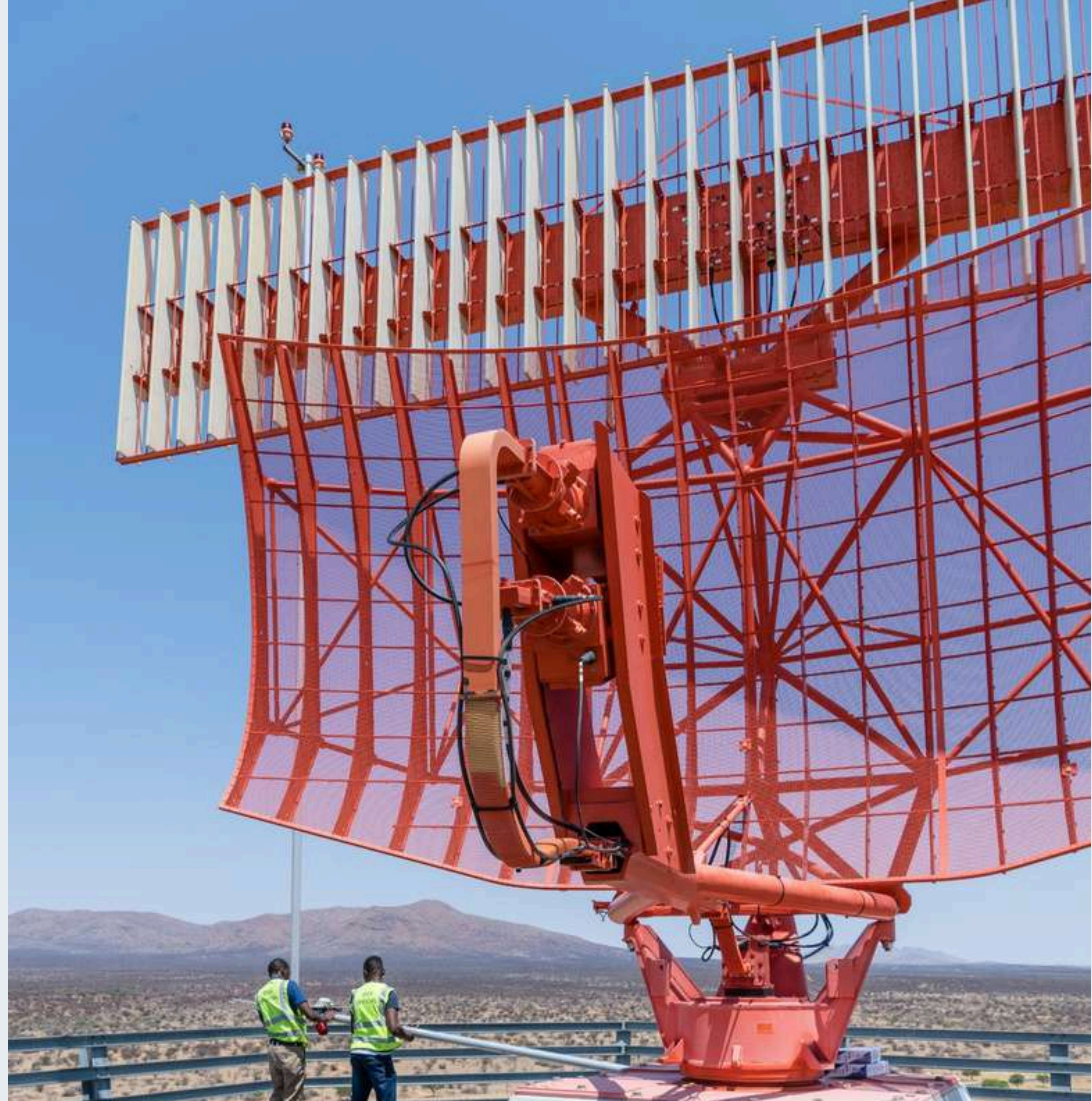




4 Rudolf Herzog
Street
P/Bag 12003
Auspannplatz

Safety Promotion
and Quality
Department

spq@ncaa.na
Ph. 083 235 2511 or
083 235 2468



OCTOBER
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



NAMIBIA AVIATION SAFETY AND SECURITY CONFERENCE

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



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Welcome!



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

October 2024

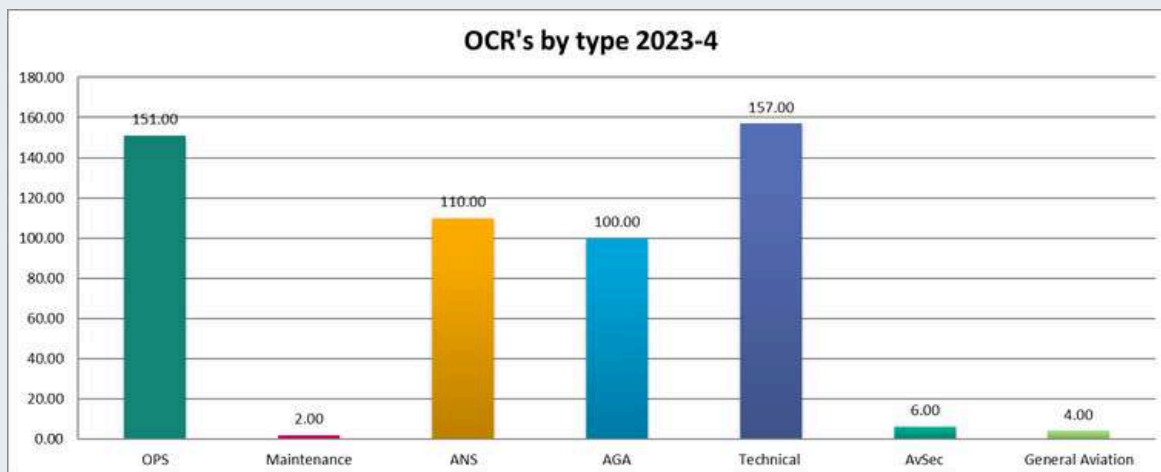
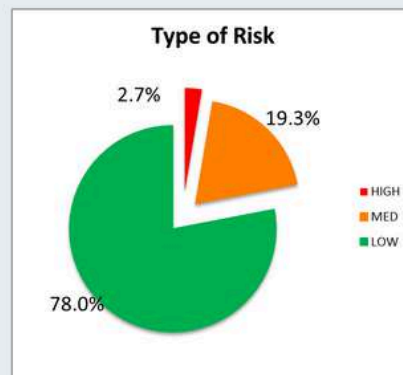
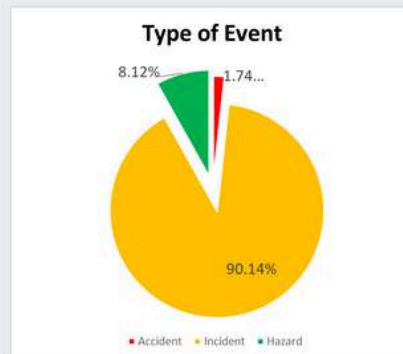
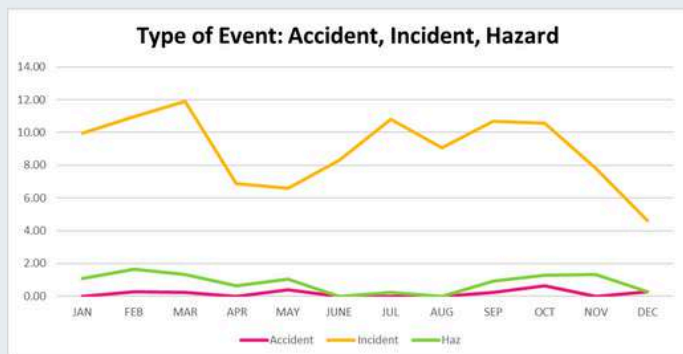
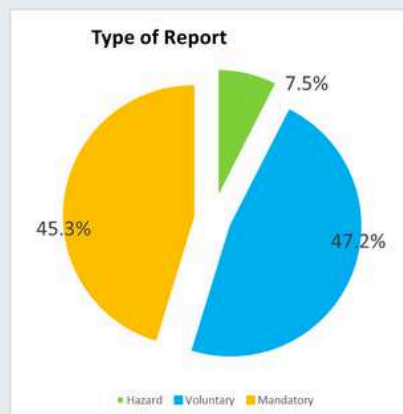
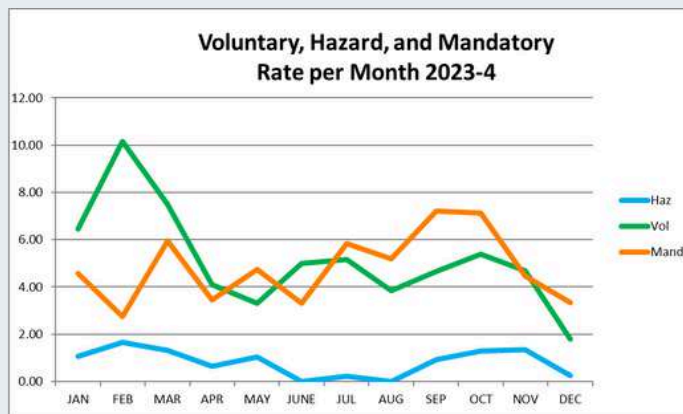
In October NCAA and DAAI received **64 occurrences** and events for 4,636 movements. This figure puts the report rate at a new high of **13.8 events per 1000 movements**. Among these, were **11 medium-risk** events, and **3 high-risk event**.

This month there were **31 voluntary reports** including **6 hazard reports**. In another high month for technical events, 19 of mandatory reports were technical faults, with 7 of them engine-related and thus falling into the **medium risk** category.

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

SPIs

There have been a large number of technical faults again, and of concern, many were engine faults. See more guidance and insights on page 11 and 20-21. The runway excursion was also a technical event, due to brake failure. There was one CFIT precursor event, which was a reported hazard, and which was resolved.

Please note the figures are provided as a rolling total.

	AirProx/LOS	CFIT	Rwy Excurs.	Wildlife	LOCI	Rwy Incurs.	Maint & Tech
Average '24	0.219	0.116	0.113	1.108	0.017	0.018	3.028
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 '24	0.000	0.697	0.464	0.464	0.000	0.000	4.180
OCT '24	0.216	0.216	0.216	0.431	0.000	0.216	4.098
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

"It's better to be on the ground wishing you were in the air than in the air wishing you were on the ground" Anon

Stay Safe!

Reporting

From the ED's Desk:

Toska Sem
Executive Director



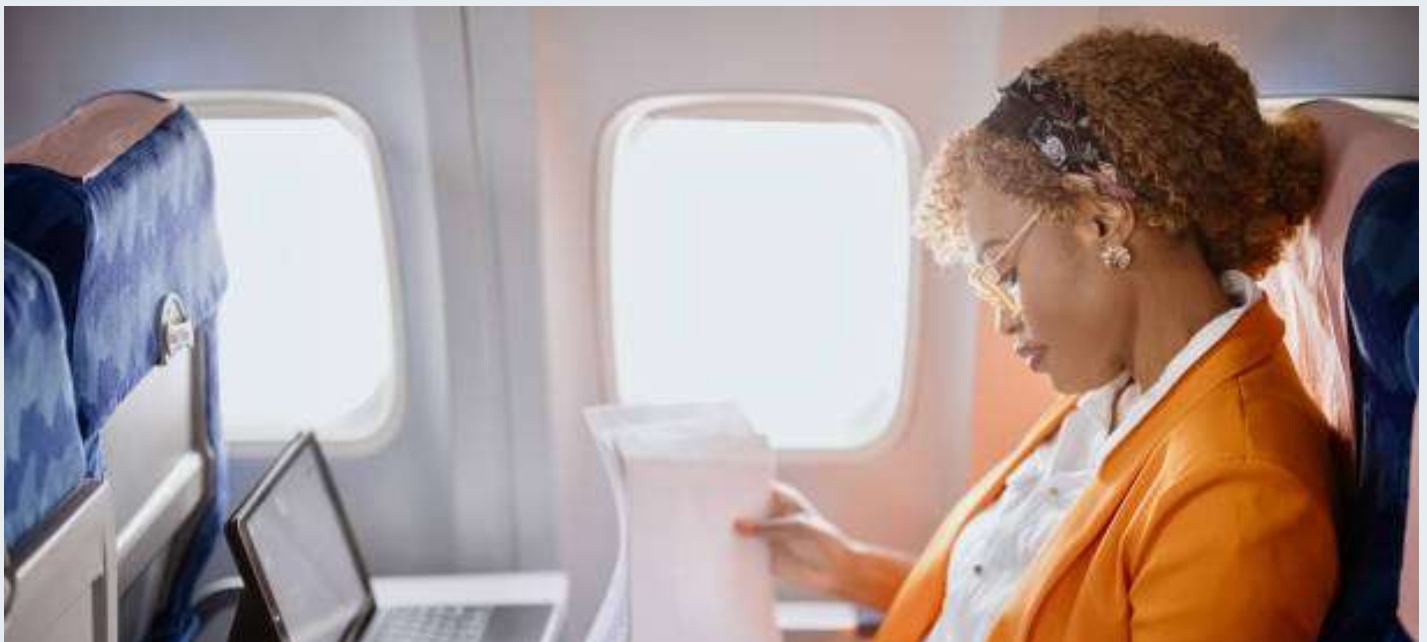
I am pleased to report on the 4th of October, 31 NCAA staff members completed the second module of their Stellenbosch New Manager's Development Programme, with final presentations due on the 4th of December. This ensures positive succession planning and growth within the NCAA. The skills learned can be applied anywhere and everywhere, fostering not only professional growth but also personal growth.

In October it seemed like an epidemic struck, with two gear-up landings within a week of each other. NCAA is in the process of procuring a mini-training course on SOPs, with particular emphasis on single pilot procedures, the key points will be reported on in due course.

Our flight operations regulations came into effect on the 1st of October and were backed up by the promulgation of the corresponding NAMCATS. To ensure a smooth transition OPS hosted a mini-seminar on implementation.

October finished on an exciting note with approximately 100 people attending the Namibia Aviation Safety and Security Conference at NIPAM. The event garnered positive feedback from all involved and NCAA has already received a large number of feedback surveys to make the next one even better. The event featured safety presentations and panel discussions from NCAA and industry and inspired continued collaboration, along with highlighting the need for reporting and training as key influential factors in enhancing aviation safety and security within Namibia.

Yours in safety, Ms Toska Sem, Executive Director



Safety in Flight, Confidence in Compliance!

SAFETY PERFORMANCE INDICATORS

Hopefully, with all the promotion on reporting that has been going on, your safety system will have started to generate some data. And with data can come information about your safety system. One such piece of information is your safety performance indicators. Reports generate primarily reactive indicators (lagging), but they may also generate hazards and recommendations that can be proactive (leading).

For reactive or lagging indicators, the selection process typically involves reviewing anything that is either high frequency or high severity. These are where your danger areas are going to be and attract the highest risk. For example, a runway incursion may not happen frequently, but the result can be catastrophic. Landing off an unstable approach may have lower consequences but can happen more often.

Once you have analysed lagging indicators, review your internal processes and objectives that contribute to safety, for example, safety notices, meetings, publications, and training. These can be great leading indicators and tracking and specifically monitoring any improvement on leading indicators will also boost your safety system.

The ICAO Safety Management Manual describes the use of a standard deviation (SD) from the mean method for calculating the alerts on events. That is, this works well for reactive, however for leading SPIs, you may only have one alert level before going negative, this is okay, you can take one SD below and the other two above as targets rather than alerts. As a reminder, reactive targets should be lower than the previous period and alerts should be above target, proactive SPIs will have a target above the previous period and the alerts will be lower than the target.



Keep a look out for an upcoming free NCAA mini-course on SPIs and reach out to us if you would like to be notified about it., spq@ncaa.na



SAFETY OCCURRENCES

OCTOBER 2024



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

There were 19 maintenance events this month.

No.	Fault	Type
1	Gear fault	piston
2	Electrical fault	piston
1	Fuel pressure low	piston
6	Engine faults	piston, turbine
2	Radio communications failure	piston, turbine
4	Brake failure	piston, turbine
1	Flat tyre	piston
1	Door unlatched	turbine
1	Propeller separated	piston

Of concern were a high number of engine faults and brake failures. See more about engine failures and faults on page 11 and 21-22.

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

OCTOBER 2024



WILDLIFE STRIKES (VOLUNTARY, MEDIUM RISK, AGA)

The following wildlife strikes were reported:

Wildlife	Events and near misses		
No.	AD	Phase	Details
1	FYWE	Climbout	Swallows
1	FYWE	Takeoff	Unknown
2	FYKM	N/A	Livestock

FYKM airport management has been contacted about their fence.

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	0.431			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

OCTOBER 2024

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

The following table shows go-around and diversion events. Of note is a large amount of wind related events. Pilots to always exercise caution when the winds are gusting.

No.	Details	Intended
2	Go arounds due to tailwinds	FYWH
1	RTO due to windshear	FYWE
3	Go Around due to windshear	FYWH, FYWE
1	Diversion due to weather	FYOG
1	Diversion due to operations	FYWE

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

The following Air Traffic Services and Meteorological events occurred.

No.	Fault	Area
3	Power failures	FYWH, FYOA
3	Partial communications failure	FYOA
1	Aircraft received without notification form Gabarone	FYWF

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

No.	Fault	Area
1	Apron deteriorating	FYOA
2	Inadequate safety and quality of fuel supplier	FYRU
1	After hours landing	FYLZ



IF IN DOUBT - REPORT!

Help us help you by reporting occurrence and hazards

The backbone of an effective SSP/SMS is a reporting culture and a just culture - instill this in your organisation!

incidents@ncaa.na



SAFETY OCCURRENCES

OCTOBER 2024

ENGINE FAULTS AND FAILURES (MANDATORY, MEDIUM RISK, AIR)

There were six reports of engine faults enroute, rough running, surges, and fuel flow faults, primarily in the Cessna 210 fleets. In one event the pilot is commended for maintaining over the road ensuring there was always a safe option if the fault escalated and maintained a high approach to destination to cater for a potential glide.

If there is an engine fault don't be afraid to execute a precautionary landing or diversion and always keep your options open for a safe forced landing site should the situation deteriorate.



PROPELLER SEPARATION (MANDATORY, MEDIUM RISK, AIR)

A successful forced landing was performed after the propeller separated from the engine on a training flight. See more details on pages 21-22.

The cause is being investigated.

SAFETY OCCURRENCES

OCTOBER 2024

TRAFFIC SEPARATION (MANDATORY, MEDIUM RISK, ANSSO/OPS)

There were three events of loss of separation in October.

An IFR aircraft on a visual approach was told about traffic but not provided with separation from a VFR departure. This resulted in a TCAS TA, putting the crew on alert, and was followed by a TCAS RA. The crew followed the RA and the traffic conflict was resolved.

A reminder to ATC that traffic separation is still required on a visual approach, and to crew to be ever vigilant, look-out, ask for more information if needed, and use all resources available.

Two aircraft had a near-collision in the Northern hangar area.

It is noted that this area is uncontrolled and crowded thus extra vigilance is needed, however while uncontrolled, a heads-up on incoming or outgoing traffic wherever possible from ATC is also a great safety net for pilots.

An aircraft in the circuit at FYSM had to take avoiding action when another aircraft joined the circuit without radio calls. After addressing the aircraft joining directly by call sign, the traffic responded, indicating they did have a functional radio.

Proper radio practices are absolutely essential in unmanned airspace, and especially in high density airspace such as the FYSM surrounds and the Namib Naukluft SRA to name a few. Always hear and be heard as well as see and be seen.

SAFETY OCCURRENCES

OCTOBER 2024

REPORTING CULTURE (HAZARD, MEDIUM RISK, SPQ)

It was reported by an operator that there is a general lack of reporting culture, particularly with the general aviation (non-commercial) sector.

This hazard is echoed in our statistics that show very few AvSec, GA, and maintenance reports. (Maintenance are items specifically caused by a by a faulty maintenance procedure rather than technical events which are caused primarily by wear and tear, however, it is difficult to discern the cause without AMO follow up reports).

The near complete lack of these three types of reports is concerning and avenues to assess the components of reporting among these sectors will be investigated, for example via pilot associations, SMS audits, and through AIR and AVSEC reaching out to their clients.



SAFETY OCCURRENCES

OCTOBER 2024



GEAR UP LANDING (MANDATORY, **LOW RISK**, OPS)

Two gear up landings occurred in October. Gear-up landings cause substantial propeller and engine damage and are classified as an accident.

As the saying goes, there are those that have and those that will. Protect yourself by acknowledging that it could easily happen to you, and always build in three checks - downwind, final, crossing the fence. The editor notes, that there has been an occasion in my flight experience that the first two were skipped, luckily the third one was in place, and while the gear was down, it could easily not have been. SOPs are vital and personal barriers and mitigations need to be built into your procedures.

LOST PROCEDURE (VOLUNTARY, **LOW RISK**, OPS)

A student pilot enroute on a solo cross country became lost after departure from Walvis Bay. The air traffic controller assisted the student to become orientated by asking for identifiable features and assisting the pilot with a circle of uncertainty procedure.

Instructors always ensure you over-emphasise the lost procedures with students. There will be times where students become disorientated and in this situation the lost procedure should be second nature, so the student is able to apply it while overcoming any nerves or anxiety the situation is undoubtedly manifesting.

SAFETY OCCURRENCES

OCTOBER 2024

RUNWAY EXCURSIONS (MANDATORY, MEDIUM RISK, OPS/AIR)

A runway / taxiway excursion occurred when an aircraft with a brake failure was unable to maintain directional control.

A second runway excursion was discovered when debris from the runway edge markers was discovered on the runway. Causing a hazard for other aircraft.

Pilots should note how dangerous it is to not report an event after impact with any part of the aerodrome. This is the second event of this nature that was not reported. This never any harm caused by reporting, providing there was no reckless behaviour or gross negligence, no one will be punished for an honest error or mistake, and to the contrary a great deal of benefit.

RUNWAY INCURSIONS (MANDATORY, MEDIUM RISK, OPS/AIR)

An arriving aircraft was told to hold short of the taxiway, however they stopped while still on the runway, whilst another aircraft was given takeoff clearance.

Always stop after the holding point line or speak up if you cannot.



SAFETY OCCURRENCES

OCTOBER 2024

ACCIDENT ON THE ROAD (MANDATORY, MEDIUM RISK, OPS)

Tragically a hot air balloon was substantially damaged when the truck carrying it had to swerve off the road to avoid an oncoming car overtaking with insufficient space. Fortunately no one was hurt.

A reminder that the drive to the airport can be the most dangerous part of your day!



GROUND COLLISION (MANDATORY, LOW RISK, OPS)

An taxiing aircraft collided with a windsock, impacting the wingtip and causing some damage. The aircraft was ferried back to base and another aircraft was brought in for the passengers.

The pilot introspectively indicated that they were rushing to depart and the time pressure caused a lack of vigilance. Just like a gear up landing, we can all say there are those that have and those that will, constant awareness of surroundings, other aircraft, hangars, ground aids, is vital.

INTERNATIONAL OCCURRENCES

OCTOBER 2024

LOSS OF SEPARATION

On 28 May 2022, the crew of a Boeing 737-800 which had just taken off from Palma in good daylight visibility observed a light aircraft approaching from the right at high speed on a collision course and immediately initiated evasive action, achieving a minimum separation subsequently found to have been 116 feet vertically and 1,200 metres laterally and passing behind it. ATC radar showed that the other aircraft had not taken any action and it was found to have been operating on a VFR flight plan in controlled airspace without complying with the requirements for such access or listening out.

It is absolutely crucial that we use all our defences, from TCAS and conflict alerts to looking out and listening out, and broadcasting intentions.

RUNWAY INCURSION - SHIFT OVERLOAD

An Airbus A320 crew cleared to land on runway 23 at Bordeaux in good day visibility had not noticed a stationary light aircraft at the runway threshold. Only a call from the concerned light aircraft pilot on a busy frequency prompted the controller to order the A320 to go around which it did from just over 100 feet AGL before passing overhead the unseen DR400 light aircraft at 178 feet AGL. The controller, who was covering GND/TWR/APP/INFO positions due to short staffing, had forgotten their earlier instruction to the light aircraft to line up and wait.

We often try our best to make things work with staff shortages, however safety must come first, when things get hectic emergency plans need to be put in place such as downgrading airspace, or limiting traffic, lest we not forget the tragic accident in Uberlingen whereupon a causal factor was the controller covering two positions.

SAFETY FEEDBACK

OCTOBER 2024

TRAFFIC SEPARATION - VISUAL APPROACH (MANDATORY, **MEDIUM RISK**, ANSSO)

An event of reduced traffic separation during a visual approach occurred whereupon it was noted that ATC is still responsible for separation between IFR flights on a visual approach or departure. We all are each other's safety net, even though ATC is responsible, pilots too should look-out and listen-out. See another incident of the same nature on page 12 and 17.

FYKM FENCE - HAZARD REPORT (HAZARD, **MEDIUM RISK**, AGA)

In August there was a report of a broken fence at FYKM airport. Subsequently there have been reports of stock on the runway with increasing frequency. The fault was tracked down to intentional and repetitive action by farmers seeking better grazing.

The airport management has developed a long term corrective action plan to rehabilitate the fence surrounding the airport to a much sturdier facility beginning early 2025. In the interim temporary repairs are in progress and further pilots and ATC are requested to exercise caution.



SAFETY FEEDBACK

OCTOBER 2024

ENGINE FAILURE - PREFLIGHT PROCEDURES (MANDATORY, MEDIUM RISK, OPS)

As an update on the report of an engine failure due to a stuck gascolator valve in our September issue, it is noted that the RV9 recommended POH (based on a sample obtained from Vans) does not include the requirement to select the fuel on before beginning the pre-flight inspection.

All operators are warned to be aware that not selecting the fuel on prior to the pre-flight would mean a stuck gascolator valve / sump drain would not be noticed. The matter is in the process of being addressed with the OEM.

While the POHs themselves for amateur builds are not regulated at present, the OEM can publish a service letter warning pilots about the issue. NCAA will continue to review the matter in liaison with DAAI, and depending on the outcome of the investigation, consider issuance of an Aviation Notice.



SAFETY ARTICLE

MEDIA COMPETITION FIRST PRIZE

First prize in our media competition went to: Hamutenya Elia Kavera, congratulations on an outstanding effort!

NCAA
NAMIBIA CIVIL AVIATION AUTHORITY

Safety is not negotiable

Your safety, our priority

Your voice matters! If you notice any **issues** or **incidents**, report them immediately to improve aviation safety. Every detail counts in ensuring the safety of all **passengers** and crew. Speak up, take action, and help make our **skies safer** for everyone. Together, we can **prevent accidents** and ensure the highest standards of **safety** are maintained!

SECURITY NOTICE
CONCEALED FIREARMS ARE PROHIBITED IN THIS FACILITY

FASTEN YOUR SEAT BELT

@ Namibia Civil Aviation Authority
spq@ncaa.na or visit www.ncaa.na

SAFETY ARTICLE

FORCED LANDING - THOUGHTS FROM THE PIC

The propeller of my aircraft flew off in mid-flight – this is how I experienced it:

On a flight from the Brandberg area to Swakopmund I had the unpleasant experience of the propeller of my Jabiru aircraft flying off in mid flight east of Wlotzkas Baken.

There was a slight vibration before and it became a resonance type vibration and within a second or 2 the propeller flew off. The engine stopped by itself (after over speeding).

All went quiet. I have been listening to traffic at Swakopmund on the monitoring function and someone was in the circuit.

Aviate, navigate, communicate went through my head.... also **speed, field, faults, final** (the way I teach my students).

Speed. Established at best glide speed.

Field. The desert is flat but I could not see a nice flat space like a pan or so, so I decided on the service road straight ahead that seemed to be in gliding distance.

Faults. The prop was gone but the engine and cowling seemed intact and just the wind noise had a calming effect on me. Obviously no restart so I secured the engine.

Aviate, navigate, communicate. At 2500' I had a bit of time so called on Swakop frequency that I lost the prop and was going down east of Wlotzkas Baken. The person in the circuit responded that they are on the way.

My passenger calmly noted that he is putting on his shoulder strap and I did the same.

Finals. On short finals I saw a curve in the road around a rocky part and I contemplated a plan B but decided against it. I had to “stretch the glide” to clear the pipeline crossing the road I was aiming at and once clear I put my thumb on the flaps down button. I flared on the road and landed but I realised that the curve is too sharp at this speed and we went “off road”. We bounced into the air over a small hill and I landed the Jabi again and over another small hill I braked hard to slow down before the downhill part and we came to a stop. Everything off and we climbed out to check ourselves and the aircraft.

SAFETY ARTICLE

FORCED LANDING - THOUGHTS FROM THE PIC (CONT'D)

We were fine and the aircraft was also “fine”. Onto the pipeline with cellphone to check for signal and I phoned my wife to tell her what happened and to come look for us. Back to the aircraft and radio on to hear from the aircraft in the circuit. I told them we are fine and no assistance required.

Back at home I phoned DAAI to report the accident and the form was completed and sent to them and NCAA. The next day DAAI was on scene and the day after that the aircraft was dismantled, put on a trailer and transported to the safety of a hangar.

Thoughts and recommendations

1. Take any vibration seriously and sort it out before it becomes a problem. Previous experiences with vibrations were minor issues and I thought I had a bad spark plug to be sorted out when at Swakop.
2. Remain calm. It does not help to panic. Easier said than done, but trust in your training and do not stop flying the aircraft until it comes to rest. Even then make sure everything is off.
3. Make sure aircraft docs and licenses are valid. It is the third thing you have to do after the accident. It includes the insurance. Make sure you get the clauses as well when renewing your insurance. Sort out any clause that does not make sense.
4. Aircraft are incredibly reliable but “it can happen to me” proved true. Thanks to the best training and years of experience we survived this ordeal.

A colleague of mine had a saying “If you crash, crash legally!”



NASSC - THANKS TO ALL INVOLVED

NCAA was pleased to host the Namibian Aviation Safety and Security Conference from the 29th to the 31st October to a very positive reception. The PowerPoint files and videos will be on the NCAA website [Safety Information Page](#), soon (Documents>Safety Information). Herewith the final thoughts from the participants received in an interactive Wordcloud on day 3.



Collaboration was pleasing to see as the biggest takeaway, whereupon NCAA will continue regular stakeholder engagement such as this. Training and reporting were also points to note. A crucial message through the event which had been taken on board.



Please do get in touch if you have ideas for next year's event. We welcome your input.

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.

Updated Publications

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.

As mitigation for a hazard identified with respect to access to AICs NCAA will endeavour to inform pilots / service providers of any AIM documents published since the last report.

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

