to make sure there's

NO COUNTRY LEFT BEHIND

when it comes to global aviation standards

SAFETY FIRST



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February 2024

In February 2024, there were a 37 safety reports filed. There were 30 low risk, six medium risk, and one high risk events. Of the six medium risk events, three were wildlife strike. The high risk event was a hazard identified by MEFT regarding illegal game operations. This was both frequent and catastrophic. However it is pleasing to note immediate mitigations were put in place.

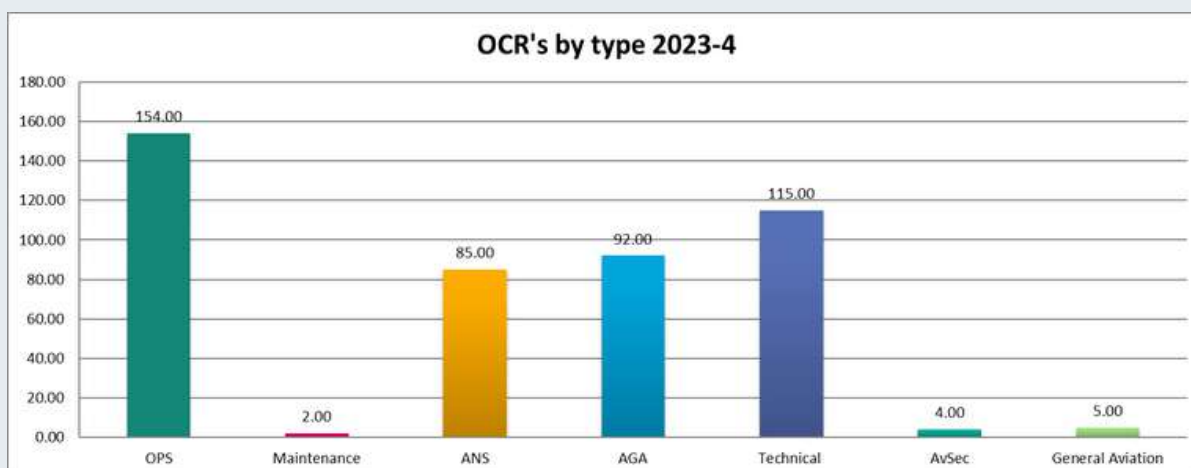
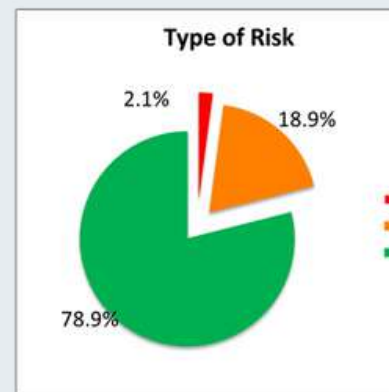
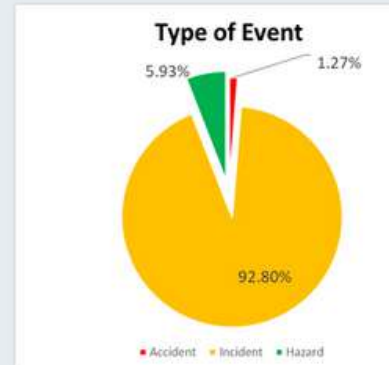
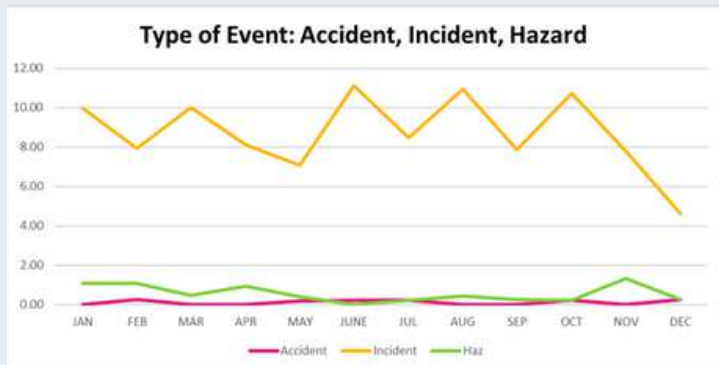
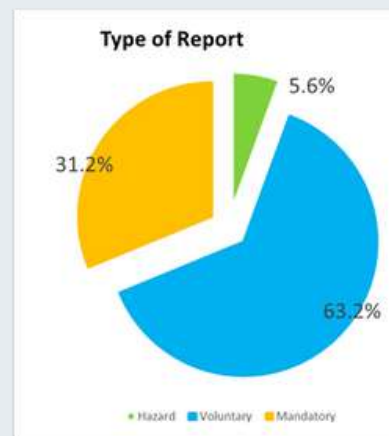
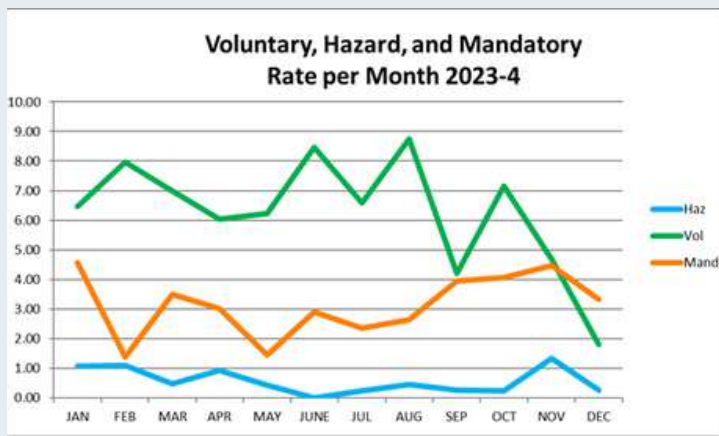
There was one accident in February, a matter of ground collision resulting in substantial damage to one of the aircraft involved.

In February NCAA received 29 voluntary reports, including four hazard reports, and the remaining 17 were mandatory reports.



Safety Statistics

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

From the ED's Desk:

Toska Sem
Executive Director



I'm thrilled to announce that we've kicked off the year with remarkable energy! Following the December ROST and January AFCAC/SASO assistance missions, the entire NCAA has joined forces to ensure our readiness for the March ICAO USOAP CMA audit. As you peruse this message, the audit will have concluded, and we eagerly anticipate sharing positive outcomes next month.

In preparation for the audit, the entire NCAA collaborated closely with industry stakeholders on recertification and the dissemination of regulations/technical standards. A heartfelt thank you goes out to all who contributed, particularly our invaluable service providers. Throughout this process, we deeply cherished our strong partnership with AOPA, to whom we extend our sincere gratitude.

As we celebrate International Women's Day on March 8th, we proudly recognize and honor the invaluable contributions of women in aviation. In conjunction with this celebration, I'm delighted to announce that we welcome Ms. Tuyeimo Martin as the new HR manager, and extend congratulations to Ms. Uendjiziri Commando on her promotion to Senior Inspector in the PEL section. Let's offer words of encouragement to both of them as they embark on their new roles.

Looking ahead beyond the audit, our commitment remains steadfast in implementing corrective action plans for areas requiring improvement and ensuring ongoing engagement with you on these matters. Rest assured, the audit is not merely a formality; our dedication to improvement will persist even after finalizing corrective action plans. Addressing issues identified during preparation will be an ongoing endeavor as we gear up for the implementation of our internal quality management system.

Should you have any concerns or suggestions for the NCAA, we've established a feedback and/or complaints form on our website for seamless interaction. As we continue our journey toward excellence, I, like my predecessors, maintain an open-door policy for addressing more serious matters. Please feel free to schedule a meeting via edpa@ncaa.na.

REPORTING ETIQUETTE

Just a brief reminder that both our website forms (where contact details are provided) and reports submitted via the incidents@ncaa.na email, always generate a response. This is a manual function and always personally addressed if a name is provided. So, please, if for some reason you didn't get a response within approximately 24 hours during work days, it has probably gone missing in cyber space somewhere....please send us the report again!

Only with reports can we continue to grow and improve!

<http://www.ncaa.com.na/index.php/ncaa-confidential-voluntary-reporting-form> - email incidents@ncaa.na



Safety Performance Indicators 2024

SPIS

A positive month with no alerts and all figures below target this month. We also had quite a few hazard reports which was very nice to see. Hopefully the trend will continue and is a tribute to all the hard work we have seen in NCAA, industry, government departments such as DAAI, and the SSP Steering Committee

Please note the figures are provided as a rolling total.

	Airprox/LOS A CFIT		Rwy Excurs.	Wildlife	LOCI	Rwy Incurs.	Maint & Tech
50486 Average	0.117	0.021	0.022	0.940	0.075	0.116	2.312
3917 JAN '24	0.000	0.000	0.000	2.042	0.000	0.000	2.553
3816 FEB '24	0.000	0.000	0.000	0.786	0.000	0.000	1.834
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	0.248	0.137	0.111	1.615	0.110	0.124	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

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 Thought for the Month

"Wherever you are, be aware, on the ground and the air!" Anon

Stay Safe!

Reporting

SAFETY OCCURRENCES

FEBRUARY 2024



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

There were only six technical events reported in February, meaning technical events were below target this month. The reports were as follows:

No.	Fault	Type
1	Radio communications failure (RCF)	piston
1	Door opened in flight	piston
1	Avionics fault	turbine
1	Unspecified technical fault	jet
1	Brake failure	piston
1	flat tyre	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

FEBRUARY 2024



WILDLIFE STRIKES (VOLUNTARY, MEDIUM RISK, AGA)

There were only three wildlife events reported in February, all at FYWH. This is positive for the middle of the rainy season, however the previous two years do show a similar trend.

Wildlife	Events and near misses		
No.	AD	Phase	Details
2	FYWH	Departing	Bird - Unknown
1	FYWH	Landing	Bird - Unknown

	JAN	FEB	MAR	APR	MAY	JUNE	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
2024	8	3											11
Rate per 1000	2.0424	0.7862											
2023	5	3	6	3	3	4	2	2	2	5	5	2	42
Rate per 1000	1.3459	1	1.3983	0.6964	0.6233	0.966	0.4708	0.4377	0.5251	1.1922	1.1161	0.5	
2022	2	2	4	5	5	9	8	1	1	3	3	7	50
Rate per 1000	0.8464	1	1.1261	1.2723	1.3082	2.35	1.8771	0.2185	0	0.6789	0.6837	1.9252	
2021	5	12	18	5	9	9	0	7	0	6	3	0	74
Rate per 1000	2.8637	7	8.1227	2.0517	3.7453	4.223	0	2.7778	0	1.8553	0.8352	0	

SAFETY OCCURRENCES

FEBRUARY 2024

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

The following table shows eight go around and diversion events for February.

It is noted that windshear can be a factor on many of these events and NCAA is partnering with UNAM doctorate students to look into patterns with respect to this issue.

No.	Details	Intended
1	Diversion due to airport HOD	FYWB
1	Diversions due to weather	FYLZ
2	Go arounds due to windshear or strong winds	FYWE
4	Go Around due to unstable approach	FYWH, FYWE

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

The following ATS / MET related events were reported in February.

ANSP	Fault	Area
1	Non-adherence to slot times	FYWH
1	Temp/Dew point display U/S	FYWE
1	AFTN Fault	FYWF
1	Calibration of approach without notice to ATS	FYWH
1	Power failure while UPS was being serviced	FYLZ
1	VOR unserviceable	FYWH
1	No daily NOTAMs prior to AIM sign-on (hazard)	FYWF
MET	Fault	Area
2	No TAFs (hazard)	FYWF

Of note, the TAFs are missing currently for early sign-on due to reduced hours of NMS services. NCAA has received a corrective action plan on this hazard, including correcting the omission on published hours and ensuring Met. officers give priority to issuance of TAF after arrival, while they are attempting to address the root cause, lack of manpower.

Non-adherence to slots was raised with ATS.

SAFETY OCCURRENCES

FEBRUARY 2024

FAILING TO GIVE WAY ON APRON (MANDATORY, **MEDIUM RISK**, AGA)

An ARFF truck failed to give way to an aircraft taxiing. The event happened on the apron where ATS does not have any control of vehicles or traffic. *AGA is investigating.*

AERODROMES (VOLUNTARY, **LOW RISK**, AGA)

There were three other airport events:

- Loose stones were encountered on the manoeuvring area, the airport operator was advised. *Airport operators must ensure the regular inspections are vigilant.*
- An apron security fence was deemed too close to taxiway not to have guidance lines and bays marked. *AGA is addressing with the airport operator.*
- A hazard was raised that a very busy airport did not have a functioning SMS. *It would be essential due to the frequent incidents and hazards at this airport and the airport operator is addressing.*



SAFETY OCCURRENCES

FEBRUARY 2024

FUEL CAP MISSING (MANDATORY, MEDIUM RISK, OPS)

A pilot, while refuelling in preparation for a flight, decided to fuel themselves while the fueller was occupied with another task. Because he refuelled himself, he omitted the second check of caps always completed by pilots after refuelling. Unfortunately, one of the caps was not replaced, however luckily there was enough fuel for the flight and no further incident occurred.

The pilot and operator suggested the following mitigations: (1) Don't refuel yourself unless absolutely necessary. (2) Always do a second check. (3) Put the fuel cap in your pocket if you refuel since then you will know for sure if you leave it off. (4) Don't be pressured by passengers' arrival, and wherever possible ensure to leave yourself plenty of time for this.

While the pilot found the fuel cap on the runway again after flight, the report is commended as this a great example of a self-reported error which others can learn from.

TAXI INTO PARKED AIRCRAFT (MANDATORY, MEDIUM RISK, OPS/AGA)

An aircraft was taxiing into the parking bays through a congested area around a maintenance base. There were two parked aircraft positioned tightly on each side of the aircraft. While steering clear of one, and thinking they were clear of another, the pilot impacted the rudder of the parked aircraft with his wingtip. The damage to the control surface was substantial and classed as an accident.

The parking areas at FYWE can be particularly congested at times, if in doubt, always shut down and push the aircraft clear, even if you have passengers, - rather have little bit embarrassment than major regret!

SAFETY OCCURRENCES

FEBRUARY 2024

ILLEGAL GAME CAPTURE (HAZARD, **HIGH RISK**, OPS)

The Ministry of Environment, Forestry, and Tourism (MEFT) identified a hazard in that some operators were receiving permissions to conduct game capture, while they were using pilots and operators who did not have the required NCAA approvals.

As a result of this hazard raised, MEFT have implemented a new check on their forms so that the operators and pilots need to provide their license, ratings, and certificates. NCAA has assisted them in identifying what type of approvals are required. This is an important hazard that has been observed since working with game is perhaps one of the most risky operations in helicopter flying and hence appropriate ratings, a commercial license, and in most cases an air operator certificate are required, operating below this level of safety is extremely hazardous.



INTERNATIONAL OCCURRENCES

FEBRUARY 2024

AIR PROXIMITY EVENT (MANDATORY, **HIGH RISK**, OPS/ANS)

An erroneous instruction to climb through another aircraft's level resulted in two wide-bodied aircraft having a near mid-air event. The crew followed TCAS instructions and narrowly averted a disaster.

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



RUNWAY INCURSION (MANDATORY, **HIGH RISK**, OPS)

A Boeing 747-800 received a cancelled take-off clearance due to a storm, while an Airbus 320 was cleared to cross in OR Tambo Airport, Johannesburg. The B747 appeared, erroneously to initiate takeoff. Luckily this occurred in VMC conditions and the B747 saw the other aircraft. Reaching approximately 30kts before exiting via a high speed exit.



SAFETY ARTICLE:

OPERATIONAL SAFETY AUDITS

The Line Operated Safety Audit (LOSA) and Normal Operations Safety Survey (NOSS) or any variation of these whereupon normal operations are observed for threat and error management are a great way to ensure quality and safety has continual improvement and to pick up latent hazards based on the use of threat and error management techniques during normal operations.

The essential elements of LOSA and NOSS are that the observations are of normal shifts (not training or tests) and a no-jeopardy concept for crews or operational personnel (ATS, ground crew, cabin crew) is applied. Additionally, observers must be operational personnel working in the field being audited, for example, pilots audit pilots, ATC audit ATC, etc.

While LOSA originated in the cockpit, as is demonstrated with the ATS version, NOSS, it can be adapted to any operational role as part of the operational checks and threat and error management.

Typical observations during these audits would involve areas such as:

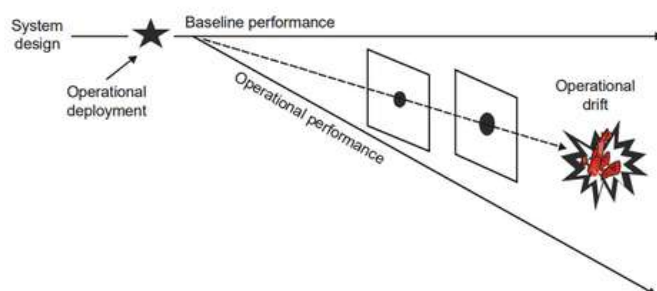
- potential threats to safety;
- how the threats are addressed;
- the errors such threats generate;
- how flight crews manage these errors;
- specific behaviours that have been known to be associated with accidents and incidents.

There is various guidance material available for LOSA, for example ICAO supported LOSA in the ICAO Doc 9803 and FAA in Circular AC 120-90. There is a draft NOSS manual also in the pipeline and a short search online will provide you with many examples of checklists to build your implementation on.

Why not try to develop operational observation based safety surveys in your operation?

More information can be found at <https://www.skybrary.aero>

Progress in Safety — Success and Failure



NCAA Updates

NCAA again, 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.



Document Updates

The approaching audit has seen many TGM updates internally within NCAA which will in turn result in more compliant, safer, and improved services for industry.

NAMCATS 61, 65, 66 and 67 have begun circulation for final approvals.

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 developed a short survey, please do take a few minutes to fill it in here:

[NCAA Safety Bulletin Survey.](#)

