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MARCH
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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March 2024

In March 2024, there were 61 safety reports filed, with the majority, 54, low risk, hopefully this is a positive trend in our reporting system. There were five medium risk and three high risk events, namely a hard landing (due to trending as a frequent event), low level aerobatics, and an air-prox event.

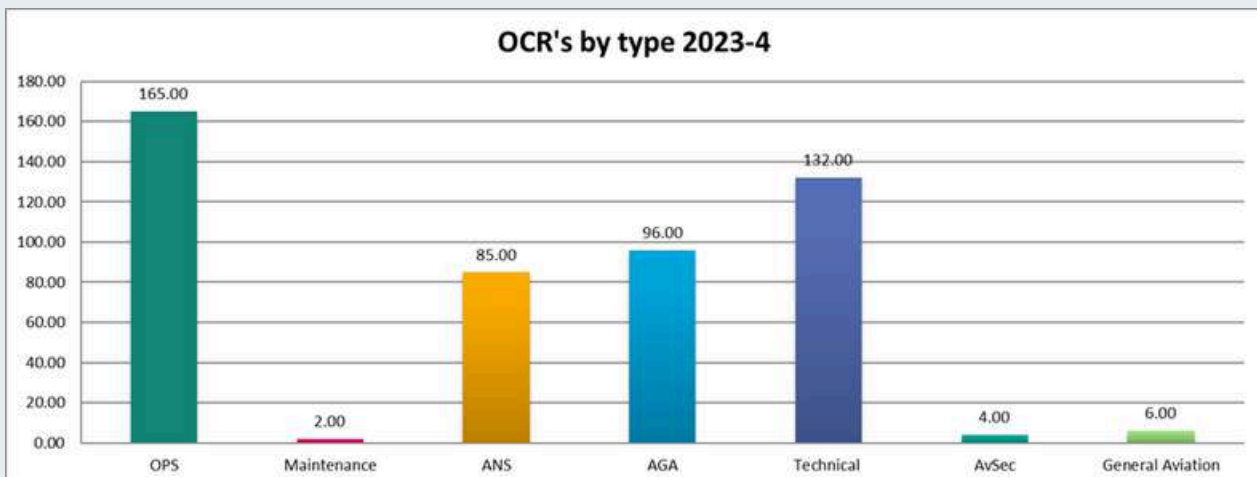
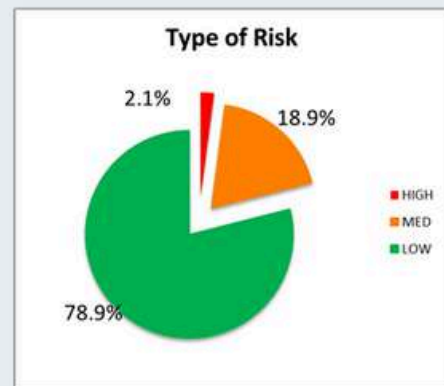
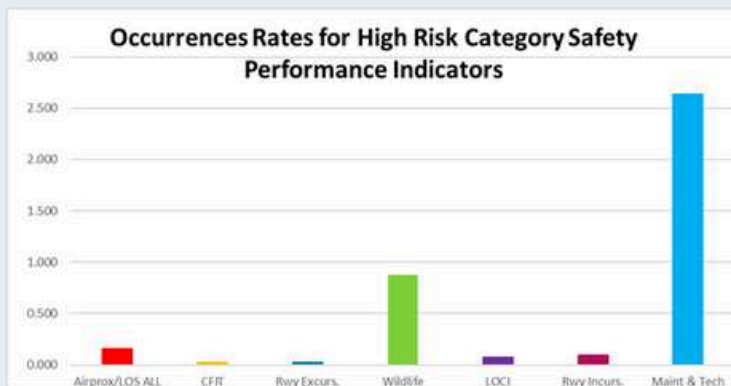
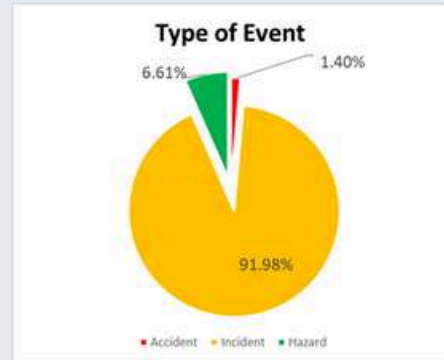
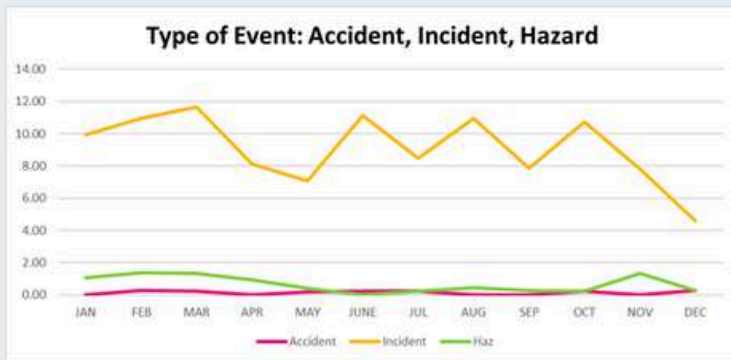
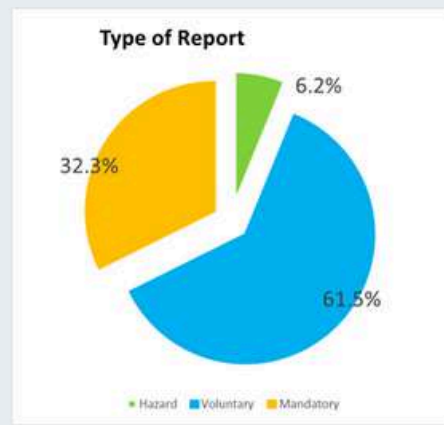
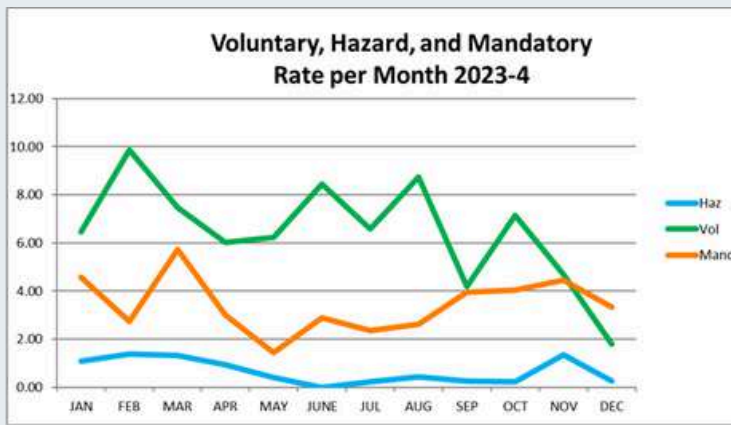
The hard landing event was classified as an accident as there was substantial damage to the aircraft involved.

In March NCAA received 34 voluntary reports, including six hazard reports, and the remaining 28 were mandatory reports, 23 of these were maintenance events.



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

First and foremost a big thank-you and congratulations to our Namibian aviation community on the ICAO USOAP audit results, we can all pat ourselves on the back for an outstanding 72%, however this is not where we rest on our laurels, we shall continue to put maximum effort into closing corrective action plans and working towards the next event.

Key aspects of the audit process that NCAA will address include staff retention and training, whereupon a new retention policy has been approved and the board has been advised of the need to ensure minimum calculated capacity in each department. Another key factor is the A-MET (aviation meteorology) services. Because of shortcomings NCAA plans to elevate the issue of A-MET availability to the Ministry.

Throughout the audit process NCAA has published numerous internal TGMs, the Aviation Disaster Management Plan, several NAMCATS, and two directives, all which contribute to improved safety standards and oversight.

March also saw preparations for a full board meeting whereupon the quality policy is to be discussed, which will be the basis for embarking on our ISO 9001 accredited quality system.

Coming up in April I am pleased to announce that I will be speaking at the Aviation Week Africa on the 22nd to 23rd of April in Zambia, with the theme Uniting Skies, Advancing Collaborative Synergy. Registration is available on the event's website here: <https://aviationweekafrica.com>

NCAA will also be supporting development of our aviation sector through AviaDev scheduled to be held from the 19th to the 21st June in Windhoek. Watch this space for more developments on this front.

Finally in alignment with our new catch phrase, we will be working this year to help industry improve compliance with proactive auditing and excellence in safety standards.

Safety in Flight, Confidence in Compliance!



**YOUR VIGILANCE IS THE
LAST LINE OF DEFENCE!**



HOW TO REPORT???

NCAA felt for sure we were really getting the message across about how to report. However alas, last month there was more than one query received about how to report!

So herewith a quick reminder:

1. Follow the link on the top right of the website (www.ncaa.com.na) and copied here:

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

2. Email us at incidents@ncaa.na

3. While for emails ideally you should submit either form FSS-GEN-FORM 014 or your company's NCAA accepted form from your SMS, we value the content far more than the format itself, so if you have a report in any form, especially a hazard report, just drop us a line and we will look into it.

And finally, PLEASE share this bulletin with all your fellow aviators so we all get the picture!



Safety Performance Indicators 2024

SPIS

March saw very high numbers of maintenance events. It is hard to say whether it is because more events are being reported or there are issues with maintenance. We will be featuring more about preventative maintenance in coming issues. Wildlife continues to be low. There were additionally two loss of separation events and one runway excursion amongst the HRCs.

Please note the figures are provided as a rolling total.

	Airprox/LOS A CFIT		Rwy Excurs.	Wildlife	LOCI	Rwy Incurs.	Maint & Tech
50738 Average	0.157	0.021	0.040	0.878	0.075	0.096	2.634
3917 JAN '24	0.000	0.000	0.000	2.042	0.000	0.000	2.553
3816 FEB '24	0.262	0.000	0.000	0.786	0.000	0.000	3.669
4543 MAR '23	0.440	0.000	0.220	0.660	0.000	0.000	5.063
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

"Always think "What if?", then you will always be prepared." Anon

Stay Safe!

Reporting

SAFETY OCCURRENCES

MARCH 2024



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

There were a large number of technical events reported in March, however there was a significant increase in overall reporting. Nevertheless we will address issues such as preventative maintenance in coming months. The reports were as follows:

No.	Fault	Type
2	Radio communications failure (RCF)	piston
4	Gear fault	piston
3	Flat tyre	turbine, piston
4	Unspecified technical fault	turbine, piston
2	Partial power loss	piston
1	Spoiler fail message	jet
1	Main blade fail (on maintenance check)	turbine
1	Engine fault (on maintenance check)	turbine
1	Alternator fault	piston
1	Brake fail	piston
1	Oil loss during flight	piston
1	Nose wheel shimmy	turbine
2	Water in fuel	piston

SAFETY OCCURRENCES

MARCH 2024



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

Of note two incidents of game on the runway were logged at FYRW, Keerweder, pilots to exercise caution.

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

The below table shows rates per 1000 movements as of the end of March.

YEAR	JAN	FEB	MAR	APR	MAY	JUNE	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
2024	2.042	0.786	0.660										
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

MARCH 2024

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

The following table shows go around and diversion events for March.

No.	Details	Intended
1	Diversion due to runway blocked	FYNG
4	Diversions due to weather	FYWB, FYOG, FYWE*
4	Go arounds due to windshear or strong winds	FYWE
3	Go Around due to unstable approach	FYWH, FYOA, FYEI
1	Go Around due to glide slope scalloping	FYWH
	*Due to suspended RNP approach	

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

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

ANSP	Fault	Area
1	FNLU communication link down	FYWF
1	Coordinate fault on NOTAM	FYWF
1	Mains fault	FYLZ
2	Tower / shift unmanned	FYWF, FYLZ
1	Improper sequencing	FYWE, FYWB
MET	Fault	Area
1	No TAFs during hours of duty (hazard)	FYWF
4	Weather display fault	FYWE, FYWB, FYWH
1	Weather server down, no MET information	FYWF

While we continue to have a large number of technical faults these are in the process of being addressed.

SAFETY OCCURRENCES

MARCH 2024

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

There were 7 airport events as follows:

No.	Fault	Area
2	FOD	FYWE, FYSL
1	Loose stones on manoeuvring area	FYKM
1	Pothole on taxiway	FYWE
2	landing outside hours	FYWB, FYWE
1	Blasting without NOTAM	FYWB

All events have been notified to airport owners or operators and are being addressed.



SAFETY OCCURRENCES

MARCH 2024



POOR OR ABSENT RADIO PROCEDURES (MANDATORY, **MEDIUM RISK**, OPS)

There were two instances of poor radio communication in the Sossusvlei special rules area.

All operators and pilots, especially those conducting operations in high density VFR traffic areas, are reminded of the importance of not only see and be seen but hear and be heard. Aircraft have many blind spots and additionally closing time for converging traffic from the time of visual contact is very brief. Make sure you use proper radio calls at all times.

SAFETY OCCURRENCES

MARCH 2024

PRECAUTIONARY LANDING (MANDATORY, MEDIUM RISK, OPS)

A non-type certified aircraft made a successful precautionary landing following a partial power loss, traced to a faulty fuel pump wire.

It is noted with respect to this event, that a second aircraft flying enroute with the affected aircraft, preceded to land, embark the passenger, and takeoff again. It is of serious concern that a pilot would risk endangering themselves and their passenger by landing and taking off on an unprepared surface. Landing and taking off on unprepared surfaces is only with strict prior approval, inclusive of a risk assessment, or in the event of an emergency which you have experienced, not in the case of an emergency of someone else!

AIR-PROX UNCONTROLLED (MANDATORY, HIGH RISK, OPS/ANSSO)

On the descent into a manned airport through uncontrolled airspace, an aircraft was not provided with sufficient traffic information, leading them to determine their own evasive manoeuvre. While it was uncontrolled airspace, it is helpful if as much information as possible is passed to traffic, even with recommendations.

HARD LANDING (MANDATORY, HIGH RISK, OPS)

A non-type certified aircraft experienced a hard landing, collapsing the undercarriage and the aircraft ended up on it's side with substantial damage.

See more about avoiding landing and takeoff accidents on page 18.

SAFETY OCCURRENCES

MARCH 2024

POOR AIRMANSHIP (VOLUNTARY, MEDIUM RISK, OPS)

During manoeuvring an aircraft had no regard for fellow aircraft parked at the field, blowing sand and dust towards the parked aircraft potentially causing damage.

Pilots are cautioned to take care when taxiing and always consider other aircraft, sand and dust can cause blocked air filters or damage to a turbine.



NON ADHERENCE TO CLEARANCE (VOLUNTARY, MEDIUM RISK, OPS)

A pilot became distracted on approach and omitted to get a landing clearance. In another incident a pilot was cleared for left downwind and joined right downwind, crossing the centreline.

Both events are commended for self-reporting. In the case of the second event always remind yourself if you get a clearance that doesn't quite make sense, for example crossing the centreline, to double check you have the details correct, and always write down clearances.

SAFETY OCCURRENCES

MARCH 2024

PARTIAL POWER LOSS (MANDATORY, MEDIUM RISK, AIR)

A training aircraft experienced a partial power loss after takeoff. The pilot immediately closed the power and landed back on the runway. On investigation it was determined that the engine was heat soaked (at an extremely high temperature affecting all components) from standing too long at the holding point.

FIRE IN WHEEL WELL (MANDATORY, MEDIUM RISK, AGA)

A scheduled flight picked up FOD, a piece of newspaper, which got stuck in the wheel well and after landing this caught fire. Fortunately, the engineer quickly extinguished the fire using the halon fire extinguisher from the aircraft while the first officer attended to the passengers. Thanks to quick actions there was no damage.

While potentially catastrophic this event is medium as it is the first report in over three years.

LOW LEVEL AEROBATICS (MANDATORY, HIGH RISK, OPS)

A witness reported low level aerobatics in FYSM.

This is considered high risk as it is not the first report and, on investigation, it reportedly happens regularly, however, reports do not always reach us. Low level aerobatics without an approval is extremely hazardous and is treated as a blatant violation where, if confirmed, enforcement action is required, which can include the suspension of a license.

INTERNATIONAL OCCURRENCES

MARCH 2024

LOC-I DUE TO WINDSHEAR (MANDATORY, MEDIUM RISK, OPS)

An Airbus A340-600 in the cruise northbound over the Swiss Alps received an overspeed warning after encountering an unexpected wind velocity change but the crew failed to follow the prescribed response procedure. This led initially to a climb above their cleared level and further inappropriate actions were then followed by PAN and MAYDAY declarations as control of the aircraft was briefly lost in a high speed descent to below their cleared level.

The operator subsequently enhanced pilot training realism by providing it in a simulator configured for the aircraft variant operated and introduced 'upset recovery training'.

It is also noted that there were three events of severe in-flight turbulence this month causing injuries to some passengers and cabin crew, reminding us of the essential advice to wear your seatbelt when seated!

ENGINE FAILURE (MANDATORY, MEDIUM RISK, AIR/OPS/PEL)

A Cessna 208B Grand Caravan crashed on takeoff following an engine failure. Two of the three onboard died.

After takeoff, when the engine failed, the pilots attempted an emergency landing on the opposite threshold. The aircraft collided with the ground.

This is a reminder, while the "impossible turn" might be possible with a great deal of training in the manoeuvre and a great deal of skill, if you have not practiced it, remember the adage, let your superior judgement take you somewhere that avoids using your superior skill.



SAFETY ARTICLE:

FUEL BEST PRACTICES

When it comes to fuel there is few things more dangerous than mismanagement or poor practices. Here are some helpful hints for you to keep in mind:

- **Fuelling:** Be present every time your aircraft is fuelled if at all possible, for drum fuelling this is an absolute must; Check fuel grade, quantity, and tanks to be filled, check caps and drain after fueling. Avoid fueling yourself unless you are the only one present. If you are fueling yourself and the caps are not attached, consider to put it in your pocket so you will know if you left it off.
- **Know what's in your tanks:** Always check for water or contaminants and verify they are filled with the proper fuel grade during the pre-flight checks.
- **Endurance:** Determine available fuel in hours and minutes instead of gallons and pounds. Recalculate range and endurance half hourly to maintain adequate fuel reserves.
- **Lean the Mixture:** to achieve the best performance, range, and endurance - the ear is a very good back up instrument for this purpose.
- **Know the fuel system:** Understand how and when to use boost pumps, auxiliary tanks, and fuel transfer pumps.
- **In-flight Management:** Consider using a timer to remind you to switch tanks during flight. Log your fuel used and remaining on each tank on your navigation log. Take-off and land on your fullest tank, switch tanks before reaching circuit altitude.
- **Low Fuel:** Land as soon as possible if you're low on fuel. Don't be afraid to divert if you need to, better safe than sorry.
- **Reserves:** Aim to land with at least one hour of fuel. If there is less than legally required final reserve, you are required by law to declare a fuel emergency for priority handling.

Remember, with respect to fuel, just like the adage of gear: *without proper planning: there are those that have and those that will!*



SAFETY ARTICLE:

LOSS OF CONTROL DURING TAKEOFF AND LANDING



Let's face it, takeoff and landing are the two most difficult parts of flying, the closer we are to the ground the more potential danger there is. These phases are referred to as critical phases for a reason.

Here are some tips for keeping safe and reducing your risk of a takeoff or landing accident:

- Flight preparation always starts on the ground. Make sure both your maximum weight and the centre of gravity are within limits before every flight. Incorrect weight and balance will significantly affect your takeoff and landing performance
- Practice to proficiency regularly - flying from A to B doesn't give you well rounded takeoff and landing skills, consider doing circuits now and then to ensure your skill remains peak during these critical phases.
- Keep current: even experienced pilots can come unstuck if they are not current. While the Air Law stipulates three takeoffs and landings every three months, this is an ABSOLUTE MINIMUM, to keep your skills at the level that you are capable of dealing with adverse conditions and avoiding a loss of control event, it is essential to fly regularly.

SAFETY ARTICLE:

LOSS OF CONTROL DURING TAKEOFF AND LANDING

- Don't be afraid to contact an instructor and do some circuits, err on the side of caution when thinking about this option, and if you decide to do training with an instructor work on difficult conditions such as short field and crosswind techniques.
- Don't be afraid to go around or abort, build this into your takeoff and landing self brief. Aborting a bad situation will prevent a worse one.
- Know your aircraft performance - be sure you know thoroughly your performance speeds for various flap settings and weights - too high or too low speeds can have disastrous effects. When calculating distances ensure you take into account the density altitude.
- Fly a stable approach - approaching at the right speed and slope are significant contributing factors to a good landing.
 - Use good crosswind technique when faced with a crosswind and be prepared for gusts.

There are some great videos and texts on take off and landing issues in the following link:

<https://www.aopa.org/training-and-safety/air-safety-institute/safety-centers/takeoffs-and-landings>

And some further reading:

<https://medium.com/faa/10-tips-for-safer-takeoffs-and-landings-1150fc91ef58>

[GAJSC Loss of Control Workgroup Report](#)



SAFETY ARTICLE:

UNSUNG HEROES OF NAMIBIAN SKIES

Air traffic controllers play a crucial role in ensuring the safe and efficient movement of aircraft within controlled airspace and on the ground. These professionals use radar, communication systems, and their expertise to guide planes during takeoff, landing, and en-route phases, preventing collisions and maintaining order in the skies. With a high level of responsibility, air traffic controllers must stay alert, make quick decisions, and communicate effectively to ensure the smooth flow of air traffic. They provide a pivotal multifaceted role in ensuring the safety and efficiency of air travel. Their key responsibilities include collision prevention, monitoring aircraft movement and emergency response.

They work in well-equipped control centers, utilizing state-of-the-art electronic equipment and navigational instruments. The nature of air traffic control is such that it operates around the clock, necessitating controllers to work in shifts to maintain seamless aviation operations.

Air traffic controllers are the unsung heroes of the aviation industry, and their role in Namibia is no exception. They are known for their rigorous training, high level of professionalism, and dedication to safety. They work around the clock, employing state-of-the-art technology to monitor air traffic, communicate with pilots, and provide vital information about weather conditions, air routes, and potential hazards. Their work ensures that every takeoff and landing is as safe as possible, thereby safeguarding the lives of passengers and crew alike.

By managing flight schedules, minimizing delays, and optimizing air routes, they play a crucial role in ensuring that the aviation sector operates smoothly. This not only benefits airlines by improving turnaround times and reducing fuel consumption but also enhances the overall passenger experience by ensuring timely arrivals and departures.

The strategic location of Namibia, bordering the South Atlantic Ocean, places it on key air routes between Southern Africa and Europe, as well as connecting to other continents. This positions Namibia as a critical hub in the global air traffic network, with its air traffic controllers playing a vital role in managing the intersection of numerous international flight paths.

SAFETY ARTICLE:

UNSUNG HEROES OF NAMIBIAN SKIES

In addition to their day-to-day responsibilities, air traffic controllers are also pivotal in emergency situations. Their expertise and calm under pressure can make the difference in critical moments, providing guidance to pilots and coordinating with emergency response teams to handle incidents with the utmost efficiency and care. Their contribution to Namibia's aviation industry and to the safety and well-being of the flying public cannot be overstated. As ambassadors of the sky, they embody a spirit of excellence, dedication, and unwavering commitment to safety. Their role is indispensable in maintaining the high standards of aviation safety and efficiency that Namibia is known for, making them true heroes of the skies.

Continuous upliftment

The Namibia Civil Aviation Authority (NCAA) Executive Director Ms Toska Sem, said the NCAA takes immense pride in their team of over 50 highly trained air traffic controllers. "These professionals are the cornerstone of the NCAA, the regulatory body operating under the Ministry of Works and Transport. The NCAA assumes a momentous role in upholding the safety and security of civil air operations within the expanse of Namibia's airspace, while simultaneously providing vital air navigational services to every airspace user", said Ms Sem.

The NCAA ED further emphasised that the professionalism, competence and dedication of Namibian air traffic controllers not only contribute to the protection of Namibian skies but also to the advancement of their air traffic management system. Ms Sem said that the NCAA remains steadfast in its commitment to supporting and empowering air traffic controllers, ensuring that they have access to continuous training, cutting-edge equipment, and a conducive working environment.



Written by :

Maggie Forcelledo Paz, for FlyNamibia Magazine

SAFETY ARTICLE:

UNSUNG HEROES OF NAMIBIAN SKIES

Testimonials

Ms Tuahangauka Mbijezuva Hengari, Air Traffic Controller Approach Radar, has been in the industry for 12 years. She says she always wanted to be a pilot, having been fascinated by aircraft since childhood. Hengari says the decision to become an Air Traffic Controller was made with excellent intentions. "Not by chance", she says. "Thanks to extensive exposure to the aviation industry and a mentor from within, I was exposed to the profession of air traffic controller, which is a fascinating and unusual vocation. The complexity of my chosen employment is what I value the most; as a strong-willed individual, I enjoy being challenged since it allows me to grow and realize my full potential", said Hengari



"The position is worthwhile to pursue because it allows me to lead aircraft to their final destination in a timely and safe manner. Of course, another advantage of having this job is the flexible working hours. As an air traffic controller, I, like the majority of others, have reached the peak of my profession. In addition, I'd like to go into human factors in aviation in greater depth, with a focus on Namibian aviation", Hengari explained.

15 Years in the industry, Mr Nghidipohamba Mokaxwa, Air Traffic Controller Area Radar, said he became an Air Traffic Controller because it is a unique job and requires one to always think on your feet, more like playing chess. Mokaxwa says the hours are flexible and as a shift worker one can pursue other interests. "Nothing is ever the same and always using different methods to achieve your separation and be more expeditious with your traffic. As with most people, career goals are always to climb up the corporate ladder into management and become an industry expert", said Mokaxwa.

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Maggie Forcelledo Paz, for FlyNamibia Magazine

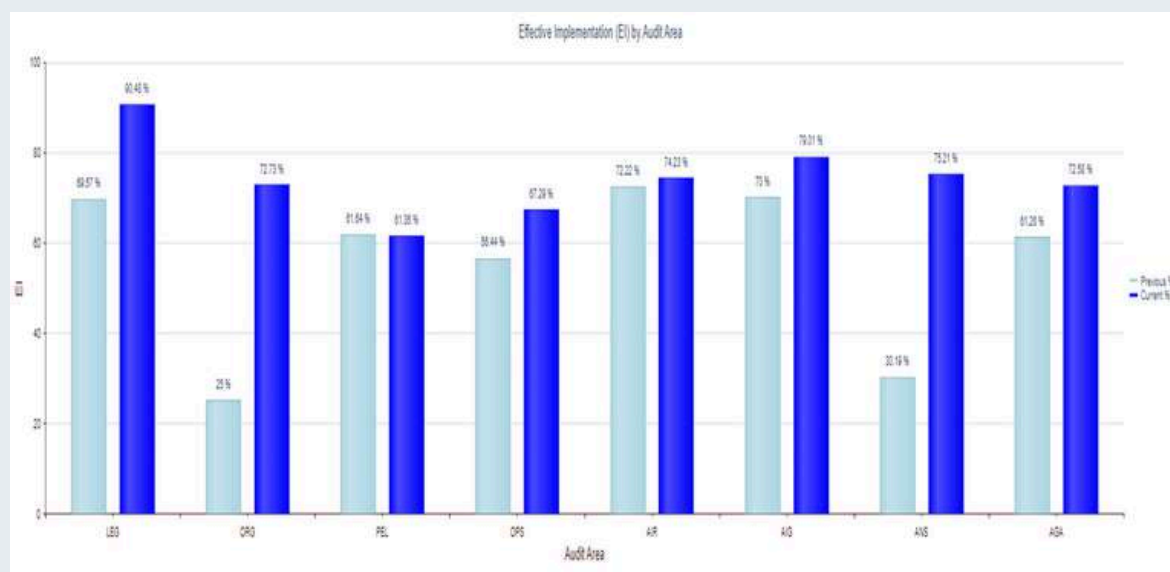
NCAA Updates

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.



Congratulations Namibia!

A big well done on the realm of USOAP CMA. Namibia achieved 72% EI all round and the below charts give a picture of how the results were spread.



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

