

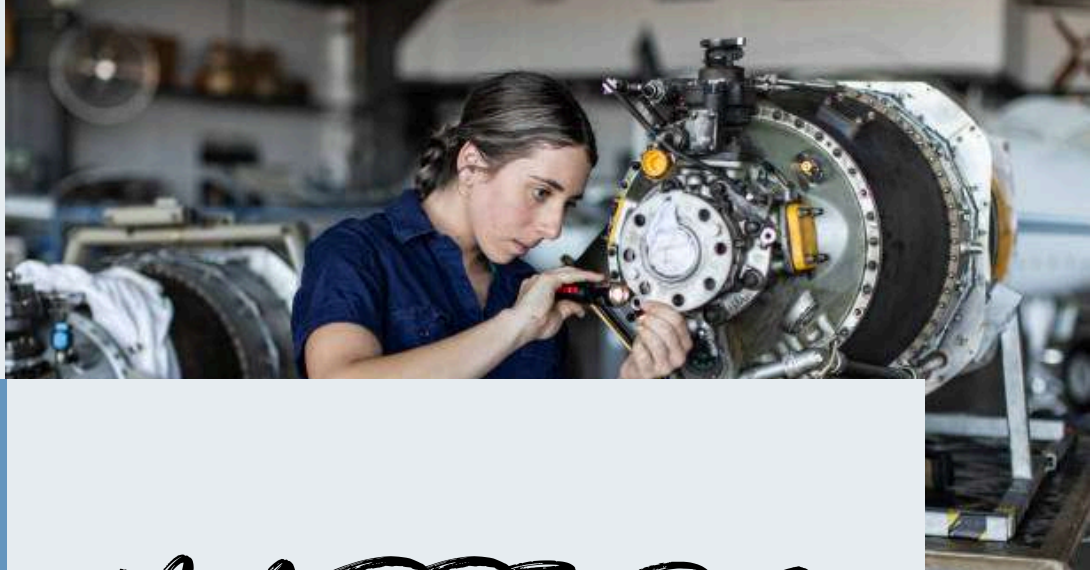


**Namibian Civil
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Safety Promotion
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Department

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**AUGUST
2024**

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.

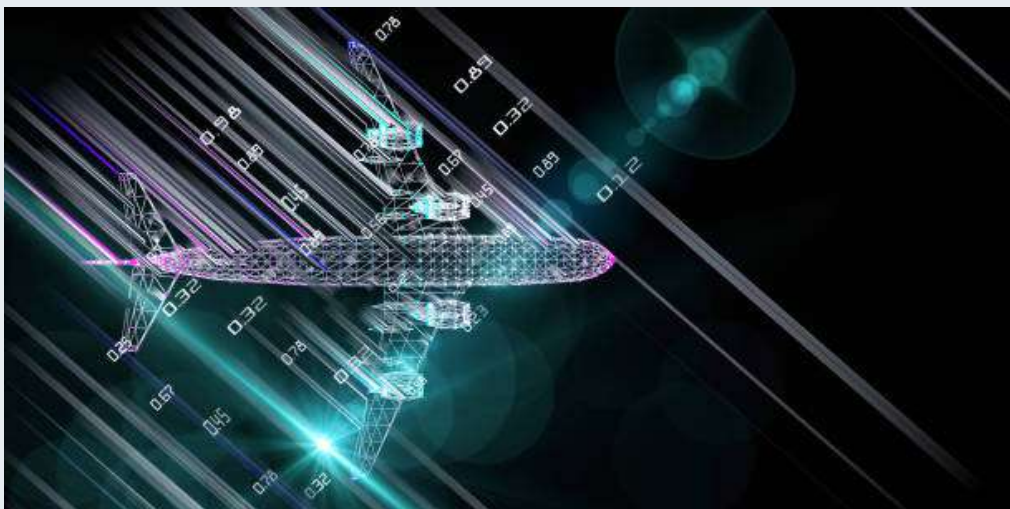
Safety Statistics

August 2024

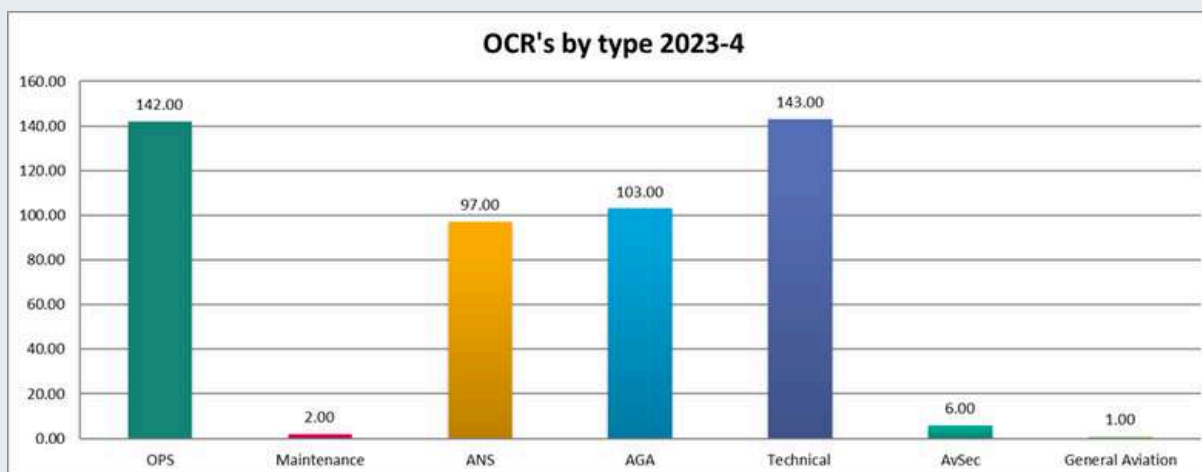
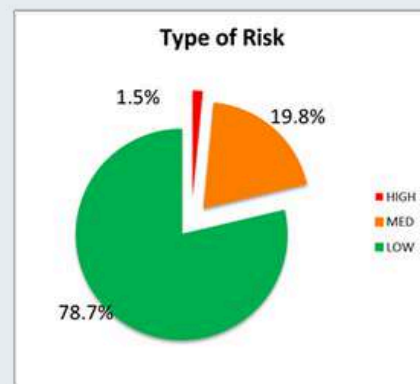
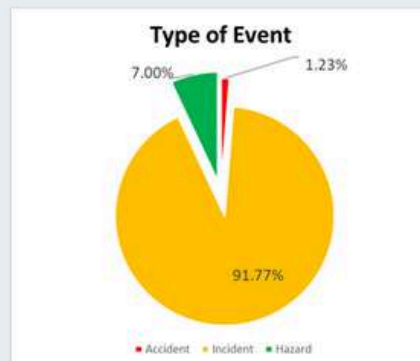
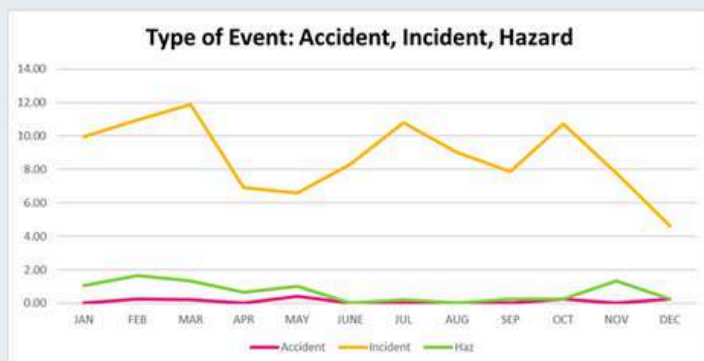
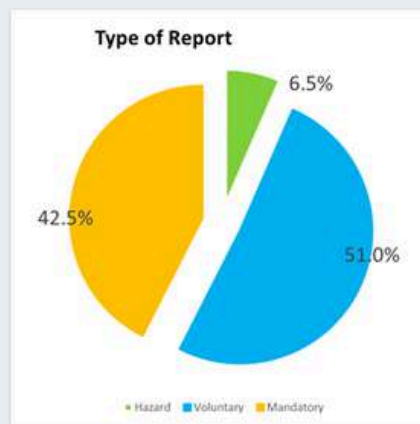
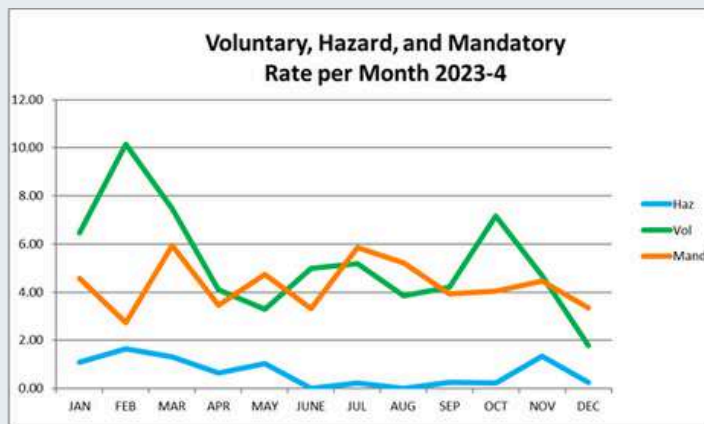
In August NCAA and DAAI received 40 occurrences and events for 4,419 movements. Among these, were only **7 medium-risk** events, 4 of which involved bird strikes and two engine faults, there were **no high-risk events**.

This month there were only **17 voluntary reports** however, 16 of the 23 mandatory reports were technical faults - a common theme with aging fleets.

Detailed information is available in the occurrence section, and trends will be reviewed by the State Safety Programme Steering Committee (SSP Steercom) and the SSP Technical Working Group (TWG).



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






NAMIBIA AVIATION SAFETY AND SECURITY CONFERENCE

**"STRENGTHENING NAMIBIA'S AVIATION:
A FUTURE BUILT ON SAFETY AND SECURITY"**

ABOUT THE CONFERENCE

The Safety Workshop is scheduled for October 30th and 31st, 2024. This aligns with the SSP Implementation Plan and TGM Volume 9 Parts 1 and 2, derived from ICAO Document 9859, which mandates the State to promote safety through internal and external training.

PRESENTATION TOPICS INCLUDE:

- Enhancing Trust and Safety Reporting Culture
- Operational Safety Regulations
- Substance Abuse and Aviation Personnel Well-being
- Safety Risk Management
- Training and career opportunities

 **+264 83 235 2000**
 **www.ncaa.com.na**

 **spq@ncaa.na**
 **Venue:**

29th to 31st October 2024 Venue: NIPAM

**RSVP Or Register Via the QR code
or to spq@ncaa.na**



The Namibia Civil Aviation Authority (NCAA) is pleased to announce the launch of the Namibia Aviation Safety and Security Conference 2024. This event will be accompanied by two exciting competitions: one for aviation professionals, offering them the opportunity to submit well-researched papers on initiatives related to aviation safety and security, and another for youth, featuring a Graphic/Drawing/Media Interactive Competition.

The conference, themed "Strengthening Namibia Aviation: A Future Built on Safety and Security," is scheduled to take place from the 29th to the 31st October 2024. This two-and-a-half-day event will feature expert presentations, insightful panel discussions, and valuable networking opportunities. The focus will be on enhancing aviation safety and security, with collaborative discussions on strategies to strengthen these critical areas within Namibia's aviation sector.

See more about the competitions on the next page. Register for the conference [online](#) or by email to spq@ncaa.na.



SAFETY EVENT!



NCAA Graphics Competition

“Safety is not negotiable”

Create a graphic, drawing, or short media clip that can be utilised to promote aviation safety or security on social media (images used must be copyright free).

Prizes, Vouchers for:

2000N\$ First place, 1000N\$ Second Place,
500N\$ Third Place



Contest Ends

25th October 2024



Submit to

spq@ncaa.na



NCAA Writing Competition

“Safety is not negotiable”



Submit a story, article, or research paper on aviation safety or security, the publishable content of which (summary / synopsis) shall be 600 to 1000 words with one copyright free image.

Be in to
Win!

Prizes of
N\$3500
to be won



Contest Ends

25th October 2024



Submit to

spq@ncaa.na

COMPETITION

Safety Performance Indicators 2024

In August we saw runway excursions again above target, however, the average is still below target, as with the trend from last month, proficiency endeavours are being researched, including promoting recurrent training. Technical faults and failures are again high, however with the caveat that some of the events may have external causes, for example, flat tyres which appear to be FOD related and loose caps.

Please note the figures are provided as a rolling total.

SPIS

	AirProx/LOS	CFIT	Rwy Excurs.	Wildlife	LOCI	Rwy Incurs.	Maint & Tech
Average '24	0.220	0.040	0.078	1.176	0.017	0.040	2.810
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 '24	0.225	0.225	0.225	1.799	0.000	0.000	2.699
AUG '24	0.000	0.000	0.226	1.131	0.000	0.000	3.394
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 only stupid question is the one that wasn't asked. Rather speak up and risk appearing stupid than keep your mouth shut and demonstrate without a doubt that you are." Anon

Stay Safe!

Reporting

From the ED's Desk:

Toska Sem
Executive Director



In August NCAA executive management travelled to ICAO headquarters in Montreal to attend the 14th Air Navigation Conference. The theme was “Performance Improvement Driving Sustainability” and Namibia supported a number of innovative working papers.

Our AVSEC team hosted AVSEC Basic STP 123 Course from 5 – 16 August 2024, targeting the Police, Air Operators, Cargo Operators, Inflight Catering, and Ground Handling to capacitate the industry over aviation security matters.

August also saw the start of our New Manager's Development Programme for approximately 30 inspectors and support staff, empowering them for succession. This programme is provided by Stellenbosch University Business School, it is a much sought-after qualification and will enhance NCAA's customer service capacity.

The initial planning and approvals were granted for an exciting Namibia Aviation Safety and Security Conference and competition, the conference is to take place from the 29th to 31st October at NIPAM, see more about this on page 5 and 6. Don't miss out on this opportunity to advance aviation safety and security - register at <http://www.ncaa.com.na/index.php/safety-security-conference>. This opportunity will give us strength through unity to further our safety and security together with all our stakeholders.

Finally, by the time you read this, the gliding season has almost arrived, we welcome these beautiful aircraft to our airspace, but also warn powered traffic to ensure a good look out.

Yours in safety, Ms Toska Sem, Executive Director

Safety in Flight, Confidence in Compliance!



REPORTING CULTURE

Last month NCAA featured an article about safety culture and we cannot over emphasise how important the aspect of a reporting culture is to a positive safety culture and the overall safety management system itself. Reports are the backbone of the safety system, and only with large amounts of data can a system move from reactive to proactive and predictive.

To develop a reporting culture it is essential to establish a few building blocks. Reporting cultures are built over time as participants grow with the system, building trust and seeing results. Key elements are as follows:

1. **Trust:** It is essential that aviation personnel feel they can report without fear of reprisal. There must be clear lines between permissible and non-permissible behaviours. Reports with criticism of the system **MUST** be taken constructively, and there are no stupid questions!
2. **Feedback:** When reporters see action and responses to their reports it will encourage them to report more. Ensure you include details of actions taken in your monthly operational safety meetings, safety publications, and by direct feedback to the reporter.
3. **Easy means of reporting:** Reporting must be quick, simple, and accessible. Aviation personnel are often working long shifts and busy rosters, only when reporting is relatively effortless will they report more, increasing voluntary and hazard reporting.
4. **Confidential, anonymous:** Ensure to trap all reports, providing confidentiality and no safety system is perfect, so always have an option of anonymous, two simple means for this is a drop box and a dedicated email that all personnel have a login to for sending reports.
5. **Regular reminders:** Help people build the muscle memory by regular reminders. Put up posters and consider having a checkbox "nothing to report" on end of the day or handover procedures to remind people when the occurrence is still fresh.

A big thanks to those who completed the [Safety Culture Survey](#), see some preliminary results on page 21 and lest we not forget the incident and hazard reporting email: incidents@ncaa.na



SAFETY OCCURRENCES

AUGUST 2024



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

There were 16 maintenance events in August. While it is noted that five of them may not be a technical fault but due to an external source.

No.	Fault	Type
1	Gear fault	piston
3	Electrical fault	piston
3	Partial power loss	piston , turbine
1	Fuel flow failure	piston
1	Oil cap loose	piston
1	Hydraulic fault	jet
4	Flat tyre	piston, FYSM, FYWE
1	Fuel cap seal fault	turbine
1	Unspecified fault	turbine

NCAA is pleased to report that the follow up occurrence reports from PRAMs or AMOs are slowly filtering in to match our pilot and ATS reports. This is really positive as it enables identification of trends that an individual AMO may not pick up. Please keep up the good work, and AMOs, ATOs, AOCs, always submit the closure report from the AMO when there is a technical event.

There were three flat tyres associated with landings and takeoffs at FYSM. Evidence pointed to potential FOD, on investigation it was established the AD has an effective FOD programme and adequate runway inspections.

SAFETY OCCURRENCES

AUGUST 2024



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

In August there were 6 wildlife reports, as follows:

Wildlife	Events and near misses		
No.	AD	Phase	Details
1	FYWE	Takeoff	Unknown
1	FYWE	Climbout	Goshawk
1	FYWH	Takeoff	Unknown
1	FYWH	Approach	Vultures
1	FYTX	Approach	Gemsbok
1	FYKM	Runway	Goats

A break in the AD fence was identified in FYKM and the issue was fixed.

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

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	1.799	1.131					
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

AUGUST 2024



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

The following table shows go-around and diversion events for August.

No.	Details	Intended
3	Diversions due to weather	FYSM, FYOG
1	Diversion due to technical	FYWF
2	Go Around due to unstable approach	FYWH, FYTX

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

The following Air Traffic Services and Meteorological related events were reported in August.

No.	Fault	Area
1	Telephone lines down	FYOA
1	No MET information	FYWB
1	No QNH	FYWB

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

The following AD related events occurred in August:

No.	Fault	Area
1	Fence broken	FYKM
2	Power failure	FYLZ

SAFETY OCCURRENCES

AUGUST 2024



FORCED LANDING (MANDATORY, MEDIUM RISK, AIR)

A light piston aircraft suffered a partial engine failure with extreme rough running and was forced to land on the road close to FYWH. ATS dispatched emergency services and fortunately there was no damage or injuries.

Knowing your emergency procedures (pilots and ATS) is essential for success stories like this.

The AMO investigated and discovered the cause was a failed exhaust Valve stem whereupon the stem and head had separated, likely due to fatigue or corrosion on the high time engine.

ABORTED TAKEOFF - REDUCED POWER (MANDATORY, MEDIUM RISK, AIR)

On takeoff for a maintenance test flight, the crew noted that maximum takeoff power was not reached. They aborted the takeoff and contacted maintenance.

The engineer assessed the situation and after fault finding, adjusted the FCU maximum power stop screw and the situation was rectified.

SAFETY OCCURRENCES

AUGUST 2024



RUNWAY EXCURSION (MANDATORY, MEDIUM RISK, OPS)

The pilots experienced a runway excursion on a dual training flight during strong wind conditions.

The situation was attributed to strong windshear and crosswinds (common during July and August months), the lack of currency of the student pilot, and late recovery by the instructor pilot. Another stark reminder of the unforgiving nature of windshear from the Auas hills.

LANDING ON BRAKES (MANDATORY, LOW RISK, OPS)

Following a simulated forced landing the aircraft bounced while the pilot applied brakes, coming down again with brakes applied resulting in two tyres burst.

Extra vigilance should be practiced when completing non-normal manoeuvres due to the higher standards of skills often needed.

SAFETY OCCURRENCES

AUGUST 2024

RUNWAY SELECTION (HAZARD, **LOW RISK**, ANSSO/OPS)

A scheduled flight into FYWH identified the need for consideration of the wind by traffic and ATS. Whereupon the inbound traffic was held due to departing traffic on the opposite vector while wind conditions were unfavourable.

There is a common tendency for traffic to request an out of wind vector for convenience, for example, when it reduces taxi time. The traffic may consider the tailwind component is considered negligible on a 5km runway. However, we note that ATS should not be under pressure to accommodate when there is clearly a tailwind. See more in the June 2024 edition about tailwinds and note that an into wind runway is always preferable even if there is a small delay and most aircraft have a maximum tailwind component between 5 and 10kts.



SAFETY OCCURRENCES

AUGUST 2024

WRONG QNH (VOLUNTARY, **LOW RISK**, ANSSO/OPS)

When the crew noticed a 5Hpa difference between adjacent station's reported QNH, they questioned the information and it was discovered there was an error.

Always crosscheck information received and given!

MEDICAL EMERGENCY (VOLUNTARY, **LOW RISK**, ANSSO/OPS)

There were three medical emergencies on board scheduled flights into FYWH. Ambulance services were provided on landing.

FAILED TO CANCEL SAR (VOLUNTARY, **LOW RISK**, ANSSO/OPS)

A charter flight filed SAR as ETA plus 30 minutes and failed to cancel on arrival.

It is always safest to file SAR, unless you have an adequate flight following system with your dispatch, but if you do, don't forget to cancel after a safe landing!

NO COORDINATION FROM NEIGHBOURING FIR (MANDATORY, **MEDIUM RISK**, ANSSO/OPS)

No handover was initiated for an arriving flight from the neighbouring FIR, which could have resulted in a loss of separation.

ATS is looking into the matter as it is at times a repeat occurrence.

INTERNATIONAL OCCURRENCES

AUGUST 2024

LOSS OF CONTROL - IN FLIGHT (LOC-I)

An ATR-72 scheduled flight stalled and entered a flat spin while enroute at 17,000ft fatally injuring all on board. The preliminary report indicates the aircraft had trouble with ice accumulation prior to the stall, however, no corrective input was made when speed began reducing. Severe icing was reported in the vicinity.

Consider to always fly aircraft within the limitations of the equipment installed and never take severe weather reports lightly. Further, this is another reminder of the importance of upset prevention and recovery training (UPRT) as mandated by Annex 1 and Annex 6 amendments for MPL and initial type rating training, for recurrent training on international commercial operations, and recommended for CPL(A).

CFIT - DEPARTURE IN POOR WEATHER

A Mil Mi-8 helicopter impacted with terrain in a mountainous area shortly after takeoff in reported poor weather conditions, fog and drizzle, fatally injuring all 22 on board.

This may be seen as a second reminder that poor weather and flying don't mix. Pushing VFR into IMC is always a recipe for disaster, exaggerated when rising terrain is added to the situation.

This accident is still under investigation and comments made herein are purely for prompting lessons learned not to assume causal factors.



SAFETY FEEDBACK

AUGUST 2024

LESSONS LEARNED FROM ENGINE FAILURE (MANDATORY, MEDIUM RISK, AIR)

In the May bulletin, NCAA reported on a multi-engine turbine suffered an in-flight engine failure. The crew followed procedure to the letter and landed safely at their destination, being the nearest suitable aerodrome.

Following investigation into the event it was discovered that there was an error on the fuel indicator which showed remaining fuel of approximately 1 hour when the tank was completely empty. Exasperating this situation, the low fuel warning system was not working and the pilots had no way of knowing this, and refueling by gauge was the only way to determine fuel quantity unless the tank was full.

The operator implemented annual checks on the fuel indicators as mitigation being more restrictive than the 900 hours required by the maintenance manual and it is recommended others do the same for aircraft that the fuel levels cannot be dipped.

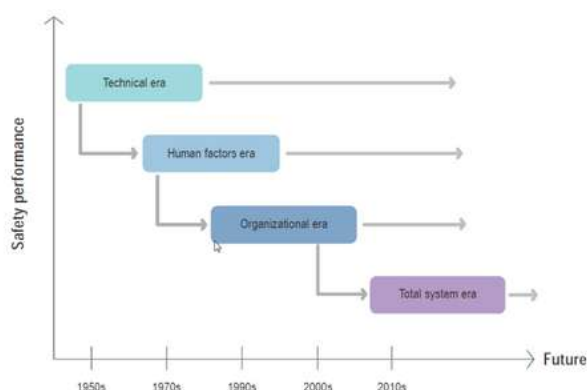
DRAFT ACCIDENT REPORT ZS-HLG (MANDATORY, MEDIUM RISK, AIR)

The draft report for V5HLG was released. There were two safety recommendations for the NCAA. The first is that improved security measures are introduced on documents issued by the regulator and while the report is still in draft stage, implementation of this issue is under investigation by NCAA. The second recommendation was increased ad-hoc surveillance, the regulator is working on inclusion of random ad-hoc surveillance procedures.

SAFETY ARTICLE

HUMAN FACTORS - COMBATING DANGEROUS ATTITUDES

The aviation industry has come a long way since the human factors era of aviation accidents, it is important in the total system era to acknowledge that human factors are still present but recognised as potentially part of a bigger system. Human factors events can stem from the top down or the bottom up. It is essential that management, especially top management, demonstrate and foster positive human factors, welcoming constructive criticism, encouraging questions, rooting out aspects



of complacency and at risk behaviour. Where we recognise that human factors is part of a bigger system, we need to ensure the bigger system is fostering of a positive safety culture that discourages hazardous attitudes.

How do we foster an environment that avoids hazardous attitudes?

Lead by Example: An organisational culture stems from the top and managers need to take a good hard look at themselves and take inventory of their own human factors skills and attitudes.

Train and Educate: One can never have enough human factors training and it is essential this is not only operational staff but also management attend this crucial training. The manager-employee relationship has many similarities to the co-pilot-captain relationship in perceived gradient and that effective human factors attributes are important to get the best output in both.

Motivate and Reward: Consider having some form of recognition for positive safety attitudes like self-reporting, making the safe decision against operational pressures, or identifying hazards.

Open Door Policy: How often do employees want to voluntarily come to their superiors, customers come to their service providers, service providers to the regulator, outside the required interactions? Seldom right? So it is very important to encourage them to take that initiative, or even go one step further and initiate the contact by visiting without a reason, many things may be learned!

If it is Permitted it is Promoted: Ensure trends are trapped, precursor events no matter how small, if overlooked will become the norm.

There are no stupid questions: Have this as your mantra! Only with open dialogue can we ensure a positive safety culture.

COMMUNICATION

NCAA WHATSAPP GROUP

Recent events indicate how crucial it is to have a stakeholder engagement channels. While an email list is in progress which will assist with document sharing and formal communication, it was felt a WhatsApp group dedicated to news and announcements from NCAA will be an exceptionally useful tool in getting information out quickly and efficiently. Please do join on the link below.



Or: [Join this WhatsApp Group via the Link](#)

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 Culture Survey Results

The preliminary results of the [Safety Culture Survey](#) are out! It was very pleasing to see that our participants rated safety culture at **9.855 out of 10** for importance of safety culture and the averaged rating for all questions was 7.76 out of 10. The illuminating statistic was the lowest outlier at **6.51 out of 10**, which was the frequency of participation in safety training. The survey did what it is supposed to do and highlighted deficiencies in the system so this is very positive. Based on these statistics, the NCAA will investigate increasing availability of safety workshops (beginning with the planned event in October) and short courses related to safety, and safety training capacity building, with the hope to promote more participation. Watch this space for more information. A full set of results will be published next month.

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

