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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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Safety data trending is essential in aviation safety. Only with adequate data on proactive and reactive mechanisms can we move towards prediction. By analysis of key events and processes through appropriate metrics we can grow and develop - moving closer to achieving our goal of maximum achievable safety levels and minimum undesirable events.

April 2024

April brought about a very quiet month for occurrences with only 32 events filed, with over 4500 hours flown this is the lowest report rate since December 2023.

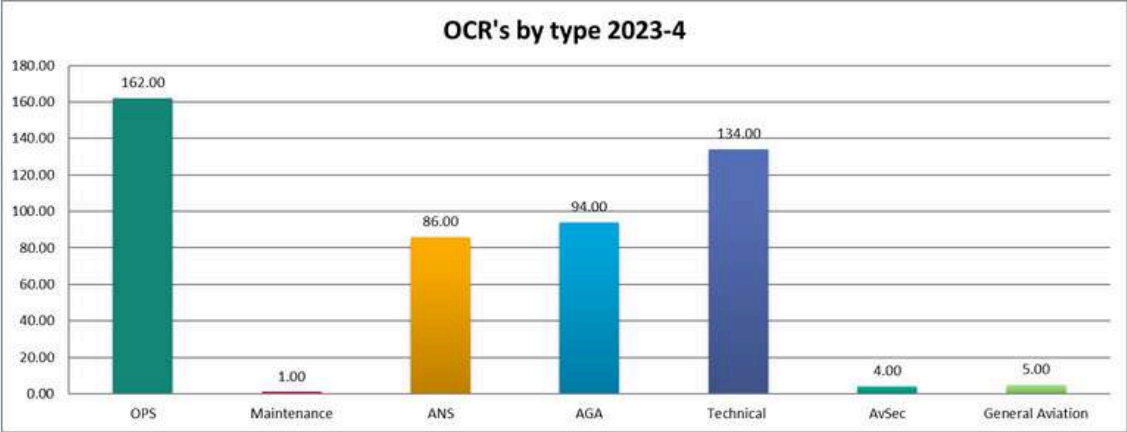
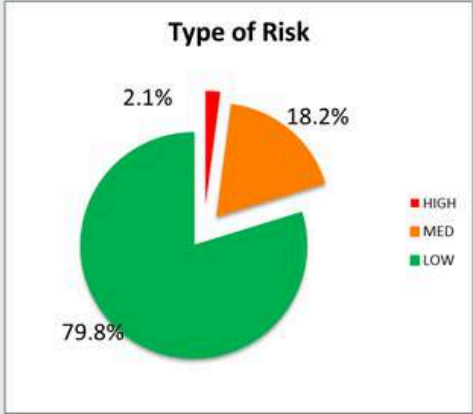
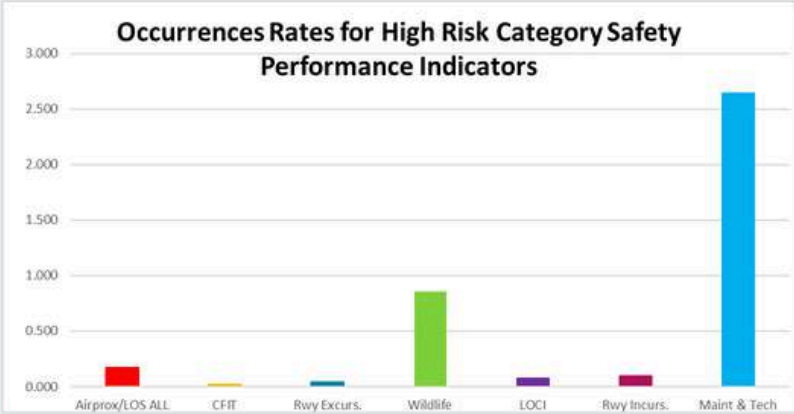
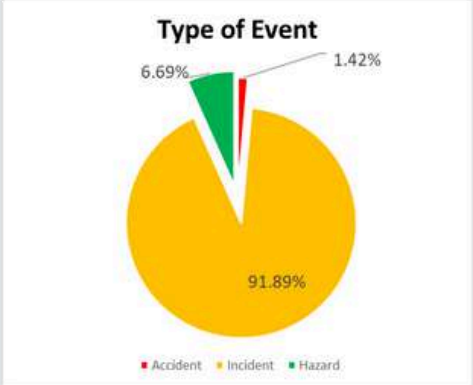
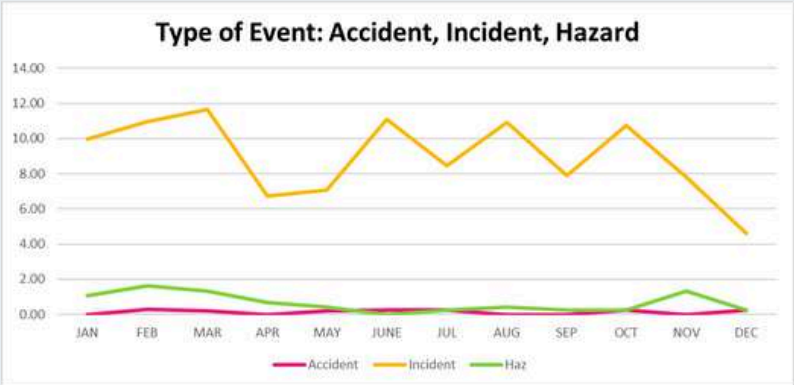
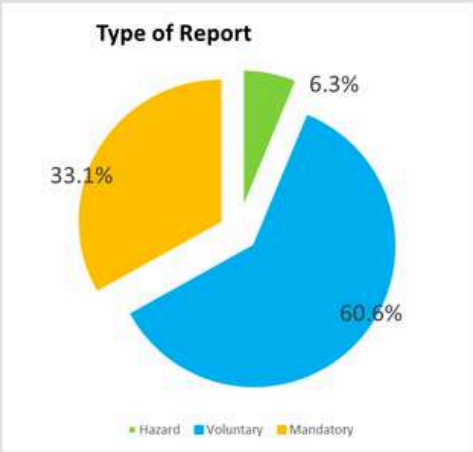
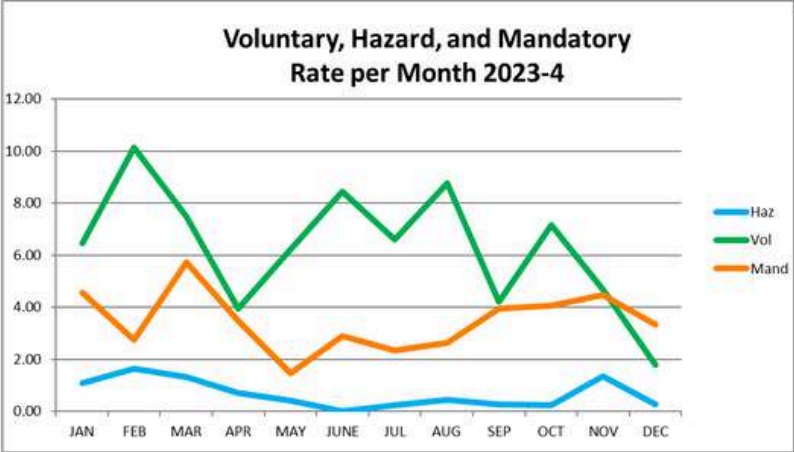
There were **six medium risk** events, including two loss of separation events, three bird strikes, and an in flight shut down. There were **no high risk events**.

The total breakdown of report type included **17 voluntary reports**, including **three hazard reports**, and the remaining 15 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



[ICAO ESAF Aviation Meteorology Workshop 4-6th June](#)



SAFETY CULTURE

In response to discussion and activities of the State Safety Programme Steering Committee and associated technical committee, NCAA has established a safety culture survey which is available here:

[Safety Culture Survey](#)

We are all reminded that safety management is an active system and requires full participation by everyone within an organisation for significant success. Accidents don't just happen by accident, normally there are organisational issues and the more we all work together on our respective systems and share lessons learned with others within the

sector the more our industry will reap the benefits of improved safety standards and reduced accident rates.



SAFETY NEEDS YOU!

April was an exciting month with lots of post-audit activity.

We can be proud of NCAA's nomination for best CAA in Africa at Aviation Week Africa. This prestigious nomination exposes Namibia as a CAA of excellence expounding on our safety record accomplished by the USOAP audit. This in turn promotes increased tourism as travel benefiting our entire industry. While we did not win, it was an honour to be nominated and placed on a regional pedestal as an example for other regulators.

The event was also fruitful in forging ongoing relationships with the Zambia Civil Aviation Authority and Air Navigation Services Provider. Their strategic alliance means shared knowledge and improved safety for both entities. We will join forces with these bodies to share resources and furthering both our capacities, including but not limited to the exchange of inspectors, information, statistics, and lessons learned.

April also brought forth the congregation of the four board committee meetings with a full board meeting, whereupon NCAA received strategic guidance from this stalwart leadership. The board meetings culminated in the approval of several crucial policies, one of particular note is the NCAA Quality Policy, which will pave the way for the implementation of a full quality system.

In April we were also pleased to receive an invitation to host the ICAO ESAB Aeronautical Meteorology Workshop between the 4th and 6th of June. An important regional event fostering collaboration and sustainability. The event will include a keynote address by our Honourable Deputy Prime Minister and Minister of Works and Transport. The ICAO ESAB Regional Director will also conduct an opening address and I have the pleasure of meeting with her personally to discuss key strategies.

We are further assisting Namibia Airports Company in preparing for AviaDev, soon after, on the 19th to the 21st of June, an exciting regional event that will help Namibia foster collaboration and growth in our aviation sector.

Yours in safety, Ms Toska Sem, Executive Director



Safety in Flight, Confidence in Compliance!

Safety Performance Indicators 2024



Another positive month for HRC events. There were two loss of separation events which are detailed in the safety occurrences section. In both cases, we are reminded of the critical importance of not letting complacency creep into our operations. Our year-to-date rolling total shows six of the seven monitored categories below target. Maintenance continues to be a common thread, however, aging fleets are a significant contributory factor.

Please note the figures are provided as a rolling total.

	Airprox/LOS A CFIT		Rwy Excurs.	Wildlife	LOCI	Rwy Incurs.	Maint & Tech
51072 Average	0.173	0.021	0.040	0.856	0.075	0.096	2.640
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 '24	0.440	0.000	0.220	0.660	0.000	0.000	5.063
4642 APR '24	0.431	0.000	0.000	0.431	0.000	0.000	2.154
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



Safety Thought for the Month

"A superior aviator uses their superior judgement to avoid using their superior skill." Anon

Stay Safe!





As we celebrate the International Flight Attendant Day, the Namibia Civil Aviation Authority extend our heartfelt appreciation for your dedication and professionalism. As ambassadors of Namibian hospitality, you play a vital role in ensuring the comfort and safety of passengers worldwide. Thank you for representing our nation with warmth and excellence in the skies.

The dedication and high standards of our experts in these arenas does not go unnoticed.



SAFETY OCCURRENCES

APRIL 2024



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

Of note there was another uneventful in flight shutdown. Further there was four unspecified in flight turn backs - pilots please do specify the technical faults when you require a diversion, and remember to file your own report on the matter too.

The reports were as follows:

No.	Fault	Type
1	Gear fault	piston
2	Flat tyre	turbine, piston
4	Unspecified technical fault	turbine, piston
2	Electrical failure	turbine, piston
1	In flight shut down due to power loss	turbine
1	Door unlocked	turbine
1	fuel leak	piston

A disturbing trend continues in that our maintenance service providers and aircraft operators do not always adhere to the requirements in NAMCATS-SMS-140, Appendix A regarding reportable occurrences. It is noted that there is a number of pages related to airworthiness defects that require reporting, and rather than look the lengthy list up every time, remember if in doubt report!

SAFETY OCCURRENCES

APRIL 2024



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

Continued low numbers of bird strikes were reported in April.

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

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

YEAR	JAN	FEB	MAR	APR	MAY	JUNE	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
2024	2.042	0.786	0.660	0.464									
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

APRIL 2024

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

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

No.	Details	Intended
8	Diversions due to weather	FYWH, FYOG
3	Go Around due to unstable approach	FYWH, FYOG
1	Go Around due to traffic	FYWE

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

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

ANSP	Fault	Area
1	Topsky and landline unserviceable	FYWB
2	Static on tower frequency	FYWE
1	Strip printer unserviceable	FYWF
MET	Fault	Area
2	Weather display fault	FYWE

AERODROME RELATED EVENTS (MANDATORY, **LOW RISK**, AGA)

The following Aerodrome related events were reported in April.

No.	Fault	Area
1	Loose stones on manoeuvring area	FYWE
1	Pothole on taxiway	FYWE

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

SAFETY OCCURRENCES

APRIL 2024

DOUBLE TRANSMISSION (MANDATORY, MEDIUM RISK, OPS)

At FYRW, a busy unmanned airfield one aircraft was joining while another was departing. Each heard the other's first transmission however nothing was heard further. Each assumed the other was further away than they actually were however, neither confirmed. On reviewing both reports it appears that there was a double transmission, since both aircraft reported making a second call indicating intentions but neither heard the call.

A solemn reminder, lest we not forget, that one of the factors in the largest aviation accident to date was a double transmission. If you suspect there may be traffic in the vicinity always make sure.

Another result of the event was that there is some confusion over the vectors at FYRW, the registered information on record at NCAA is they are 08/26.

NO TRAFFIC PASSED (MANDATORY, MEDIUM RISK, ANSSO)

On a hand over in information airspace, traffic ahead was not passed.

ANS Personnel are reminded of the importance of passing known traffic and avoiding complacency, particularly in high density traffic areas.



SAFETY OCCURRENCES

APRIL 2024



LOSS OF SEPARATION IN THE CIRCUIT (MANDATORY, **MEDIUM RISK**, OPS/ANSSO)

An aircraft on downwind was requested to extend to accommodate traffic on long final. The aircraft did not have the traffic in sight however turned base, crossing the extended centreline.

It is noted that extending downwind runway 01 at FYWE has limitations due to the terrain and there will be a point traffic can no longer extend. Pilots are reminded to advise ATS immediately if you cannot comply and ATS are reminded to be aware of this hazard when issuing instructions.

SAFETY FEEDBACK

APRIL 2024

IFR LEVELS (MANDATORY, MEDIUM RISK, ANS)

During a routine review of a go-around event, it was discovered that there was a disagreement between the ATS personnel over IFR versus VFR levels.

This event first highlighted the importance of TRM (Team resource Management) in terms of conflict resolution and the importance of a shift supervisor who could have defused the situation. Both these factors are being addressed as a matter of urgency by out ANSP.

The second most important issue is that pilots are reminded they are the final safety net and should not accept an IFR flight at VFR levels. The flight was cleared at a level below MSA on an IFR flight, and while approach picked up the mistake, crew are reminded to not accept clearances below MSA for IFR.

MENTAL HEALTH (MANDATORY, MEDIUM RISK, OPS)

The report on a loss of separation event was concluded and one causal factor identified by the personnel involved was that they had returned to work following compassionate leave but were still feeling the effects of the event and not fully competent in their duties.

The importance of workplace mental health programmes cannot be over emphasised and NCAA has developed a framework which will be applied internally and a template available for operators. Employers should be cognitive of the need for refresher training or a period of adjustment with light duties on return to work after compassionate leave.

INTERNATIONAL OCCURRENCES

APRIL 2024

RUNWAY EXCURSIONS (MANDATORY, MEDIUM RISK, OPS)

There were six runway excursions reported internationally in April, the majority in aircraft over 5700t and most involved adverse weather.

Pilots are reminded of the importance of risk management when weather is concerned. Include weather as part of your briefing, consider a diversion if conditions are extreme, and be vigilant on approach with strict adherence to SOPs and stable criteria, to ensure maximum chances of success.

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



An Antonov 26 on a scheduled flight to a coastal airport elected to do an instrument approach with a visual circle to land in marginal weather. The crew deviated from the approach path and failed to execute a go around when the visual contact was not adequate at MSA, resulting in controlled flight into terrain, all 28 on board were fatally injured. Contributory factors were the absence of an EGPWS or MSAW.

Visual circling to land off an IFR approach is a high-risk manoeuvre and crews are reminded of strict adherence to weather minima, especially visibility, as this has been the cause of several major accidents, including the loss of 122 lives in Busan.

MESSAGE OF CONDOLENCE

OUR THOUGHTS ARE WITH YOU

It is with profound sadness that I address you today in the wake of the tragic accident involving aircraft registration V5-ASB, which crashed near the Eros Airport in the residential area of Pioneers Park, Windhoek.

At this difficult time, the Namibia Civil Aviation Authority extends its deepest condolences to the families and friends affected by this heartbreaking event. Our thoughts and prayers are with them as they navigate through this time of immense grief and loss.

In response to this tragic incident, the Namibia Civil Aviation Authority is committed to working closely with the Directorate of Aircraft Accident Investigation. We will provide them with all necessary support and resources to conduct a thorough and independent investigation into the circumstances surrounding the accident.

Furthermore, we assure the public that we will make all available resources accessible to the investigation team to facilitate their efforts and ensure a comprehensive examination of the accident.

We also extend our sympathies to the operator, Westair, for the loss they have experienced. We stand ready to support them during this challenging time.

In conclusion, the Namibia Civil Aviation Authority remains steadfast in its commitment to aviation safety. We will continue to prioritize safety to maximise our measures to prevent such tragic incidents from occurring in the future.



SAFETY ARTICLE:

MENTAL HEALTH FOR AVIATION PERSONNEL

Mental health has been at the forefront of aviation over recent years, however, there is never a time to lapse back into a false sense of security to think we have done enough to address the issue. Recent events highlighted the importance of the availability of resources such as peer counselling, professional counselling, time off where needed, early intervention, and full employer support.

Some symptoms to watch out for are:

- A change in personality, acting like a different person, not acting or feeling like himself or herself;
- Uncharacteristic behaviour, heightened open displays of anxiety, anger or moodiness;
- Social withdrawal, always doing things on their own, becoming isolated;
- Lack of self-care or a tendency to display risky behaviours in public; and
- A sense of hopelessness or feeling overwhelmed.

Some avenues for support include:

- Employer wellbeing programmes;
- Seeing a psychologist or psychiatrist;
- Peer counseling or discussion with a trusted colleague

While there is not a peer support line in Namibia yet, [Mayday-SA](#) provides an international helpline which aviation professionals can use to seek peer support.

There is always someone out there, help us improve aviator wellness across the board by encouraging self help and recognising early warning signs.



SAFETY ARTICLE:

AVIATION MAINTENANCE DIRTY DOZEN

Aviation maintenance requires considerable precision and attention to detail. Nonetheless, human errors are inevitable, and certain circumstances make them especially likely. According to the FAA, about 80% of maintenance errors involve human factors that can waste time, cause injuries, and contribute to incidents and accidents. Some maintenance human factors in aviation that can lead to errors are narrowed down to this list is often called the “Dirty Dozen.” Note: these factors can equally apply to other aviation personnel too.

1. Lack of Communication

This item tops the Dirty Dozen because it’s so critical. Sometimes verbal directions aren’t conveyed properly, are incomplete, or are misinterpreted by the recipient.

2. Complacency

When people perform the same tasks routinely, without an occurrence, they may become over-confident, or have a false sense of security. Consequently, they become less vigilant about checking for mistakes.

3. Lack of Knowledge

Not having the necessary training or ability to complete assigned tasks will surely lead to errors. Having the proper knowledge is critical to performing the proper tasks.

4. Distractions

Distractions occur when anything other than the task at hand vies for your attention. Distractions are included in the Dirty Dozen because they make you more likely to forget things and lose track of your workflow.

5. Lack of Teamwork

When team members aren’t on the same page about shared goals or don’t respect and trust each other, they will be hindered in getting the job done.

6. Fatigue

Among the most prevalent of human factors is fatigue. When employees are exhausted — mentally or physically — their work performance suffers.

SAFETY ARTICLE:

AVIATION MAINTENANCE DIRTY DOZEN (CONT'D)

7. Lack of Resources

Mistakes are virtually guaranteed if you're short-staffed or staff don't have the time, parts, or equipment needed to successfully complete the job.

8. Pressure

Whether the pressure is real or perceived, the implications are the same. When people feel as though they're always expected to perform at an extraordinarily high level, they're more likely to make errors.

9. Lack of Assertiveness

Team members sometimes fail to speak up or document their concerns when they see something has been done incorrectly or instructions aren't clear.

10. Stress

Whether it's caused by workplace issues or personal struggles, stress can have a negative impact on job performance.

11. Lack of Awareness

Failure to assess a situation and understand what should be done can lead to costly mistakes.

12. Norms

Playing by the expected but unwritten rules of workplace culture sometimes contributes to poor attitudes and habits, causing errors and mistakes.



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.

New Resources in Development

Currently there aren't any new resources to report, however we are in development phases for two online e-learning courses. Additionally, a template for employee mental health and organisational safety health check are in development. Finally, NAMCATS Part 140 is in the process of being updated and will be soon available for consultation. Watch this space.

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

