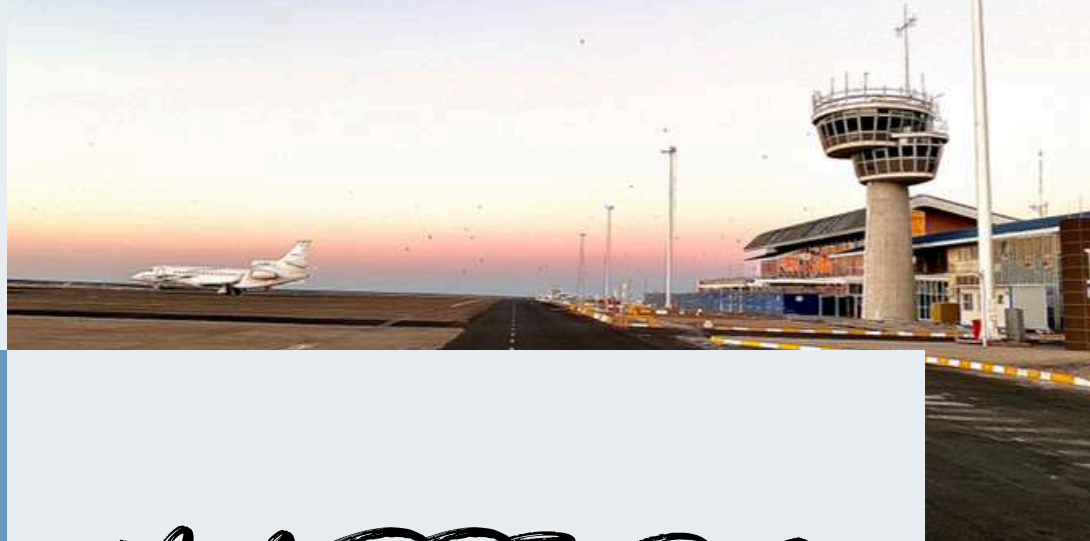




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Safety Promotion
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083 235 2468



SEPTEMBER
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.

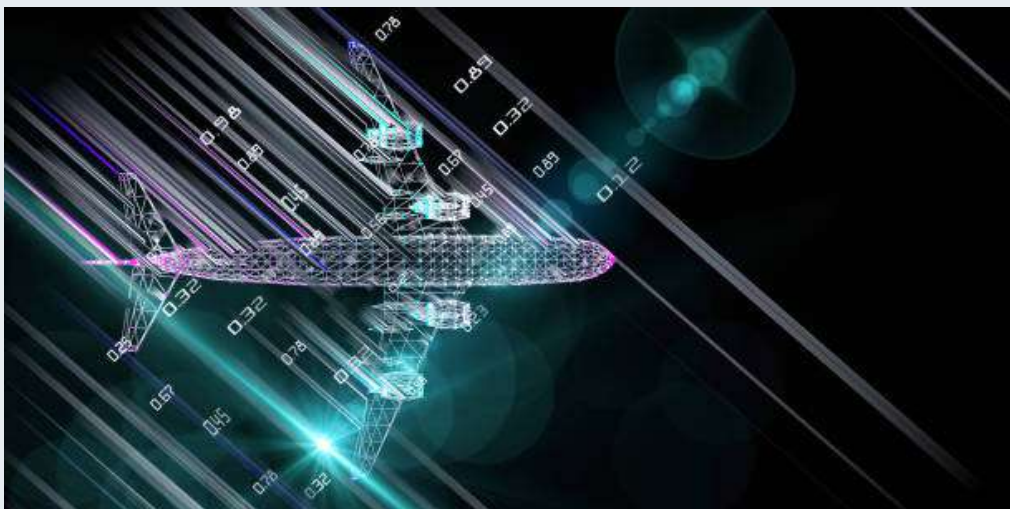
Safety Statistics

September 2024

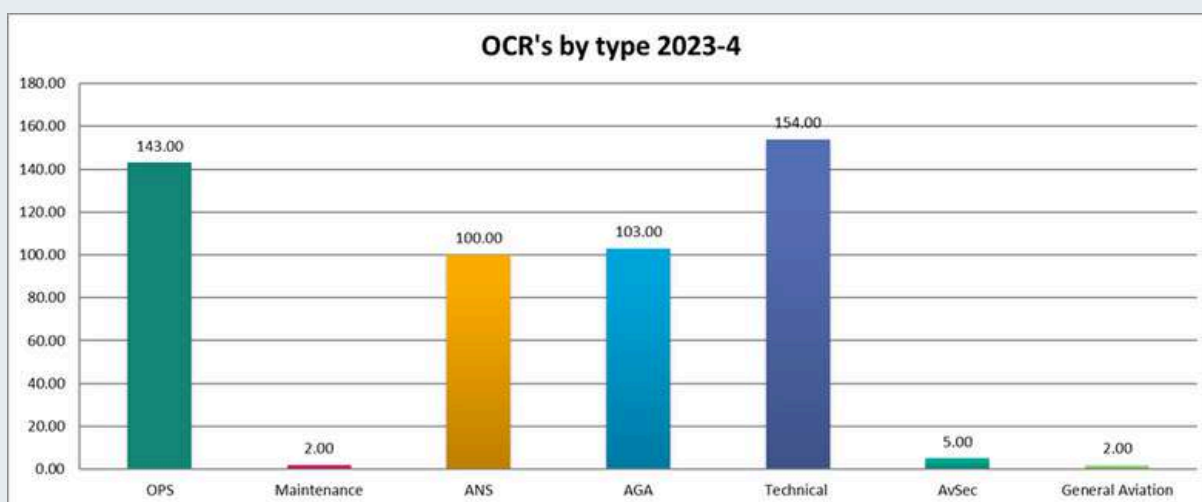
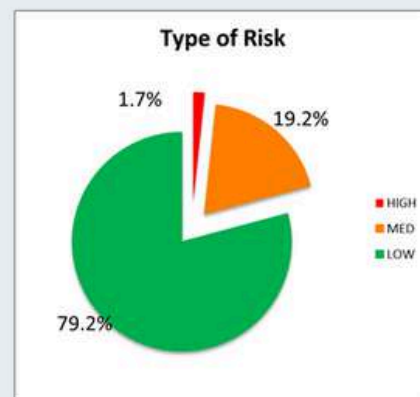
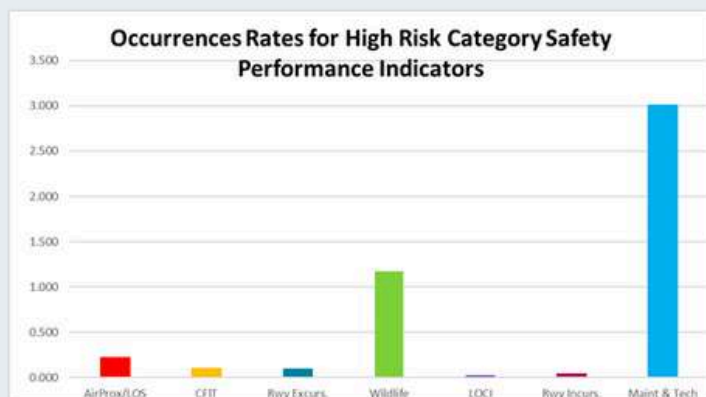
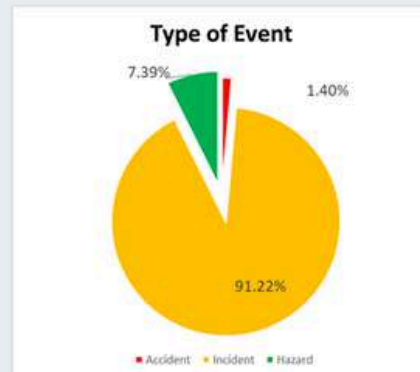
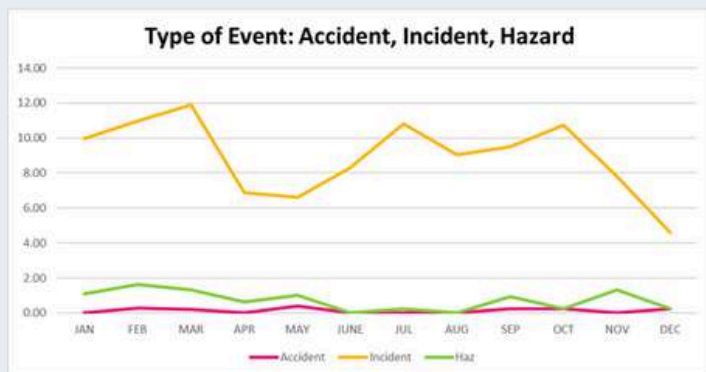
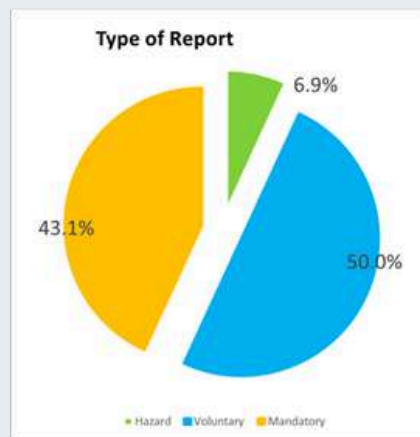
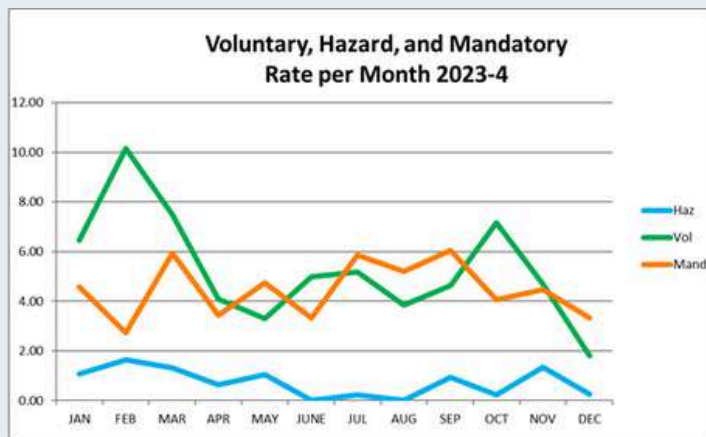
In September NCAA and DAAll received 46 occurrences and events for 4,306 movements. Among these, were only **6 medium-risk** events, and **1 high-risk event**.

This month there were **24 voluntary reports** including **4 hazard reports**, yet again 17 of the 22 mandatory reports were technical faults.

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

Safety Performance Indicators 2024

Runway excursions remain a concern, and has breached an alert level due to the frequency, the SSP TWG is in the process of engaging industry on proficiency programmes to address the concerns. Technical faults and failures remain high. Don't be alarmed if you receive a follow up request for the AMO report related to any technical event. While for most technical events this is required according to Appendix A to NAMCATS Part 140, both pilot and AMO reports, the reports are seldom received which is concerning. CFIT events involved VFR into IMC, false glideslope, and incorrect QNH.

SPIS

Please note the figures are provided as a rolling total.

	AirProx/LOS	CFIT	Rwy Excurs.	Wildlife	LOCI	Rwy Incurs.	Maint & Tech
51722 Average '24	0.220	0.098	0.095	1.171	0.017	0.040	3.005
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	2.585
4844 MAY '24	0.826	0.000	0.000	1.032	0.206	0.000	2.064
4215 JUN '24	0.000	0.000	0.000	2.372	0.000	0.000	1.661
4446 JUL '24	0.225	0.225	0.225	1.799	0.000	0.000	2.699
4419 AUG '24	0.000	0.000	0.226	1.131	0.000	0.000	3.394
4306 SEP '24	0.000	0.697	0.464	0.464	0.000	0.000	4.180
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 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
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

"Always hope for the best but prepare for the worst. Constantly thinking "What if...?" will considerably improve decision making" Anon

Stay Safe!

Reporting



From the ED's Desk:

Toska Sem
Executive Director



September marked significant progress, thanks to the invaluable input from industry partners. We successfully concluded consultations on several crucial technical standards, including Parts 91, 121, and 135. Additionally, the long-awaited directive on Non-type Certified Aircraft remunerated training has also completed its consultation phase. By the time of this message, these documents will have been officially released. I extend my heartfelt thanks to all involved in this vital process.

September also saw the official release of the AFI Regional Aviation Safety Plan (RASP). Our Safety Promotion and Quality (SPQ) team is diligently working to ensure that our National Aviation Safety Plan (NASP) aligns with these standards.

I am pleased to inform you that a request for quotations (RFQ) has been issued for the implementation of our ISO 9001 Quality Management System, with vendor vetting set to begin shortly. In line with our commitment to accountability and enhanced safety management, submissions are also being prepared for the adoption of the EMPIC document management system.

I would also like to take this opportunity to highlight a key initiative in our continued commitment to aviation safety: the increased focus on ad-hoc and ramp inspections at all major aerodromes. Recognizing that this time of year brings heightened activity within the aviation sector, we have identified ramp inspections as an area requiring enhancement within the NCAA. By intensifying our oversight efforts, we aim to reassure all stakeholders and ensure that Namibia remains a safe and thriving destination for aviation.

These inspections were identified as a critical focus area by the USOAP audit. They are essential for maintaining the highest safety standards and fostering confidence in our operations. Our team is committed to assessing compliance and addressing any issues swiftly, reinforcing our dedication to safety and security across the board. Through these enhanced inspections, we believe we can significantly strengthen our oversight function and ensure that all service providers adhere to the highest regulatory standards.

As we approach the holiday season, I urge all service providers to remain vigilant and ensure full compliance with all regulations. Together, we can create a safe, efficient aviation environment that prioritizes the well-being of all users.

Thank you for your continued support and dedication to making our aviation sector the best it can be. Let's work together to ensure a safe and successful holiday season for everyone involved.

Yours in safety, Ms Toska Sem, Executive Director

Safety in Flight, Confidence in Compliance!

HAZARD IDENTIFICATION

What is a hazard?

- A hazard is anything with the potential to cause harm.
- A hazard is any condition, event, or circumstance which could induce an accident or incident.
- A hazard is any existing or potential condition that can lead to injury, illness, or death to people; damage to or loss of a system, equipment, or property; or damage to the environment.
- A hazard is a condition that could foreseeably cause or contribute to an accident or incident.

Hazards may be found from occurrences (reactive) and/or preferably by diagnostic and prognostic measures.

Areas that hazards can be found

- Design factors, including equipment and task design;
- Procedures and operating practices, including their documentation and checklists, and their validation under actual operating conditions;
- Communications, including the medium, terminology and language;
- Personnel factors, such as company policies for recruitment, training and remuneration;
- Organisational factors, such as the compatibility of production and safety goals, the allocation of resources, operating pressures and the corporate safety culture;
- Work environment factors, such as ambient noise and vibration, temperature, lighting and the availability of protective equipment and clothing;
- Regulatory oversight factors, including the applicability and enforceability of regulations; the certification of equipment, personnel and procedures; and the adequacy of surveillance audits; and
- Defences, including such factors as the provision of adequate detection and warning systems, the error tolerance of equipment and the extent to which the equipment is hardened against failures.

Keep a look out for hazards in your system and report them so others outside your organisation can also be aware, on the incident and hazard reporting email:

incidents@ncaa.na



SAFETY OCCURRENCES

SEPTEMBER 2024



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

There were 17 maintenance events this month.

No.	Fault	Type
4	Gear fault	piston
1	Electrical fault	piston
1	Gascolator valve stuck resulting in power loss	piston
1	Auxillary fuel pump failure	piston
3	Radio communications failures	piston
1	Instrument failure	turbine
1	Flat tyre	turbine
1	nose wheel steering failure	jet
1	Nose wheel shimmy	piston
1	Brake failure	turbine
1	Front cargo hold opened in flight	turbine
3	Unspecified/unknown fault	turbine

AMO personnel are again reminded of the critical importance of the elements in NAMCATS Part 140 Appendix A, as identification of trends that an individual AMO may not pick up and provides closure to the trends. AMOs, ATOs, AOCs, always submit the closure report from the AMO when there is a technical event.

SAFETY OCCURRENCES

SEPTEMBER 2024



WILDLIFE STRIKES (VOLUNTARY, MEDIUM RISK, AGA)

The following wildlife strikes were reported:

Wildlife	Events and near misses		
No.	AD	Phase	Details
1	FYWE	Landing	Unknown
1	FYWH	Takeoff	Unknown

The below table shows rates per 1000 movements..

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	0.464				46
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

SEPTEMBER 2024



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

The following table shows go-around and diversion events.

No.	Details	Intended
1	Diversion due to low fuel	FYWH
3	Go Around due to unstable approach	FYWE, FYWH, FYRU
1	Go Around due to windshear	FYWH, FYTX

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

The following Air Traffic Services and Meteorological events occurred.

No.	Fault	Area
1	Telephone lines down	FYWH
1	Total electrical failure	FYWH
1	Incorrect QNH	FYWB
1	ACAD failure	FYWF
1	No MET display	FYWB

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

A hazard was reported related to disused runways and another on uncalibrated scales (see page 16).

SAFETY OCCURRENCES

SEPTEMBER 2024

VFR INTO IMC (MANDATORY, **HIGH RISK**, OPS)

An aircraft was observed departing from a coastal airport under conditions of high fog. The pilot indicated at the time of departure there was a break in the cloud allowing him to get airborne in VMC, however he then erroneously routed over the fog cover enroute.

The regulator is aware of occurrences of flight in and out of Swakopmund in occasional poor weather. While the frequency is getting less, indicated by frequent repositioning and diversions to Arandis, it is still a point of concern due to the extreme risk of the practice. Those observing occurrences are encouraged to report, to help keep our skies safe and our country's safety status high, accidents hurt all of us deeply not just those involved.



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

Another repeat occurrence from that in August, on two occasions where no handover was initiated for an arriving flight from the neighbouring FIR, which could have resulted in a loss of separation. In the second case the aircraft initially failed to report while being observed on radar,

ATS is looking into the matter.

SAFETY OCCURRENCES

SEPTEMBER 2024



RUNWAY EXCURSION (MANDATORY, MEDIUM RISK, OPS)

After landing on selecting beta an aircraft veered off the runway whereupon the pilots were unable to correct the departure and the aircraft impacted with the boundary fence suffering extensive damage.

This was classified as an accident and DAAI is investigating.

RUNWAY EXCURSION (MANDATORY, MEDIUM RISK, OPS)

A tail wheel aircraft departed from the runway during landing. No damage was reported.

Tailwheel aircraft are lots of fun but also require lots of vigilance on landing as runway excursions are a common thread, particularly in strong winds.

SAFETY OCCURRENCES

SEPTEMBER 2024

FALSE GLIDESLOPE (MANDATORY, MEDIUM RISK, ANSSO/OPS)

Two separate incidents, days apart, occurred where a scheduled flight into FYWH reported that there was a misalignment with the PAPIs and the ILS glideslope, whereupon following the glideslope put the aircraft low on the approach path according to the PAPIs and visual reference. Following the PAPIs the glideslope indicated half scale fly down.

In a third occurrence of misalignment between glide slope and PAPIs on final approach, the aircraft determined on the ground that the QNH was incorrect, AD elevation 80' high, illustrating the importance of the glideslope height check.

Immediately following the first occurrence CNS was contacted to do a full serviceability check and no fault was found. Training aircraft were further contacted to determine if they had experienced any faults and the instructors indicated the fault is potentially scalloping or false glideslopes. Several schedules landed without any reports and it was concluded safe, whereupon the second report was received. After the second report ATC engaged a local school with a high-performance aircraft to flight check the facility. It was reported that the ILS was functional and no further action was needed. While many aircraft have flown in without reporting a discrepancy it was considered a transient fault and while serious, not sufficiently evidenced of a need for early calibration. The equipment is due for calibration towards the end of 2024. The barometric equipment is also due for calibration in the near future.



SAFETY OCCURRENCES

SEPTEMBER 2024

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

An hour building training flight suffered an engine failure on the left turn on climb-out from runway 01. The pilot immediately turned further left and requested landing back on runway 09. While the landing was completed safely the aircraft over-ran the end of the runway, however, no damage was sustained. The fault was traced to an open gascolator fuel drain valve.

The pilot is commended for a quick response to the engine failure resulting in a safe landing.

During investigation it was ascertained that the cause was primarily an improper preflight inspection, whereupon the fuel was off during the gascolator drain check. When no fuel was obtained, the pilot reselected the drain a number of times but failed to determine why there was no fuel and proceeded with the flight. After takeoff when the auxiliary fuel pump was selected off, as per the required procedure, the engine no longer had sufficient fuel pressure to develop power.

A lesson that if something is wrong get it checked out and if you did something immediately prior to an engine failure, undo it!

POOR SAFETY CULTURE (HAZARD, MEDIUM RISK, SPQ)

A service provider received a response from NCAA that was indicative of a poor safety culture, one which discouraged questions.

While there is no excuse for challenging questions brought to the NCAA, and this matter is being addressed, as per our quote of the month in August (there are no stupid questions...). Being proactive however, NCAA further recommends that when industry does have questions, it helps considerably if you reference the relevant regulations alongside your question. This makes it much easier to understand your interpretation of the regulatory basis the question comes from.

SAFETY OCCURRENCES

SEPTEMBER 2024

PAPI LIGHTS OFF (VOLUNTARY, **LOW RISK**, ANSSO/OPS)

A scheduled flight reported there were no PAPI lights indicating on approach. The crew reported they mitigated the event by selecting autobrakes to medium to counteract a potentially deep landing.

The investigation revealed that the ATC was using both runways to accommodate pilot requests and at the time the PAPI lights were selected for the opposite direction runway. It was also questioned as to why the crew did not raise the question to ATC at the time they were on approach. This raised potential latent hazard of the gradient between crew and ATC, whereupon crew feel unable to challenge or question an air traffic controller. A situation which can be just as dangerous as the converse, a crew who are over-demanding of ATC. Both situations occur regularly and pilots and ATS are reminded to be wary of their consequences.

VIP UNSCHEDULED DEPARTURE (VOLUNTARY, **LOW RISK**, OPS/ANSSO)

Due to unfortunate timing while an aircraft was enroute FYWH to FYWE, a VIP aircraft called for departure approximately 30 minutes ahead of the scheduled airport closure time. This resulted in the aircraft holding at Heja lodge for approximately 20 minutes.

ATS will endeavour to keep pilots updated on VIP movements as much as possible, however, not even the pilots of the VIP aircraft know their clients arrival times ahead of schedule. Pilots are advised that times are subject to change. ATS will indicate on NOTAMs that times can be subject to change.

SAFETY OCCURRENCES

SEPTEMBER 2024

SSL CERTIFICATE (HAZARD, **LOW RISK**, IT)

A user reported that the NCAA website does not have a valid SSL certificate meaning some users cannot access it and those that can face risks of hacking.

The error was due to a server migration and has been fixed however users can note that from time to time a security warning can come up even with a valid SSL.

UNUSED RUNWAYS (HAZARD, **LOW RISK**, AGA)

A training flight was planned into airports which have an assigned ICAO designator but are not in use and in-operatable.

Pilots are advised to report to NCAA via incidents@ncaa.na any runways that pose a hazard and the status will be investigated by AGA. If the airport is confirmed permanently closed the ICAO designator will be removed.

UNCALIBRATED SCALES (HAZARD, **LOW RISK**, AGA)

There was a report of uncalibrated scales at a number of airports serviced by scheduled flights.

This matter was raised to NAC and they advised they were in the process of rectification. At the time of writing two airports were rectified and the third was in progress.

INTERNATIONAL OCCURRENCES

SEPTEMBER 2024

LOSS OF CONTROL FOLLOWING ENGINE FAILURE

A Mil Mi-8 helicopter, chartered by the Mari Petroleum Company Limited (MPCL), crashed in the Shewa area of North Waziristan reportedly as a result of a technical malfunction during takeoff. Some press reports suggest only 6 fatalities.

This accident highlights the importance of regular auto-rotation practice, one of the most difficult and critical manoeuvres in a helicopter.



POOR CRM (EVENTS IN HISTORY)

In 2020 an A320 crashed after a go around following an landing attempt with wheels up. The pilots were engaged in non-essential conversation during the descent and ignored multiple ATS warnings that they were excessively high on approach. Thereafter they ignored multiple cock-pit warnings (gear not extended, over speed, GPWS descent rate). Following engine contact during the flare, the aircraft went around but suffered a double engine failure, reportedly because of damage sustained on the first attempted landing. The report cited violation of SOPs and ignoring ATC instruction as the cause.

If something doesn't seem right, it probably isn't. Take care with hazardous attitudes that can creep in especially with highly experienced crews. The captain in this event had approximately 12,000 hours. And ALWAYS abide by the sterile cockpit rule.

SAFETY FEEDBACK

SEPTEMBER 2024

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

The final report on V5HLG was released on the 24th September. The two recommendations discussed from the draft report were upheld, namely increased ad-hoc surveillance by the regulator and advanced security features in licenses and certificates to prevent forgeries.

Of note are the service bulletins by the manufacturer related to piloting techniques are to be promoted as follows.

1. **Safety Notice SN-43** warning pilots to take extra precautions during post-maintenance test flights
2. **Safety Notice SN-27** and **Safety Notice SN-38** warning instructors about the potential dangers of simulated auto-rotations.
3. **Safety Notice SN-29** warning pilots of the potential dangers of automatic reactions by high time fixed wing pilots when flying helicopters.

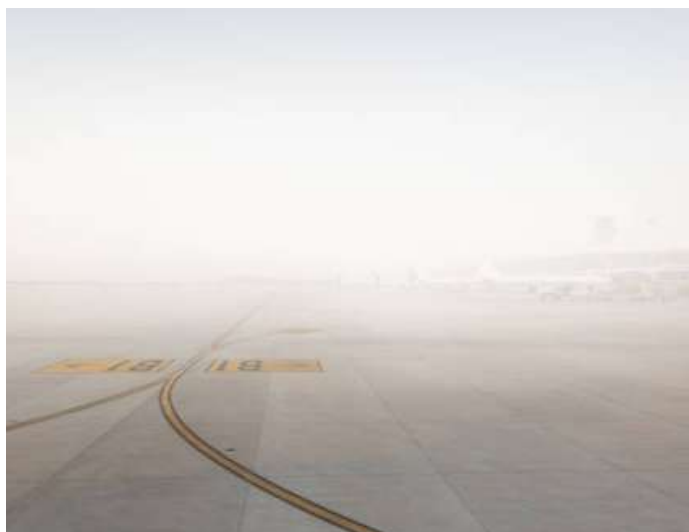


SAFETY ARTICLE

VFR INTO IMC - A FATAL MISTAKE

Continuing VFR into IMC can be a fatal mistake. Avoidance requires careful pre-flight planning, early decision making, and avoidance of dangerous attitudes towards poor weather. This article looks at these elements and reminds pilots, it is just NOT worth the risk!

Pre-Flight Planning: Forecasts are just that, forecasts, not actual conditions. When planning for a VFR flight and the forecast indicates marginal weather consider options such as where you can divert to if conditions deteriorate and what personal minima you may apply, for example if the route in mountainous a 500ft base may not be sufficient.



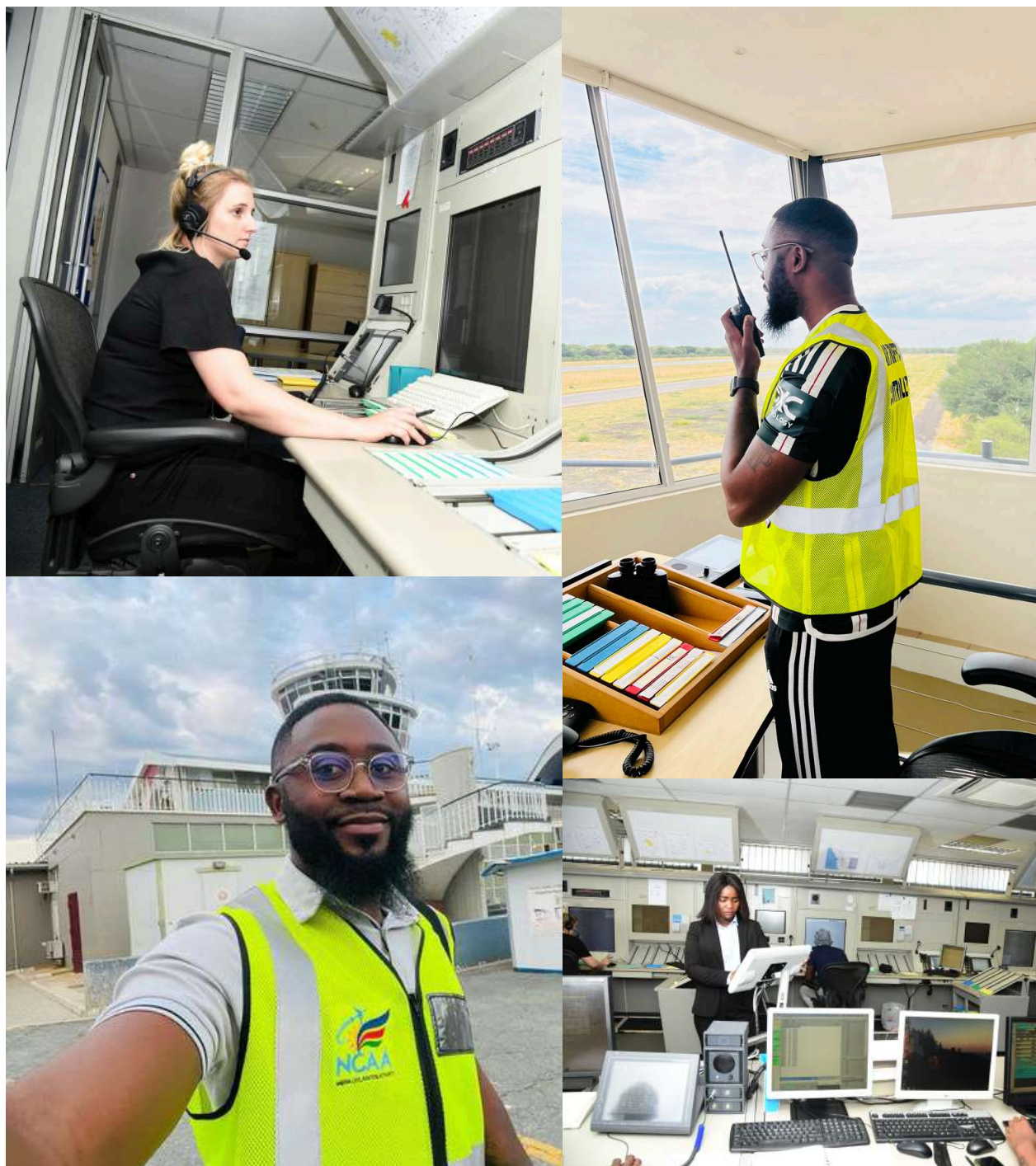
Early Decision Making: If the weather is deteriorating make an early decision to divert, Pushing on in poor weather can result in your escape route being completely blocked, resulting in unavoidable entry into IMC.

Dangerous Attitudes: One of the biggest mistakes made in terms of VFR into IMC is hazardous attitudes. For example, the attitude of "the minimums don't apply to me" or "I can handle this weather, I don't need to comply with the minima". Weather minimums are carefully researched and apply an absolute minimum safety margin, tempting these is like playing chicken with your life. Another dangerous attitude is get-there-itus, often experienced by commercial pilots, feeling they need to get their passengers to their destinations. This can be a latent issue ingrained and barely noticeable until after the fact when you wonder why you took the risk. Or business travelers rushing to meetings unable to stop and think about the risk they are taking. Be on the look out for decision making which is biased towards a need to get to your destination. A third error that comes in with relation to weather is *thinking* it is okay. "It looks like 500ft"... "It seems to be 1500m visibility". If this sounds familiar, when it comes to weather, remember the adage *if you are not sure don't*. To combat dangerous attitudes take a serious look at yourself and take stock of decision making try to identify times you may have made the wrong decision and got away with it, next time take the safe option and avoid risking yours and your passengers lives.

A MESSAGE OF THANKS

INTERNATIONAL DAY OF THE AIR TRAFFIC CONTROLLER

October the 20th marks the international day of the air traffic controller. We wish our colleagues whose untiring efforts help keep our skies safe around the clock, our warmest appreciation. The demanding job has little thanks and a high degree of risk, our colleagues show a special kind of dedication.

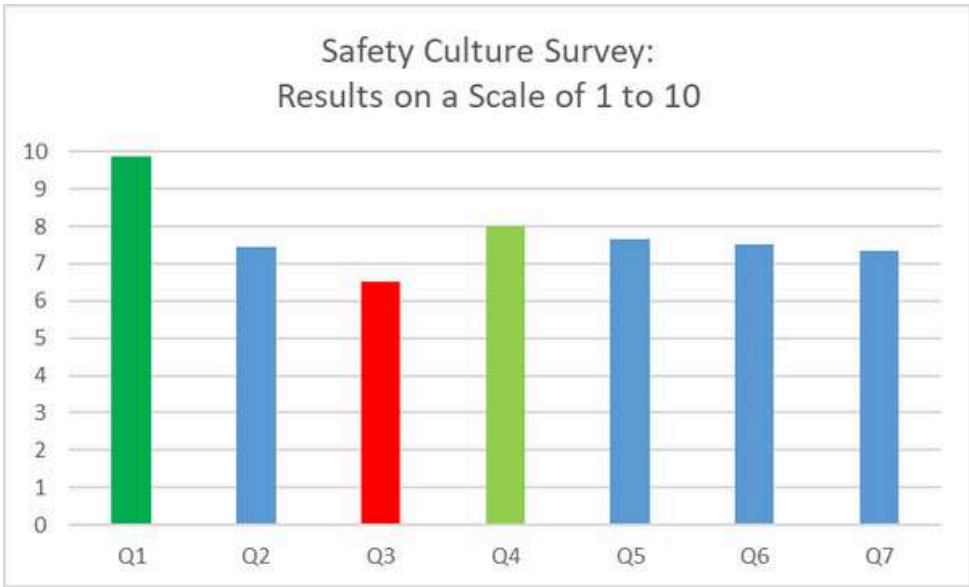


SAFETY CULTURE SURVEY

RESULTS OF SAFETY CULTURE SURVEY

NCAA was pleased to see many positive results to our safety culture survey, particularly the high regard for safety culture (Q1). The survey was completely anonymous, thus having the best chance of honest responses. Of note was the low participation in safety training programmes (Q3), and NCAA will look at both hosting more events, creating capacity for hosting events, and encouraging industry to increase training initiatives.

Q1	Importance of safety culture within the aviation industry	9.857
Q2	Overall safety culture within your organization	7.457
Q3	Participation in safety training and awareness programmes	6.514
Q4	Comfort in reporting safety concerns or incidents without fear of reprisal or punishment	8.000
Q5	Organization encourages open communication regarding safety issues	7.657
Q6	Effectiveness of safety management systems (SMS) in identifying and mitigating risks	7.514
Q7	Effectiveness of the State Safety Programme is in fostering a positive safety culture	7.343



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.

NAMCARs/NAMCATS

By the time you read this the NAMCATS-OPS will have been published, inclusive of Part 48, 91, 121, 127, and 135. All parts are now available on the NCAA website, thanks to all those who were involved.

Coming up soon will be further CARTAP invitations and consultation sessions for review of the parts that need further consultation. Keep a look out on the [Stakeholder's WhatsApp group](#) for announcements.

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

