

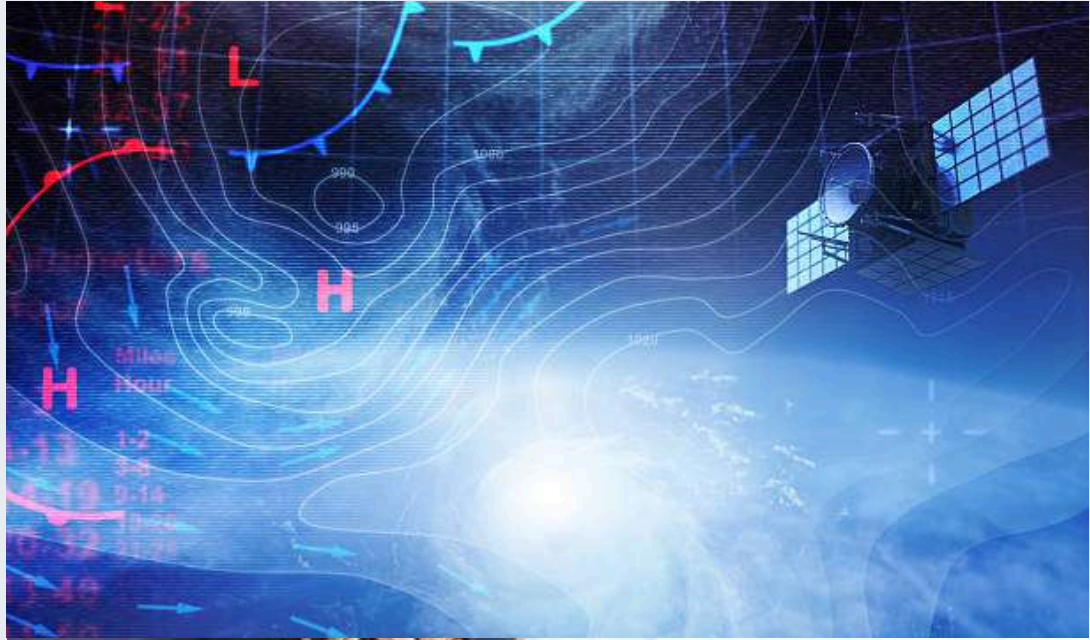


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JUNE 2024

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



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.

Safety Statistics

June 2024

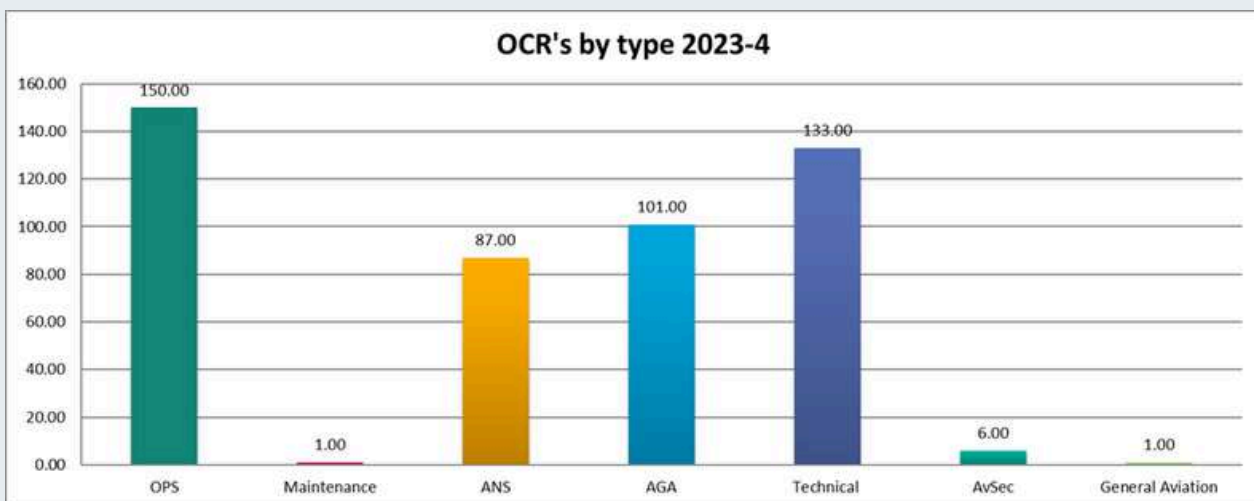
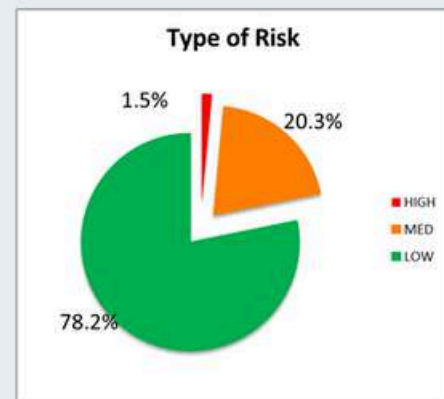
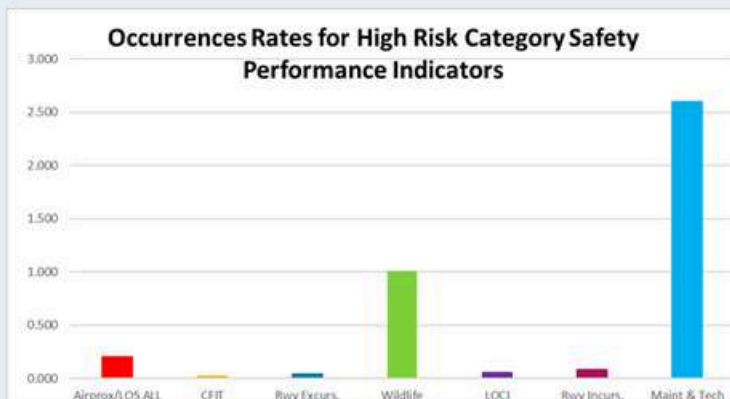
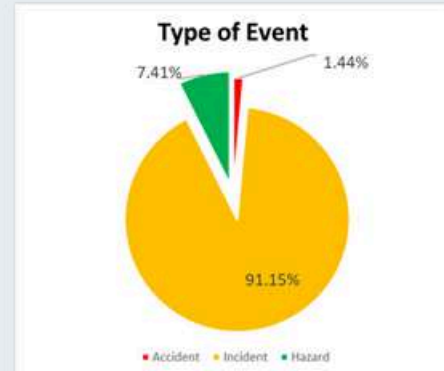
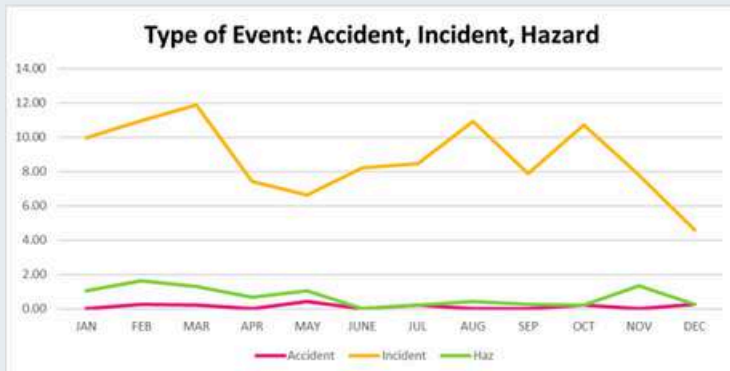
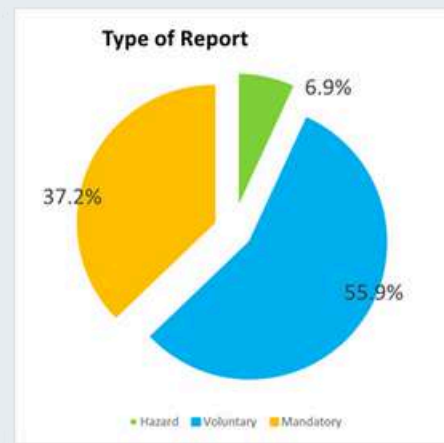
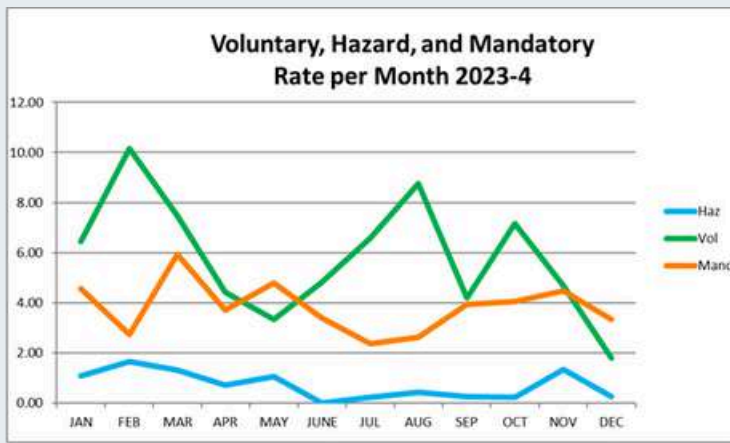
In June there were 34 occurrences and events filed for 4215 movements, resulting in a report rate of 8.06 reports per 1000 movements.

There were **nine medium risk** events, however all nine were bird strike events. There were **no high risk events**. More details are in the occurrence section and the trends will be reviewed within the SSP Steercom and SSP TWG.

The total breakdown of report type included **20 voluntary reports** and the remaining 14 were mandatory reports. There were no hazard reports in June



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

Safety Performance Indicators 2024

In June the significant figure that stands out is the increase in wildlife activity, and most specifically the increase in events at FYWE which airport management is looking into. See more details in the occurrence section. Maintenance events were significantly lower however it is not considered a trend as yet. NCAA is focusing on AMOs to file reports as per NAMCATS 140 Appendix A reportable events to determine if there are any common causal factors.

SPIS

Please note the figures are provided as a rolling total.

	Airprox/LOS A CFIT		Rwy Excurs.	Wildlife	LOCI	Rwy Incurs.	Maint & Tech
Average '24	0.202	0.021	0.040	1.008	0.055	0.079	2.600
JAN '24	0.000	0.000	0.000	2.042	0.000	0.000	2.553
FEB '24	0.262	0.000	0.000	0.786	0.000	0.000	3.669
MAR '24	0.440	0.000	0.220	0.660	0.000	0.000	5.063
APR '24	0.431	0.000	0.000	0.431	0.000	0.000	2.585
MAY '24	0.826	0.000	0.000	1.032	0.206	0.000	2.064
JUN '24	0.000	0.000	0.000	2.372	0.000	0.000	1.661
JUL '23	0.000	0.000	0.000	0.471	0.235	0.471	1.177
AUG '23	0.000	0.000	0.000	0.438	0.219	0.000	2.408
SEP '23	0.000	0.000	0.263	0.525	0.000	0.000	1.838
OCT '23	0.238	0.000	0.000	1.192	0.000	0.477	3.815
NOV '23	0.223	0.000	0.000	1.116	0.000	0.000	3.348
DEC '23	0.000	0.256	0.000	1.026	0.000	0.000	1.026
Target 2024	0.248	0.137	0.111	1.615	0.110	0.124	1.958
Avg 2023	0.315	0.192	0.137	1.106	0.094	0.145	2.198
SD 2023	0.279	0.208	0.172	0.599	0.141	0.237	0.719
Alert 3	0.593	0.399	0.310	1.705	0.236	0.382	2.917
Alert 2	0.872	0.607	0.482	2.305	0.377	0.619	3.636
Alert 1	1.151	0.815	0.654	2.904	0.518	0.856	4.354



Safety Thought for the Month

"The foundation of a thriving aviation sector is built on uncompromised safety and security" Ms Toska Sem, ED

Stay Safe!

Reporting

From the ED's Desk:

Toska Sem
Executive Director



July was another busy month at NCAA.

As part of our safety oversight mandate, in June we facilitated for staff to attend a number of training events such as Accident Investigation, ICAO Government Safety Inspector (GSI) Courses for PEL and OPS, Auditing Techniques, Flight Simulator Training Device Certification for Inspectors, and CORSIA verification courses, to name a few. All these are aimed at improving capacity to serve our industry needs.

Crucial training such as SMS and QMS have been approved and will take place in October and November 2024, to benefit a substantial number of employees from ANS and an external course, date to be communicated next month.

I am pleased to report that after a successful aerodrome licensing process, which included public consultation, evaluation of the aerodrome manual, on-site verification of facilities and equipment, and the resolution of findings with corrective actions, Namibia Airports Company achieved 76% effective level of implementation, surpassing the Abuja Safety Target minimum of 75%, for Andimba Toivo Ya Toivo Airport and was upgraded from provisional to full aerodrome licence.

By the time this report is published, two SASO inspectors will have graced us with essential stop gap services and training to capacitate our inspectors in the PEL sector. This will address shortcomings identified in the USOAP audit.

I thank-you all for your support during the post audit adjustments and remember my door is always open.

Yours in safety, Ms Toska Sem, Executive Director

Safety in Flight, Confidence in Compliance!



REPORTING DOS AND DON'TS

There are some common mistakes received on our reports that we greatly appreciate if you can take note of.

1. **Always report in UTC**, or if you don't make sure you include the reference LMT next to the time. While time of day has consideration in many aspects of an investigation, most notably is that if ATS recordings are required the investigator will not be able to locate the event if the wrong time is indicated.
2. **Always explain clearly** what happened in as much detail as you can. Think about who, what, where, when, how. It is not helpful, for example, to just say V5-XXX had a bird strike, include items such as was it takeoff or landing, was a runway inspection carried out, did the pilot see any wildlife. Or if there was a technical fault, when did it happen, what are the symptoms, what was not available, when was it resolved, who was contacted, and what procedures were followed, for example.
3. **If in doubt report!** Often DAAI and NCAA receive reports from ATS regarding in-flight turnback events due to technical faults. However we do not receive the pilot's report, nor the engineer's report. Moving forward we need to alleviate this situation by sourcing the operator, pilot, or AMO, this is an arduous task and distracts from other critical safety tasks. There is a lengthy list of mandatorily reportable maintenance events in NAMCATS Part 140, but please do note: save us both a lot of trouble, if you are not sure if you need to report - just do it!
4. **Get in the habit** of ensuring your flight close-off process/end of the day sign-out process includes a self-check: did I have anything to report (occurrences or hazards)? And spend 5 minutes typing out the details, attach and email, you are helping everyone in doing so.

Finally, to repeat the message from last month, don't forget the importance of hazard awareness and hazard reporting in strengthening our safety system.

If we all keep vigilant all the time we will all improve our safety status and reduce undesirable events.

A reminder of our [Safety Culture Survey](#), and lest we not forget the incident and hazard reporting email: incidents@ncaa.na



SAFETY OCCURRENCES

JUNE 2024



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

There were a positive figure of only 6 events in June. The reports were as follows:

No.	Fault	Type
1	Gear fault	turbine
1	Instrumentation fault	piston
1	Hydraulic fault	jet
1	Door open	turbine
1	Pressurisation fault	turbine
1	Unspecified fault	piston

The requirements in NAMCATS-SMS-140, Appendix A regarding reportable occurrences shall be noted, there is a large 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!

Further it is essential that all service providers, inclusive of AMOs, shall have an SMS acceptable to the Executive Director. It is essential that your SMS is a living system, built on trust and a reporting culture.

SAFETY OCCURRENCES

JUNE 2024



WILDLIFE STRIKES (VOLUNTARY, MEDIUM RISK, AGA)

In June there were 10 reports, as follows:

Wildlife	Events and near misses		
No.	AD	Phase	Details
3	FYWE	Takeoff	Unknown
3	FYWE	Landing	Unknown
1	FYWE-FYWH	Enroute	Unknown
1	FYWH	Takeoff	Unknown
1	FYKM	Ground	Unknown
1	FYWT	Landing	Springbok

There was a significant increase in the number of bird strikes in June. Most notably there was an increase in the number of reports at FYWE and the surrounding area, whereupon usually most reports originate from FYWH. NAC's FYWE management are actively looking into the matter.

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

YEAR	JAN	FEB	MAR	APR	MAY	JUNE	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
2024	2.042	0.786	0.660	0.431	1.032	2.372							
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

JUNE 2024

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

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

No.	Details	Intended
2	Diversions due to weather	FYOA, FYSA
1	Go Around due to unstable approach	FYTF
2	Go Around due to windshear	FYWH

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

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

ANSP	Fault	Area
1	Main communication failure - working from standby	FYWF
1	Relay failure	FYWF
MET	Fault	Area
3	Weather unavailable	FYWE

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

There were no aerodrome related events in June.



SAFETY OCCURRENCES

JUNE 2024



COMMUNICATION BREAKDOWNS (MANDATORY, MEDIUM RISK, ANSSO/OPS)

There were a number of events where a breakdown of communication or failure of communication occurred.

- A pilot, distracted by workload, failed to report final, nor did the tower observe the aircraft on final, and the aircraft landed without clearance.
- A pilot on an instrument approach failed to declare they wished to conduct a touch-and-go and did so without clearance.

If a controller doesn't give a landing clearance there is a possibility they can have other traffic or vehicles on the runway, pilots and ATC are reminded to stay vigilant.

- A pilot failed to make a TIBA report transiting an unmanned airport.

In unmanned airspace it is essential that we don't just see and be seen but hear and be heard, visual contact has significant limitations and reporting in unmanned airspace, particularly around airports is critical.

- A pilot failed to report and the ATC failed to handover the aircraft at an airspace boundary resulting in the aircraft becoming out of range on the wrong frequency.

Remember we are each other's safety nets, set reminders for yourself and don't rely on the other party.

SAFETY OCCURRENCES

JUNE 2024



LEFT AND RIGHT CONFUSION (MANDATORY, **MEDIUM RISK**, ANSSO/OPS)

An aircraft was cleared to join left downwind, while being told to stay clear of the runway extended centreline. The clearance took the aircraft directly through the centreline. The aircraft checked again if the clearance was correct, which it was confirmed as being so, then proceeded to cross the centreline. Thereafter the controller corrected the error and the aircraft was requested to return back through the centreline for right downwind.

Confusions and human errors can creep in anywhere, our barriers are clear communication and to have a self checklist to question yourself whenever there is a doubt raised.



SAFETY OCCURRENCES

JUNE 2024

SAFETY CULTURE (VOLUNTARY, MEDIUM RISK, AGA/OPS)

A safety issue brought up to airport management at a busy airport was dismissed as a nuisance. This brought into question whether the airport had an effective Safety Management System and whether personnel had completed fit and proper person assessments.

While Part 139 only requires an SMS for certificated airports, which this airport was not, Part 140 requires an SMS for all aviation service providers, which would include small one-man operations and is not practical. NCAA is working on this discrepancy to include a safe middle ground with the terminology in Part 140 to note "...any other aviation related service, organisation, or facility that the director considers necessary by the nature or complexity of the activity." to avoid situations of complex activities being carried out without an adequate safety system. This change will be workshopped with the industry during the third and fourth quarters of 2024.

DRONE IN THE CIRCUIT (MANDATORY, LOW RISK, OPS)

A drone was sighted at 6000ft in the circuit at FYWE.

It is unfortunately very difficult to trace regulatory breaches when it comes to drones. NCAA is investigating drone jamming technology for the surrounding airspace in the vicinity of airports, in the interim a project for promotion of safe practices for using drones is underway which will include various types of media promotions.

SAFETY FEEDBACK

JUNE 2024

MAINTENANCE HUMAN ERROR (MANDATORY, MEDIUM RISK, AIR)

In an event whereupon a rag was left inside an aircraft engine bay was resolved by the service provider through improved procedures, (in and out checks), discussion at safety meetings to address errors caused by routine (complacency) and neglect (carelessness), human factors and robust procedures are key to preventing errors like this.



EMPLOYEE WELLNESS (VOLUNTARY, MEDIUM RISK, ALL)

A recommendation from a completed DAII recommendation and the aftermath of the tragic accident in May indicated the need to bolster employee wellness programmes / mental health assistance programmes, both in NCAA and in industry. A programme to support the NCAA Wellness Policy is under development and a template is being created to support industry to adopt the same.

INTERNATIONAL OCCURRENCES

JUNE 2024

MID AIR COLLISION IN THE CIRCUIT

The pilot of a Cirrus SR22 collided with a Fairchild Metroliner after the Cirrus, on a private flight, was carrying excessive speed and overshot the centreline of the runway. The Metroliner which was on the opposite direction base for a parallel runway was not advised about the Cirrus traffic, however, the Cirrus was advised about the Metroliner. The Metroliner suffered extensive empennage damage, however managed to land safely. The Cirrus deployed the emergency parachute which resulted in a successful emergency landing.

It is noted that class calls in the circuit have been a common theme in our occurrence reports at FYWE and some of the busier unmanned airports. This event shows how quickly things can get out of hand. ATS are reminded of the importance of passing traffic information, pilots are reminded of the critical nature of good radio calls and compliance with instructions, for example if told to sequence number two and number one is not in sight - speak up!

AVIATION SECURITY

June in History

All 329 people on board an Air India B747 perished when a bomb exploded on board in June 1985. The main causal factors were breakdowns in the screening procedures and failure to follow up on earlier reports of suspicious activity.



A stark reminder that aviation security remains a serious threat and we all must remain vigilant of suspicious activity, unattended baggage, ensure meticulous screening procedures, and report any suspicious activity to the airport security or NCAA.

SAFETY ARTICLE

AIRCRAFT PERFORMANCE - ANSP / PILOT RELATIONSHIP

A recent event, whereupon an aircraft was cleared to approach on a runway with a 28kt quartering tailwind, highlighted the importance of the pilot-ATC relationship when it comes to awareness of aircraft performance and weather.

Wind conditions were cited in approximately 30% of runway excursions for the periods from 1984 to 2008. It is thus absolutely essential that pilots and ATC are aware of the updated wind conditions on landing and any significant change is brought to the attention of the pilots by ATC.

A tailwind in most cases cannot be accepted and excessive crosswind may require a diversion. Inability to update wind conditions can lead to go arounds or worse runway excursions.

While the wind on the ground is essential data pilots should also be reminded to routinely monitor winds on approach for any signs of potential tailwinds or windshear from significant differences on the ground to in the air.

Facts at a Glance

HIGHER SPEEDS ON
LANDING CAN RESULT IN
POOR DIRECTION
CONTROL

EVERY 2KTS OF TAILWIND
REQUIRE 10% LONGER
TAKEOFF OR LANDING
DISTANCE

TAILWINDS REDUCE
CLIMB ANGLES DURING
DEPARTURE OR GO
AROUND AND INCREASE
THE CHANCES OF AN
UNSTABLISED APPROACH



CONFERENCE

ICAO ESAF AERONAUTICAL METEOROLOGY SEMINAR

NCAA was pleased to host the regional ICAO A-MET Seminar in early June. This was a resounding success and left us with improved regional ties and bolstered the shared understanding between A-MET providers, ANSPs, and regulators.



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.

Safety Workshop

NCAA is planning the next Safety Workshop for the end of October 2024. These workshops are intended to be a joint endeavour with industry. The NCAA thus invites your kind assistance to suggest topics, become a presenter, contribute training material. In preparation don't forget to complete our [Safety Culture Survey](#).

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

