



4 Rudolf Herzog
Street
P/Bag 12003
Ausspannplatz

Safety Promotion
and Quality
Department

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



NOVEMBER
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.

Contents

Safety Statistics.....	3
Safety Dashboard.....	4
SPIs.....	5
Quote of the Month.....	5
Year End Messages.....	6
Well Wishes.....	9
Customer Service.....	10
Occurrences.....	11
International Occurrences.....	19
Safety Management.....	20
Safety Updates.....	21

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.

November 2024

In November NCAA and DAAI received **72 occurrences** and events for 4,821 movements. This is the highest number of reports received per month thus far. With **50 of these voluntary including 8 hazard** reports, this is a testament to the ongoing promotion of the importance of reporting.

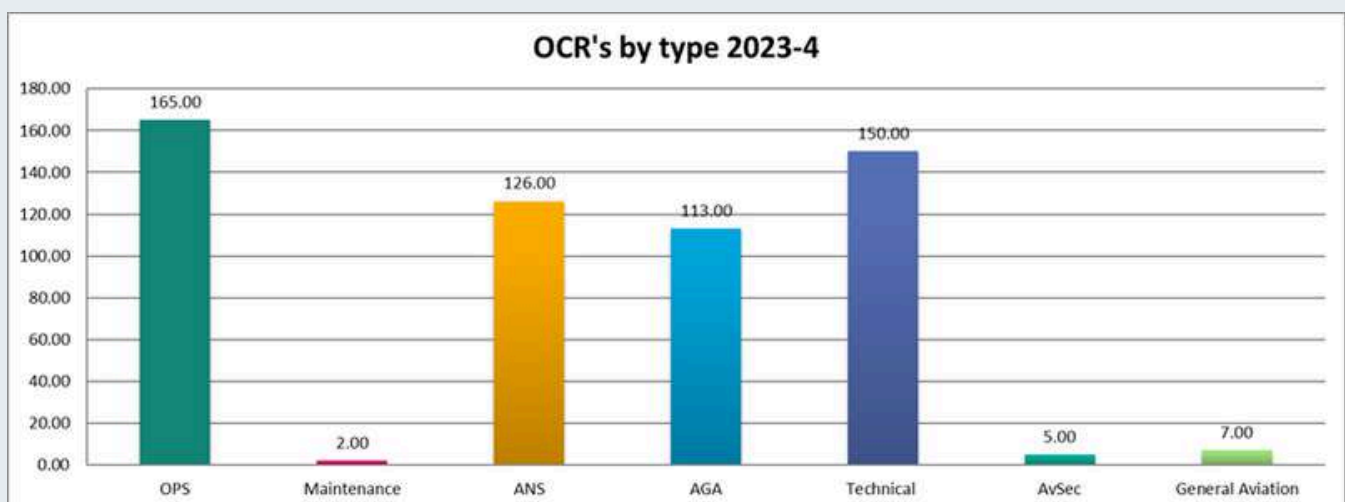
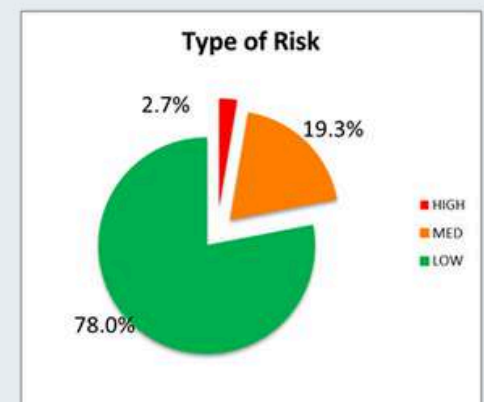
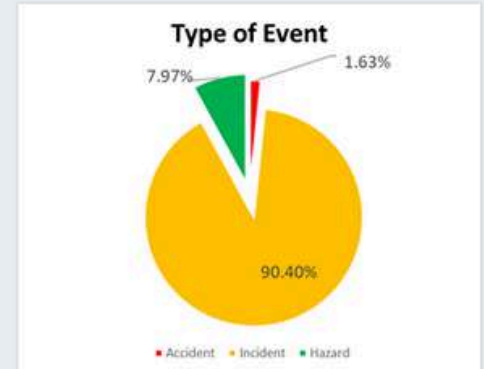
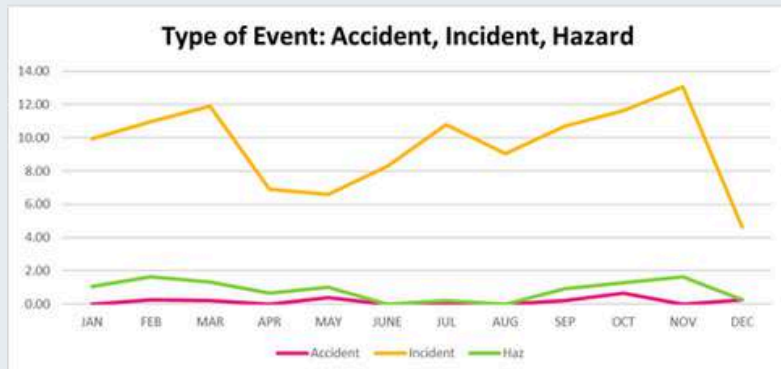
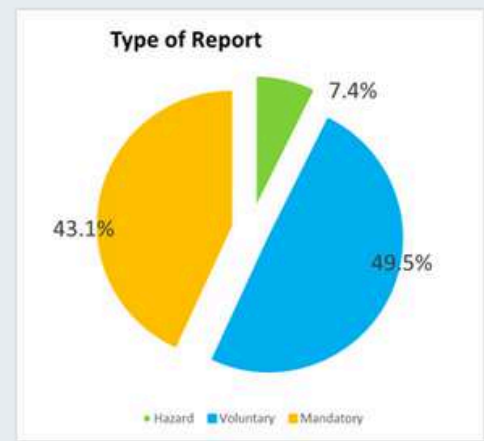
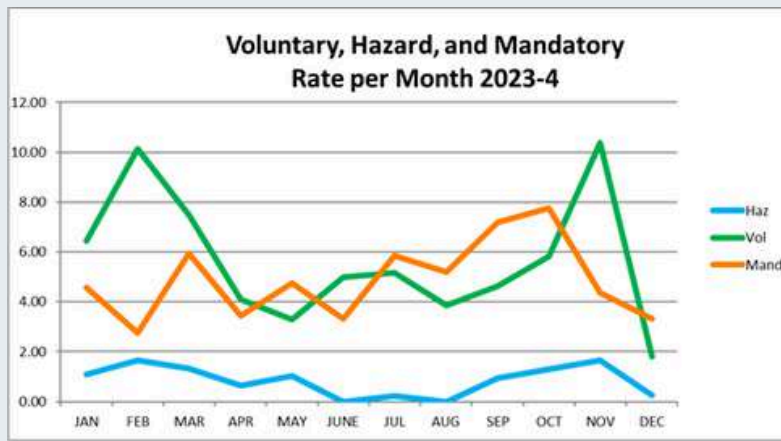
There were **18 medium-risk** events, and **4 high-risk events**, the remaining **50 events being classified as low risk**. The high risk events were related to air-proximity events due to increased frequency.

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).



Safety Statistics

For more about classifications of risk see the definitions in Safety Bulletin 1-22. Graphs included in this document show 12 month rolling figures unless specified.



Safety Dashboard

Safety Performance Indicators 2024

There have been again a large number of loss of separation / air proximity events this month, all VMC events with VFR traffic, bringing the average slightly above target. See more on these events on page 16. Another runway excursion occurred this month, reported to be a technical event, again, due to brake failure. Significant numbers of stock on the runway at FYKM meant our Wildlife HRC was very high.

Please note the figures are provided as a rolling total.

	AirProx/LOS	CFIT	Rwy Excurs.	Wildlife	LOCI	Rwy Incurs.	Maint & Tech
Average '24	0.269	0.116	0.148	1.343	0.017	0.018	2.888
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	0.431	0.431	0.000	0.216	4.098
NOV '24	0.830	0.000	0.207	3.941	0.000	0.000	1.659
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

"Being prepared for the worst is not being negative. It's a way to make sure you live through the good times." Anon

Stay Safe!

Reporting



Message from the Executive Director

As the year draws to a close, I am filled with pride and gratitude for what we have achieved together as the Namibia Civil Aviation Authority (NCAA) and as a nation dedicated to aviation safety and growth.

The highlight of the year was the ICAO Universal Safety Oversight Audit Programme (USOAP), where Namibia's impressive results reflected the dedication of the NCAA team and the collaborative spirit of our stakeholders. While the audit affirmed our strengths, it also inspired us to aim even higher as we address areas for improvement.

This year saw the introduction of new regulations and increased engagement with stakeholders through workshops and collaborations. These efforts reinforce our commitment to maintaining world-class aviation safety standards and oversight.

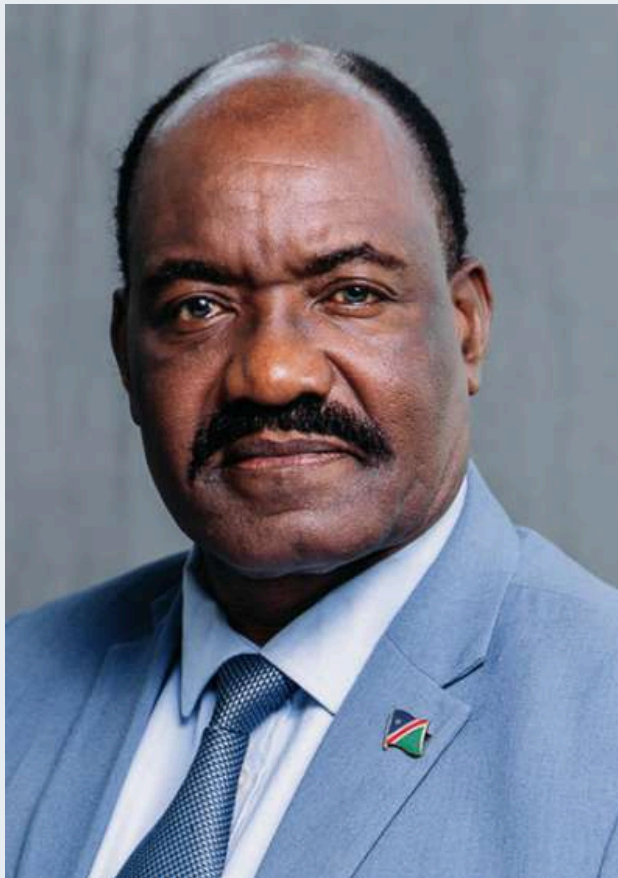
While we faced the tragic loss of one fatal accident and a few less severe occurrences, each event provided lessons that have strengthened our resolve to improve safety across the board. We also welcomed new airlines that expanded connectivity across Africa and beyond, highlighting Namibia's growing status as a trusted aviation hub. On the international front, the NCAA deepened its partnerships with organizations such as ICAO and AFCAC and expanded bilateral agreements with sister Civil Aviation Authorities. These collaborations enhance our capacity and enable mutual growth. Being nominated among the top Civil Aviation Authorities in Africa was a proud moment for the NCAA. Although we didn't win, the recognition motivates us to continue striving for excellence.

A personal milestone this year was my election as Vice President of AFCAC, a role that I believe will bring immense benefits to Namibia and Africa, further elevating our influence in global aviation development.

As we look ahead, I encourage all stakeholders, partners, and NCAA staff to carry forward the momentum of this year. Together, we can achieve even greater milestones. My office remains open, and collaboration will continue to drive our progress. Above all, let us remember: Safety is non-negotiable.

Wishing you a prosperous and safe New Year!

Yours in safety, Ms Toska Sem, Executive Director



Message from the General Manager Safety and Security

As we approach the festive season, I want to extend my heartfelt gratitude to everyone for your unwavering commitment to aviation safety and security throughout the year.

This year saw significant milestones for our safety and security sections under my leadership. Many of our teams spent long nights working through the USOAP audit, at times past midnight, and their hard work paid off. Both the PEL and OPS sections, thanks to our industry collaboration, achieved significant

progress in the promulgation of regulations and technical standards. ANSSO and AGA achieved issuance of substantive certificates to a number of their service providers - stepping us forward in safety oversight. SPQ participated in three regional events and AIR successfully completed all planned activities.

We held a number of key safety and security events, AIR and AGA jointly hosted the CORSIA Stakeholder Engagement Workshop, ANSSO hosted the ICAO ESAF A-MET Conference, SPQ hosted the Namibia Aviation Safety and Security Conference, and AGA convened Airports Council International (ACI) training.

Feedback from our stakeholders in the various new platforms we have created, further bore fruits in determining a need for continued collaboration and training which we are addressing first thing in the coming calendar year.

To both our staff and our license and certificate holders, your dedication ensures the continued growth and the safety and security of our aviation industry. Without all of you the aviation industry would not be the thriving, vibrant, and safe community it is today.

Christmas reminds us of the importance of togetherness and care — values that resonate deeply in our mission to safeguard lives. Let us carry this spirit of unity and responsibility into the New Year.

Wishing you and your families a joyful Christmas and a prosperous, safe 2025!

- Mr Ericsson M. Nengola

Message from the Head of Air Navigation Services



As we close out this year, I would like to extend my heartfelt gratitude to our Executive Director, Ms Toska Sem, for her unwavering guidance and support. Additionally, I commend the tireless efforts of our regulator, whose dedication has been instrumental in achieving our certification and contributing to the successful outcome of the ICAO USOAP Audit.

This year, we have made significant progress in addressing the corrective actions from the audit, thanks to the

continuous oversight from the ANSSO team. One of our key achievements was the successful calibration of the NavAids in the Windhoek FIR, ensuring enhanced navigation safety. We also concluded Search and Rescue (SAR) agreements with South Africa and are in the process of finalizing similar agreements with other SADC states.

Looking ahead, we are excited about the replacement of our surveillance system, which is reaching the end of its lifespan. We are committed to procuring a new system that not only meets but exceeds current standards. Additionally, plans are underway for a new control tower at Walvis Bay Airport and the renovation of the area control center at Eros Airport.

We are also in the process of developing an ATM Masterplan, which will serve as a strategic guide for the NCAA's future endeavors in air traffic management.

While we experienced a few resignations and retirements this year, we acknowledge the valuable contributions of these staff members and wish them all the best in their future endeavors. To our industry partners and airspace users, your collaboration and trust have been invaluable, and we look forward to deepening these partnerships.

As we enter a new year, let us remain committed to enhancing the efficiency of Namibia's airspace, ensuring the highest standards of safety, and driving progress in aviation. Here's to a successful and productive 2025!

- Ms Hilma Leonard

WELL WISHES!

CONGRATULATIONS

The Board, Management, and Staff of
the Namibia Civil Aviation Authority
(NCAA) congratulate
Her Excellency,
**Dr Netumbo Ndemupelila Nandi-
Ndaitwah,**
as
President-Elect of the Republic of
Namibia.



MERRY
Christmas
HAPPY NEW YEAR

From the Board, Management
and Staff of the
Namibia Civil Aviation
Authority

Wishing you and your loved ones
a festive season filled with
laughter, love, and memorable
moments.



CUSTOMER SERVICE

It has been highlighted that poor customer service within the Namibia Civil Aviation Authority (NCAA) can impact safety. This is particularly relevant within the Air Navigation Services provider, but it also applies to the regulatory side—where it can inadvertently promote non-compliance or compromise safety oversight.

The incidents team is happy to hear about any safety related customer complaints, and very soon there will be a customer service survey online which will be managed by the quality side of SPQ. However, we also encourage you to initiate direct contact with the department concerned on the departmental email or to the manager of the department concerned directly, to determine if it can be resolved at the source. Addressing the department's group email is very helpful in that all involved will hear the issue, discuss, and appoint someone to revert. But often the responsible person will respond to all with an immediate fix and thereafter the department will look into the root cause.

All departments are trying their best to adhere to the Service Charter, erstwhile it is still in the process of being approved, however, there are times when circumstances are beyond our control and we ask for patience. And then there will be times when we can do with constructive criticism, and if it is in the name of improved safety oversight or air navigation services provisioning, it is always very much welcomed!

Lastly a request - it is far safer and much easier to submit documents electronically and this should be adhered to whenever possible. And always ensure you receive a confirmation that the person you sent to did in fact receive the email! Printing is normally only necessary for manuals and in that case only after soft copy approvals.

In the new year we hope to have a customer satisfaction survey online, providing a feedback process available to everyone, inclusive of a comments section where you can note concerns. Look out for more information in our December issue.

If you have any further suggestions, please do not hesitate to write: spq@ncaa.na



SAFETY OCCURRENCES

NOVEMBER 2024



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

There were 8 maintenance events this month.

No.	Fault	Type
2	Gear fault	piston, turbine
1	Pressurisation fault	jet
1	Flat tyre	piston
1	Brake failure	piston
1	Door unlatched	turbine
1	Instrument failure	piston
1	Water in fuel	piston

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, either via the PRAM or directly from the AMO.

SAFETY OCCURRENCES

NOVEMBER 2024



WILDLIFE STRIKES (VOLUNTARY, MEDIUM RISK, AGA)

The following 19 wildlife events were reported:

Wildlife	Events and near misses		
No.	AD	Phase	Details
2	FYWE	Landing	Unknown/Plovers
2	FYWH	Landing	Unknown
2	FYWH	Takeoff	Unknown
1	FYOG	Landing	Unknown
11	FYKM	N/A	Livestock
1	Otjiwa	Landing	Horses

The rate this month was very high due to large amounts of stock at FYKM. Airport management has been contacted about their fence and cautionary advice has been issued to crew and operators.

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							
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

NOVEMBER 2024

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

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

No.	Details	Intended
4	Go arounds due to tailwinds	FYWH, FYWE
3	Go Around due to unstable approach	FYWH, FYWE
2	Go arounds due to livestock	FYKM, Otjiwa
1	Go around due to blocked runway	FYWE
2	Diversion due to weather	FYWH, FYLZ
1	Diversion due to operations	FYWE
1	Diversion due to change in VIP time	FYWE
1	Diversion unspecified	FYWE

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

The following Air Traffic Services and Meteorological events occurred.

No.	Fault	Area
1	Power failures	FYLZ
2	Partial communications failure	FYOA
1	Strip printer fault	ACC

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

There was one report of poor condition of apron and maneuvring areas, and incorrect run-up pad markings at FYSM.



**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

NOVEMBER 2024

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

Approximately 100 metres into the takeoff roll it was reported that a brake locked and the aircraft, a light tail dragger, departed from the runway, impacting the left wing with the ground.

Tailwheel aircraft can be lots of fun, but they are very directionally unstable, especially with a brake malfunction! Pilots beware and stay proficient.



DRONE SIGHTINGS (MANDATORY, LOW RISK, OPS)

A drone was sighted repeatedly inside the city limits without a CAUA approval near an embassy.

The matter is being investigated.

SAFETY OCCURRENCES

NOVEMBER 2024



FILING FLIGHT PLANS AND NOTAMS (MANDATORY, **LOW RISK**, OPS)

NCAA website has experienced some down time again, as has the briefing office internet services.

Pilots are recommended to make a bookmark of the IBS link on the website in case of downtime. It is also noted that the IBS system can provide access to NOTAMs when the website and/or telephones and internet are down.

NCAA endeavours to maintain systems online as far as possible but there will always be that time that things are beyond the control of the service provider.

A hazard was identified in terms of a reluctance of Part 91 operators to file flight plans causing delays and frequency congestion while ATC take flight details.

While it is not a regulatory requirement for private flights from manned to unmanned aerodromes, operating without a flight plan, particularly out of a busy airport like FYWE, can lead to significant delays while ATS takes your details and create a strip. Conversely, operating with a flight plan can give the option of SAR and also a personal NOTAM briefing when using IBS. Filing flight plans from FYWE is specified in the AIP, and while not legally binding, many ATC required procedures are specified in AIPs, for example speed restrictions into FAOR - if you cannot comply with the speed restrictions, expect delays! And it is the same with flight plans from FYWE. So, take a few minutes to improve the safety and expediency of your flight and file.

SAFETY OCCURRENCES

NOVEMBER 2024

AIR PROXIMITY EVENTS (MANDATORY, **HIGH RISK**, ANSSO/OPS)

There were four Air Prox events in November which is quite concerning, all were in VMC conditions.

In the first event, two aircraft were cleared in close proximity, while the tower had both in sight, the traffic only saw each other at approximately 1/4 mile and took avoiding action.

In another event, two aircraft were on final in close proximity, prompting a conflict alert. One was on an ILS and one on a visual circuit to land, and the handover was done late and without coordination, however, again ATC had both in sight and the aircraft had each other in sight at all times.

An aircraft joining the circuit, left downwind runway 19, was told to sequence number two to traffic joining final. The aircraft on left downwind could not see the traffic and elected to turn base which put them in conflict, avoiding action was taken by both aircraft who reported a resulting separation of 50ft. It was reported that one aircraft turned right and the other aircraft turned left, whereupon the problem was somewhat exasperated.

Two aircraft were accidentally cleared to the same altitude when the tower controller gave a clearance to the wrong altitude. Because the aircraft were on different frequencies neither picked up the error. Avoiding action was issued by ATC and carried out by the aircraft, after a conflict alert.

It is essential that traffic establish and maintain visual contact when sequencing in a visual circuit, and when in conflict remember the give way rules. ATIS is required to ensure you have traffic visual prior to sequencing. Finally, please note, in VMC it is always the pilot's responsibility to look out! Our eyes and ears are our final safety net.

All events described above are still under investigation.

SAFETY OCCURRENCES

NOVEMBER 2024

TAILWIND AND MULTI DIRECTIONAL OPERATIONS (HAZARD, MEDIUM RISK, ANSSO/OPS)

There were 4 reports of tailwinds where aircraft were required to go around and sequence for another runway. In one case an aircraft taking off accepted a 9kt tailwind, whereupon the limit in most cases is 10kts and this would be considerably close. The landing aircraft elected not to accept it but as a consequence had to hold till the runway could be changed.

Sequencing at FYWH is a delicate balancing act because of the parallel operations restriction, the length of the taxi to runway 26 / from runway 08, and the fact there is an ILS only on one vector. Pilots and ATS to exercise extreme caution and patience.



GLIDER IN CONTROLLED AIRSPACE (MANDATORY, MEDIUM RISK, OPS)

A glider briefly entered controlled airspace without a clearance nor any radio contact.

The matter is being investigated.

SAFETY OCCURRENCES

NOVEMBER 2024

AIRSPACE RESTRICTIONS (MANDATORY, **LOW RISK**, OPS)

A drone operator accidentally operated contrary to the elections airspace restrictions. The notification of the restrictions had not been received due to the operator being out of the office.

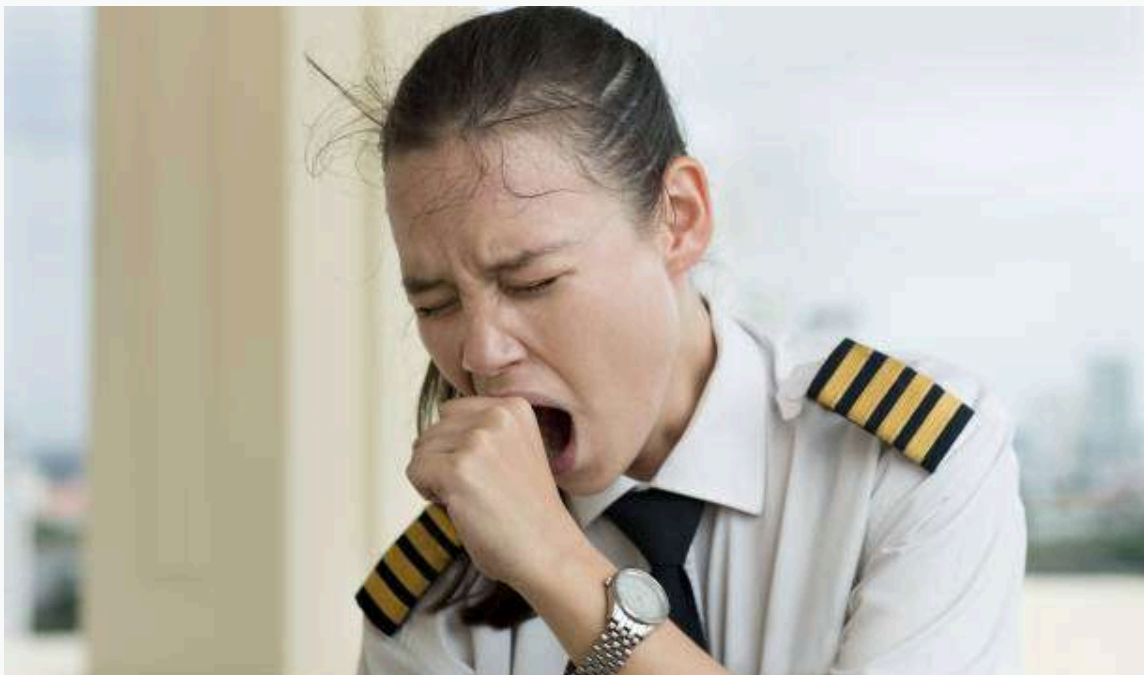
As mitigation the operator ensured additional staff had access to the email which receives operational notices.

FDP EXCEEDANCE (MANDATORY, **LOW RISK**, OPS)

A pilot mistook their FDP requirement for two consecutive days in fourteen to mean two days after fourteen.

The company discussed the matter in their safety meeting.

Both the above examples are situations of honest mistakes, mitigated by the operators, and thus protected by the safety system.



INTERNATIONAL OCCURRENCES

NOVEMBER 2024

LOW FLYING

On the 29th November a light aircraft clipped powerlines fatally injuring the pilot.

The Namibian regulations now allow flight below 500ft providing the flight is not a danger or nuisance to people or property. Low flying is inherently dangerous, and when making the decision to fly below 500ft, all dangers must be considered very carefully.

ENGINE FIRE

A B737 suffered an engine fire in flight. Crew performed emergency actions and diverted to the nearest suitable airport, landing safely.

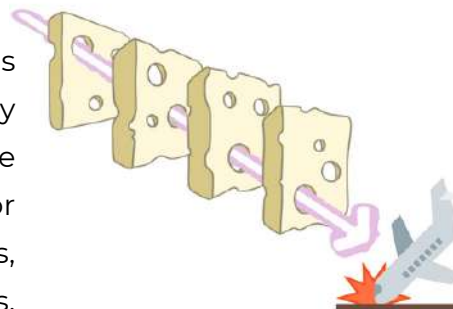
This is testament to good emergency procedures training resulting in the outcome of a serious emergency (MAYDAY) becoming non-event.



SAFETY ARTICLE

ACCIDENT CAUSATION

Accident causation has evolved greatly since James Reason first proposed the Swiss cheese model. Initially hypothesised as four elements or layers, we now realise there are many more. Defences can include, for example, equipment, organisational culture, procedures, human interface, wellbeing, hazardous attitudes, regulatory oversight, safety management, training,



We now can actively identify hazards and apply a risk management treatment, addressing and strengthening specific defences and proactively addressing the act of accident and incident prevention. But this can only be possible if every member of an organisation has been indoctrinated into the concepts of active safety management.

Heinrich's triangle tells us that for every accident there was potentially a large number of incidents and an even larger number of unreported events. Improving the safety system at its core has reports as a foundation - the backbone of the SMS. However, to create a reporting mentality one must first develop a solid safety culture - the life blood of the SMS. Creating a safety culture requires everyone involved, particularly management, to not just talk the talk, but to demonstrate by solid and clear action to uphold safety within the organisation.

Not only does safety culture require effort, but additionally it can as easily be broken down by careless actions.

Challenge yourself to do something this month to improve the safety culture within your organisation: eg. share a story with your safety manager, volunteer for safety activities, actively count procedural errors on your next flight or duty for post duty debrief, or present a topic at a safety meeting. Stay Safe!



HIRM

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

Two advisory pamphlets were published since the last edition, SMS Training and Risk Assessments. Both are available online in the [SPQ Advisory Pamphlets](#) section of the NCAA Website. Additionally, a new safety risk assessment form and risk assessment template are available online in the [General Forms](#) section of the website.

NCAA is working towards a form index for the online forms.

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

