4 Rudolf Herzog Street
P/Bag 12003
Auspannplatz

Safety Promotion and Quality Department

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

JANUARY 2025

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:

Share Knowledge = Improve 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

DR. SAM NUJOMA: THE VISIONARY WHO TOOK NAMIBIAN AVIATION TO NEW HEIGHTS

On February 8, 2025, Namibia lost a towering figure, a leader whose vision extended beyond the political sphere into the very skies above. Dr. Sam Shafiishuna Nujoma, the Founding Father of the Namibian Nation, was not just the architect of Namibia's independence, he was also the man who set in motion the transformation of the country's aviation sector, ensuring that the skies, once dominated by a privileged few, would belong to all Namibians.

For many, aviation is simply a means of transport. But for Dr. Nujoma, it was much more, it was an instrument of liberation, a tool for empowerment, and a symbol of Namibia's independence. Under his leadership, Namibia's airspace was not only reclaimed from colonial rule but was also developed into a world-class sector, paving the way for generations of Namibians to become pilots, engineers, air traffic controllers, and industry leaders.

In the early 1980s, long before Namibia gained its independence, Dr. Nujoma understood the strategic importance of airpower. He knew that for Namibia to be truly independent, it needed its own pilots, engineers, and aviation experts. At the time, the idea of black Namibians flying planes or maintaining aircraft was unheard of. But as Commander-in-Chief of the People's Liberation Army of Namibia (PLAN), he took decisive action.

DR. SAM NUJOMA: THE VISIONARY WHO TOOK NAMIBIAN AVIATION TO NEW HEIGHTS (CONT'D...)

In 1981, he sent the first group of 15 young Namibians to Libya for military aviation training. A second group followed in 1984, and by 1986, another cohort was being trained in Ethiopia and India. These young men would go on to form the backbone of what would become the Namibia Defense Force (NDF) Air Wing, and later, the Namibia Air Force. Today, some of those same individuals hold high-ranking positions in the NDF, the Namibia Civil Aviation Authority (NCAA), and various government institutions, an enduring testament to Dr. Nujoma's foresight.

Military aviation was just the beginning. Dr. Nujoma knew that for Namibia to fully develop, it needed a strong civil aviation sector. Before independence, this industry was largely closed off to black Namibians. Few could afford the expensive training required to become pilots, aircraft engineers, or air traffic controllers. But Dr. Nujoma changed that. Under his presidency, the Namibian government introduced bursaries to train young Namibians in various aviation fields. For many, this was a life-changing opportunity. "The destiny of this country is now fully in our own hands," he once said, urging Namibians to take full advantage of these new opportunities.

His administration also focused on infrastructure development. Airports across the country were modernized, and air traffic management was brought up to international standards. One of his most symbolic moves came in 1991 when he oversaw the rebranding of Namib Air into Air Namibia, the country's first national airline. This was more than just a name change, it was a declaration of Namibia's independence in the skies.

Under Dr. Nujoma's leadership, Air Namibia expanded its routes and fleet, solidifying its role as the national carrier. In 1991, the airline acquired a Boeing 747SP and launched direct long-haul flights to Frankfurt, connecting Namibia to Europe and the rest of the world. His government ensured that the aviation sector aligned with International Civil Aviation Organization (ICAO) standards, implementing policies that modernized the industry and positioned Namibia as a respected player in global aviation.

For those who grew up under colonial rule, aviation once seemed like an unattainable dream. But thanks to Dr. Nujoma's efforts, many young Namibians found a place in an industry that was once beyond our reach.

DR. SAM NUJOMA: THE VISIONARY WHO TOOK NAMIBIAN AVIATION TO NEW HEIGHTS (CONT'D...)

Dr. Nujoma did not just build an aviation sector, he built a legacy. Today, Namibia boasts a well-trained aviation workforce, internationally recognized airspace management, and a strong regulatory framework. These achievements can all be traced back to the foundation he laid.

As Namibia mourns the loss of its Founding Father, the aviation sector stands as one of his many enduring legacies. His vision took Namibia's aviation industry from an exclusive, colonial-era institution to an inclusive, world-class sector that serves all Namibians.

His story is not just one of leadership but of transformation, empowerment, and a relentless pursuit of excellence. The Namibia Civil Aviation Authority honors his memory, knowing that every Namibian aircraft that takes off, every young pilot that earns their wings, and every advancement in the sector is a testament to his work.

Dr. Sam Shafiishuna Nujoma may have departed, but his legacy will forever soar in the skies above Namibia.

Rest in eternal peace,
Comrade Leader.

Contribution by
Ericsson M.
Nengola:

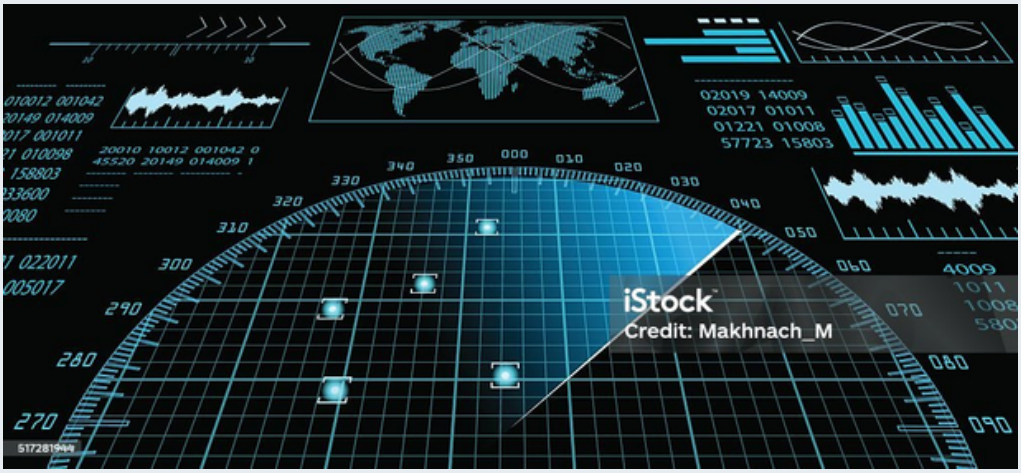
General
Manager
Safety
and Security

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

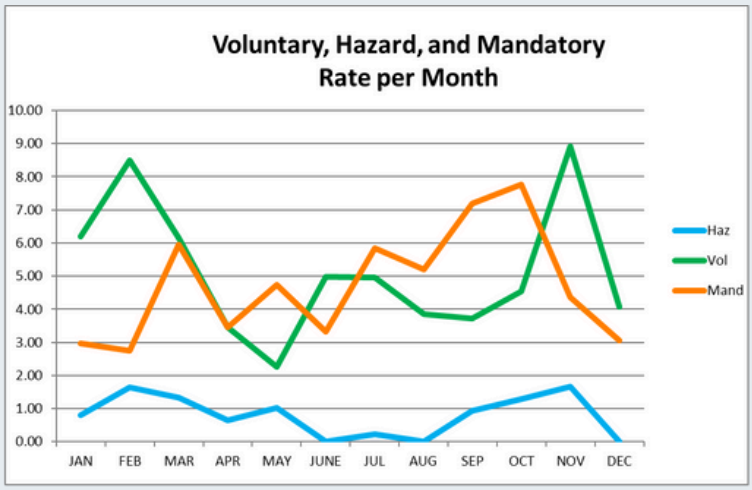
January 2025

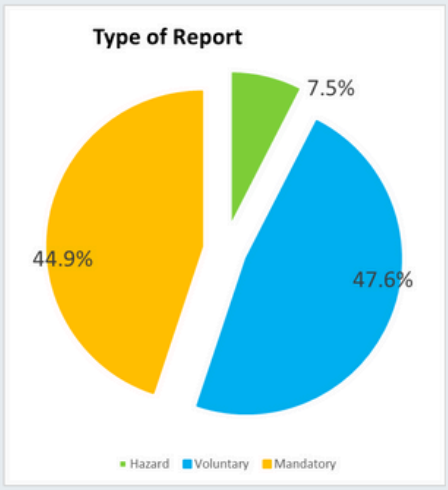
There were 37 occurrence reports in January, with 26 voluntary reports, including 3 hazard reports, the remaining 11 being mandatory reports. For January there were 9 medium-risk events, and 1 high-risk events event, the remaining 27 events being classified as low-risk. The high-risk events was again a case of extreme low flying, posing a CFIT risk. The rolling total stands at 78.6% low-risk, 18.2% medium-risk, and 3.3% high-risk. There were eight accidents for the year.

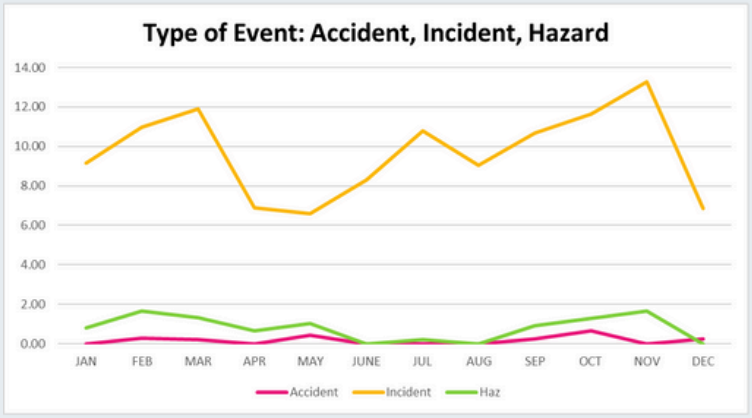


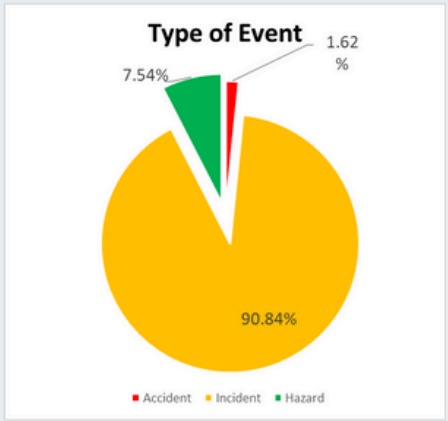
Detailed information is available in the occurrence section, and trends will be reviewed by the State Safety Programme Steering Committee (SSP Steercom) and the SSP Technical Working Group (TWG)

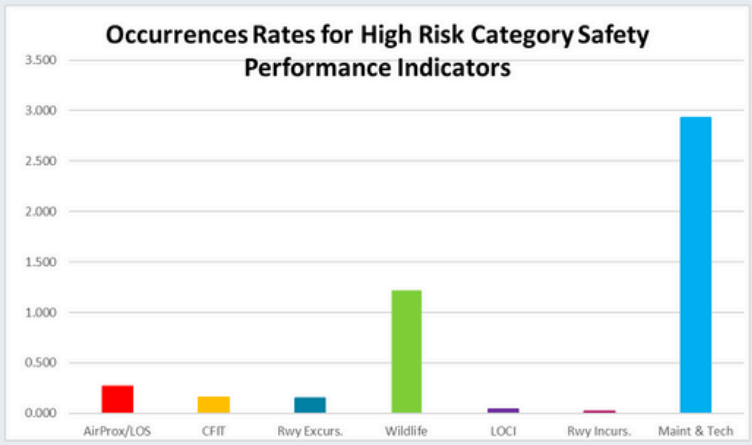
For more about classifications of risk see the definitions in Safety Bulletin 1-22. Graphs included in this document show 12 month rolling figures unless specified.

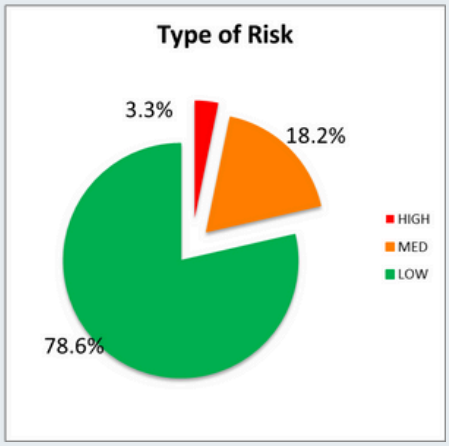


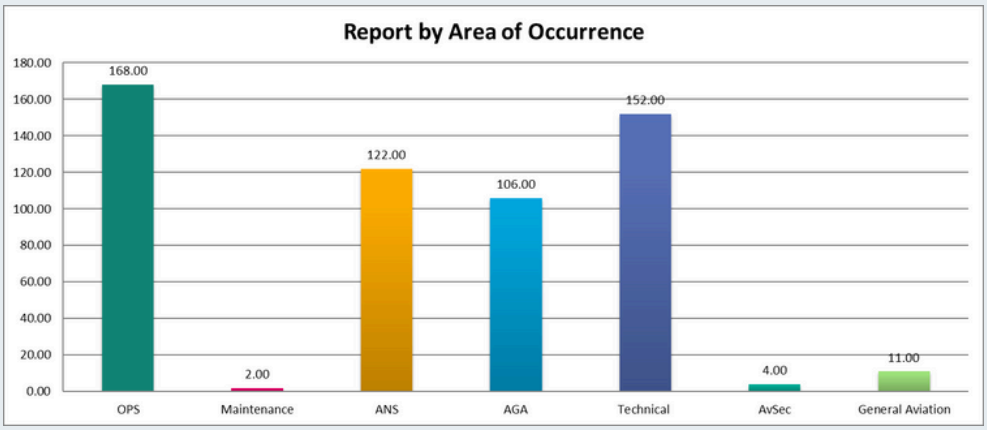












Safety Dashboard

Safety Performance Indicators 2025

SPIs

Of note, a CFIT precursor event was recorded from the extreme low flying, wildlife was above target, and the number of technical reports was very low this month. A new set of standard deviations and targets were developed from the averages, targets, and standard deviations from 2024.

Please note the figures are provided as a rolling total.

	AirProx/LOS	CFIT	Rwy Excurs.	Wildlife	LOCI	Rwy Incurs.	Maint & Tech
Average '25	0.269	0.156	0.148	1.202	0.038	0.018	2.918
JAN '2	0.000	0.230	0.000	1.377	0.000	0.000	1.148
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 '24	0.000	0.509	0.000	0.000	0.254	0.000	2.799
Target 2025	0.248	0.123	0.111	1.454	0.099	0.112	1.958
Avg 2024	0.269	0.116	0.148	1.151	0.038	0.018	2.823
SD 2024	0.295	0.201	0.167	1.043	0.086	0.060	1.318
Alert 3	0.564	0.317	0.314	2.195	0.125	0.078	4.141
Alert 2	0.860	0.518	0.481	3.238	0.211	0.137	5.459
Alert 1	1.155	0.720	0.647	4.282	0.298	0.197	6.777

Safety Thought for the Month

"Make a conscious choice to follow the rules, respect the limits, and pay attention to the details, it will save your life." Anon

Stay Safe!

Reporting

As we step into the new year, we do so with a profound sense of loss following the passing of the Founding Father of the Namibian Nation, Dr. Sam Shafiishuna Nujoma. His unwavering dedication and leadership shaped the course of our country's history, and his legacy will continue to inspire generations to come. On behalf of the NCAA, I extend our heartfelt condolences to his family and to the nation during this time of mourning.

At NCAA, we are beginning the year with renewed momentum, driving key regulatory, operational, and developmental initiatives forward.

From a regulatory perspective, the NAMCATS Parts 171-175 and 179 have been promulgated, aligning our framework with international standards. A CARTAP schedule has been established, tentatively set for every second Friday, and the National Civil Aviation Security Programme is currently under revision to ensure alignment with NAMCARs Part 108. These efforts are crucial in strengthening our compliance and oversight functions.

Recognizing the need for continuous development, I have approved the procurement of in-depth safety and quality training, which will be delivered by CAAS, IATA, and Aeroclass from late February through late March. In addition, several of our technical teams have already completed specialized training, including E145 and AW139 maintenance type ratings and CORSIA capacity building.

We are also investing in the future of aviation by welcoming eight new interns from the UNAM Bachelor of Aviation Science program, who will be assisting our inspectors with critical research and development projects. Furthermore, we are pleased to announce four new permanent appointments, including our safety bulletin editor, strengthening our internal capacity.

Encouragingly, January has seen a strong safety record, with no reported accidents and only a few serious incidents. This is a testament to our collective commitment to upholding the highest safety standards.

Lastly, I encourage everyone to participate in our upcoming customer satisfaction surveys, which will be launched soon. Your feedback is invaluable in shaping our services and ensuring that we continue to meet the needs of the industry.

Let's make 2025 a year of progress, collaboration, and excellence.

Yours in safety, Ms Toska Sem, Executive Director

REPORTING: SHAME AND BLAME MENTALITY

Despite large strides in the field of safety culture, and specifically the aspects of just culture and reporting culture, there is still a perception that when we report we are "reporting on someone" or "being a tattletale", this aspect is even more elevated when it comes to the regulator.

It is true, that there are times reporting will lead to enforcement, and this is stated very clearly in ICAO Annex 19, Appendix 3, where it is described as a "principle of exception".
"Exceptions to the protection of safety data, safety information and related sources shall only be granted when the competent authority:
a) determines that there are facts and circumstances reasonably indicating that the occurrence may have been caused by an act or omission considered, in accordance with national laws, to be conduct constituting gross negligence, wilful misconduct or criminal activity;"

It is critical that we do not become involved in blaming or shaming. A valuable tool for determining if an occurrence requires enforcement is your safety office. A key principle of SMS/SSP is that the confidentiality is maintained by the safety office until such time as they determine a principle of exception applies. The safety manager and his/her team are normally a highly qualified experts in determining culpability with mechanisms such as the culpability tree. The same occurs within the NCAA, (unless they are copied in by the reporter) only when an occurrence is considered a principle of exception, is it handed over to a regulatory unit for investigation. All other occurrences are reviewed for lessons learned and improvements that can be made.

A great example of this is the airside driving event reported this month. The operator did not try to find a culprit, nor did NCAA, but we both took the event as a chance to improve.

So, remember the emails for incident and hazard reporting: incidents@ncaa.na and daaii@mwt.gov.na, and keep the flow of information coming!

SAFETY OCCURRENCES

JANUARY 2025

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

There were 4 maintenance events this month, including one medium risk event.

No.	Fault	Type
2	Radio fault	Piston
1	Cracked main gear	Turbine
1	O2 mask deployment	Jet

This is the lowest month for technical events since we have been recording data, although not necessarily a trend yet.

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

JANUARY 2025

WILDLIFE STRIKES (VOLUNTARY, MEDIUM RISK, AGA)

There were seven reported bird or wildlife events. This included four bird strikes, two encounters with oryx, and one encounter with frogs on the runway.

Wildlife	Events and near misses		
No.	**AD**	**Phase**	**Details**
1	FYWH	Landing	Frogs
3	FYWH	Landing	Unknown, Owl
1	FYWH	Takeoff	Unknown
2	FYSK	Takeoff	Oryx

The below table shows rates per 1000 movements.

YEAR	JAN	FEB	MAR	APR	MAY	JUNE	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
	1.532												
2024	2.042	3.941	0.000	1.615	1.106	0.599	1.799	1.131	0.464	0.431	3.941	0.000	67
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

JANUARY 2025

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

The following table shows go-around and diversion events.

No.	Details	Intended
1	Go Around due to unstable approach	FYWH
1	Go Around due to weather	FYWH
1	Diversion due to weather	FYWE
1	Diversion due to operations (medical)	FYWE

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

The following Air Traffic Services and Meteorological events occurred.

No.	Fault	Area
1	Telephone lines unserviceable	FYOA
1	Weather display and telephone lines unserviceable	FYWH
1	Topsky (radar) and telephone lines unserviceable	FYWF
2	Power failure	FYLZ

AERODROME RELATED EVENTS (MANDATORY, LOW RISK, AGA)

An hazard of unsafe airside driving practices was identified. Airport management immediately engaged in safety awareness training for the employees and will continue to ensure that safe airside driving is re-emphasised at regular safety meetings.

SAFETY OCCURRENCES

JANUARY 2025

OPERATION OUTSIDE HOD (MANDATORY, LOW RISK, OPS)

A commercial flight arrived outside airport hours of duty (HOD), resulting in no airport rescue and fire fighting services (ARFF).

It was resolved that there was an assumption made that the ATS HOD which were NOTAM'd due to a temporary change, were the same as the airport HOD. ATS will often need to be on shift before airport operating hours for in-bounds and overflights. Additionally, temporary changes to both ATS and airport HOD sometimes occur where NOTAM information superseeds AIP information, pilots are advied to take care reading the information at hand.

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

A third event of a glider in controlled airspace occured in January.

SSN has confirmed that they will require transponders for all gliders to be on at all times from 2025, a great step forward in avoiding collisions.

SAFETY OCCURRENCES

JANUARY 2025

RECKLESS LOW FLYING (MANDATORY, HIGH RISK, OPS)

Another event of low flying occurred when a fisherman reported his fishing line was cut off by a low flying light twin aircraft. Subsequently the fishing sinker was found at FYSM and handed into airport management.

Despite extensive efforts to determine the registraiton, the aircraft could not be traced. A campaign is underway to sensitise the public as to what can and cannot be reported and what information, for example, the registration, is most important.

OPPOSITE DIRECTION RUNWAYS (MANDATORY, MEDIUM RISK, ANSSO)

ATS reported an event of an aircraft on final approach runway 08 while another turned final 26.

It was established that that the aircraft on final was approximately 8nm from the runway when the preceding aircraft vacated the opposite vector.

The incident does however highlight the inherent danger of operations at FYWH where traffic often requires frequent runway changes between runway 08 and 26. This hazard has been added to the risk register for monitoring.

ATS are reminded of the difficulties of managing this situation and the ATS concerned is commended for filing this self-reported incident.

SAFETY OCCURRENCES

JANUARY 2025

DRONE SIGHTINGS (MANDATORY, LOW RISK, OPS)

There were four reported drone sightings at various locations over farmland and private property without owner approval.

NCAA OPS is investigating the possibility of mobile drone scanners in conjunction with MoUs with NAMPOL and MEFT to address this issue.

MEDICAL EMERGENCY (VOLUNTARY, LOW RISK, OPS)

A medical emergency was reported on an inbound flight.

Medical services were requested and provided on landing and the patient was reported stable.

SAFETY OCCURRENCES

JANUARY 2025

BOMB THREAT (MANDATORY, MEDIUM RISK, OPS)

A bomb threat was detected on an outbound flight while parked on the apron at HKIA.

While it is a catastrophic event, thanks to effective AvSec procedures, bomb threats happen very infrequently so the event falls in the medium category. See more about the ATS investigation concluded on page 19.

RADIO COMMUNICATIONS FAILURE (MANDATORY, LOW RISK, OPS/AIR/ANSSO)

A long-haul overflight entered and left Namibian airspace without radio contact, despite several attempts by ATC to contact them. The event happened early morning where there was no other traffic in the FIR to establish communications with by either the aircraft or the ATC. The aircraft advised they attempted to contact ATC without success but they did not follow the radio failure procedure, entering Johannesburg FIR at the wrong flight level.

See more about the investigation of this event on page 19.

SAFETY OCCURRENCES

JANUARY 2025

INEFFECTIVE SMS (VOLUNTARY, MEDIUM RISK, OPS)

An operator was reported as to having an ineffective SMS and poor safety culture.

NCAA OPS investigated the occurrence. The situation was exasperated by resignation of key post holders, insufficient qualified local personnel, and the unavailability of SMS training. The operator has implemented a mentorship programme for the key post holder and further the structure of their SMS was reviewed and key steps implemented to ensure they are meeting acceptable levels of safety. The report was a good chance for both NCAA and the operator to improve.

BLASTING NO NOTAM (MANDATORY, LOW RISK, AGA)

Blasting was reported at a local mine without a NOTAM.

T*his is a repeat occurrence, AGA is investigating.*

THREATENING BEHAVIOUR (MANDATORY, LOW RISK, OPS/AIR/ANSSO)

A resident in the vicinity of FYWE phoned the aerodrome tower to complain about a helicopter flying overhead his house. The ATC explained that the helicopter was flying in the circuit and legally allowed to operate the flightpath in question. The resident then became insulting and threatening towards the ATC.

Unruly behaviour, when it comes to aviation facilities, is unacceptable. AvSec and NAMPOL were notified.

NO RADIO CONTACT (MANDATORY, LOW RISK, OPS)

An investigation into a flight through controlled airspace without radio contact (see page 17) uncovered a number of critical issues or hazards:

1. It is absolutely essential that both ATS and pilots know the radio communication failure procedures and abide by them. The procedures in Namibia are now in line with the ICAO recommended practices and can be found in NAMCAR 91.06.29.
2. A loss of communication may not necessarily be your communications failure, which in the case of an airliner with three radios on two separate busses, is granted unlikely, however the procedure is applicable for any loss of radio communications, and it does not differentiate who has the failure, an ATS radio failure is not uncommon in some of our outstations. It is important to note that regardless of which side the failure stems from, if a pilot cannot get hold of ATS they are required to follow the loss of communications procedures, broadcast blind, and climb or descend according to flight plan after the stipulated period. In the case in question this would have avoided flight at a non-standard level, a situation which would be very dangerous had it been in a procedural environment.

BOMB THREAT (MANDATORY, MEDIUM RISK, OPS)

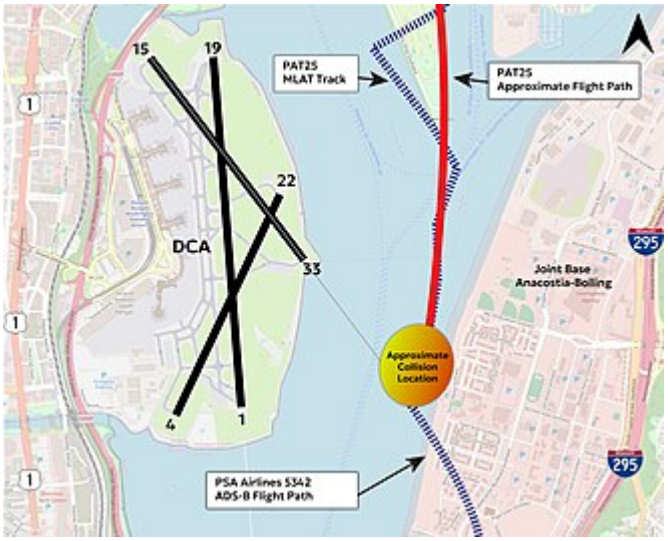
ATS concluded the bomb threat investigation and perspectives included a number of recommendations for improvement:

1. A procedure for opening and closing the CTR is required.
2. The bomb threat procedure requires amendment for the situation of a bomb discovered on the ground.
3. Coordination between the AD and ATS shall be improved through regular practice exercises and MoCs.

INTERNATIONAL OCCURRENCES

JANUARY 2025

DEADLY MIDAIR COLLISION



The tragic spate of fatal accidents in December has sadly continued. Of note, a military helicopter (UH-60) and a Canadian Regional Jet (CRJ700) collided on approach to Regan International Airport resulting in the loss of 67 lives (there were no survivors).

Initial reports based on the FAA preliminary report indicate that:

- The conditions were VMC. The helicopter was warned about the jet twice from ATC and indicated they had the traffic in sight.
- The route maximum altitude of 200ft was exceeded by the helicopter by approximately 100ft.
- The jet received a TCAS alert approximately 19 seconds before impact.
- The ATS shift was combined, where usually the helicopter and fixed wing traffic would be on different frequencies, the ATC was working both positions, which it is noted was unusual for the time and traffic levels.
- The FAA has restricted the helicopter routes to all but essential traffic.

A reminder to pilots and ATS how quickly a routine situation can turn into a tragedy.

RT 1: AMERICAN LEGION BRIDGE OVER POTOMAC RIVER, EAST OF ROOSEVELT ISLAND TO THE TIDAL BASIN. OVER WASHINGTON CHANNEL TO ANACOSTIA RIVER. NORTHEAST OVER ANACOSTIA RIVER TO RIVERDALE AND VIA BALTIMORE WASHINGTON PARKWAY TO GREENBELT.

ALTITUDES: AMERICAN LEGION BRIDGE AT OR BELOW 1300 FEET MSL, CHAIN BRIDGE AT OR BELOW 700 FEET MSL, KEY BRIDGE AT OR BELOW 300 FEET MSL, MEMORIAL BRIDGE AT OR BELOW 200 FEET MSL NOT ABOVE 200 FEET MSL UNTIL JAMES CREEK MARINA, AT OR BELOW 300 FEET MSL TO 11TH STREET BRIDGE, AT OR BELOW 500 FEET MSL TO PENNSYLVANIA AVENUE, AT OR BELOW 700 FEET MSL FROM PENNSYLVANIA AVENUE TO RIVERDALE, AT OR BELOW 1300 FEET MSL TO GREENBELT. (HELICOPTERS CROSSING POTOMAC RIVER TO OR FROM THE PENTAGON SHALL BE AT OR BELOW 200 FEET MSL).

RT. 4: FORT WASHINGTON OVER POTOMAC RIVER TO WILSON BRIDGE. THEN VIA EAST BANK OF POTOMAC RIVER TO ANACOSTIA RIVER. INTERCEPT ROUTE 1 AT ANACOSTIA RIVER.

ALTITUDES: AT OR BELOW 1000 FEET MSL AT FORT WASHINGTON, DESCEND TO 600 FEET MSL ABEAM BROAD CREEK INLET, BEGIN DESCENT FROM 600 FEET MSL TO ARRIVE AT 300 FEET MSL OVER WILSON BRIDGE, THEN AT OR BELOW 200 FEET MSL NORTH OF WILSON BRIDGE.

CONGRATULATIONS

NAMIBIA SETS A REGIONAL STANDARD WITH AMET DATA SUBMISSION: A TRIBUTE TO DEDICATION AND LEADERSHIP

In February 2025, Namibia proudly stood out in the Eastern and Southern African (ESAF) region when it became the first and only country to submit its required Aeronautical Meteorology (AMET) data to the ICAO ESAF office-ASBU DASHBOARD, a landmark achievement in regional aviation safety. Behind this success is Isabella Kapolo, the ANSSO (Air Navigation Safety Service Oversight) Inspector for Meteorology at the NCAA, whose relentless dedication ensured the data was not only compiled but also delivered in a timely and accurate manner.

AMET data plays a vital role in aviation safety. As defined by ICAO Annex 3, it provides critical meteorological information that ensures the safety of air travel, including weather observations, forecasts, and hazard alerts. This data helps prevent weather-related accidents, supports flight planning, and contributes to efficient air navigation services. The ICAO Global Air Navigation Plan (GANP) and Aviation System Block Upgrades (ASBU) have set clear goals for states to contribute to a safer, more efficient aviation environment, and Namibia's commitment to meeting these goals reflects its active engagement in global and regional aviation safety efforts.

Namibia's leadership in submitting AMET data is particularly significant because it aligns with the ICAO's emphasis on meeting regional safety standards. Isabella Kapolo's work has been instrumental in this achievement. She worked tirelessly, not just in collecting and validating the necessary meteorological data, but also in ensuring its submission met ICAO's rigorous standards. Her efforts have placed Namibia at the forefront of AMET data reporting in the region, showcasing the importance of individual dedication in reaching national and international aviation safety objectives.

Prepared by :
SPQ/ANSSO

CONGRATULATIONS

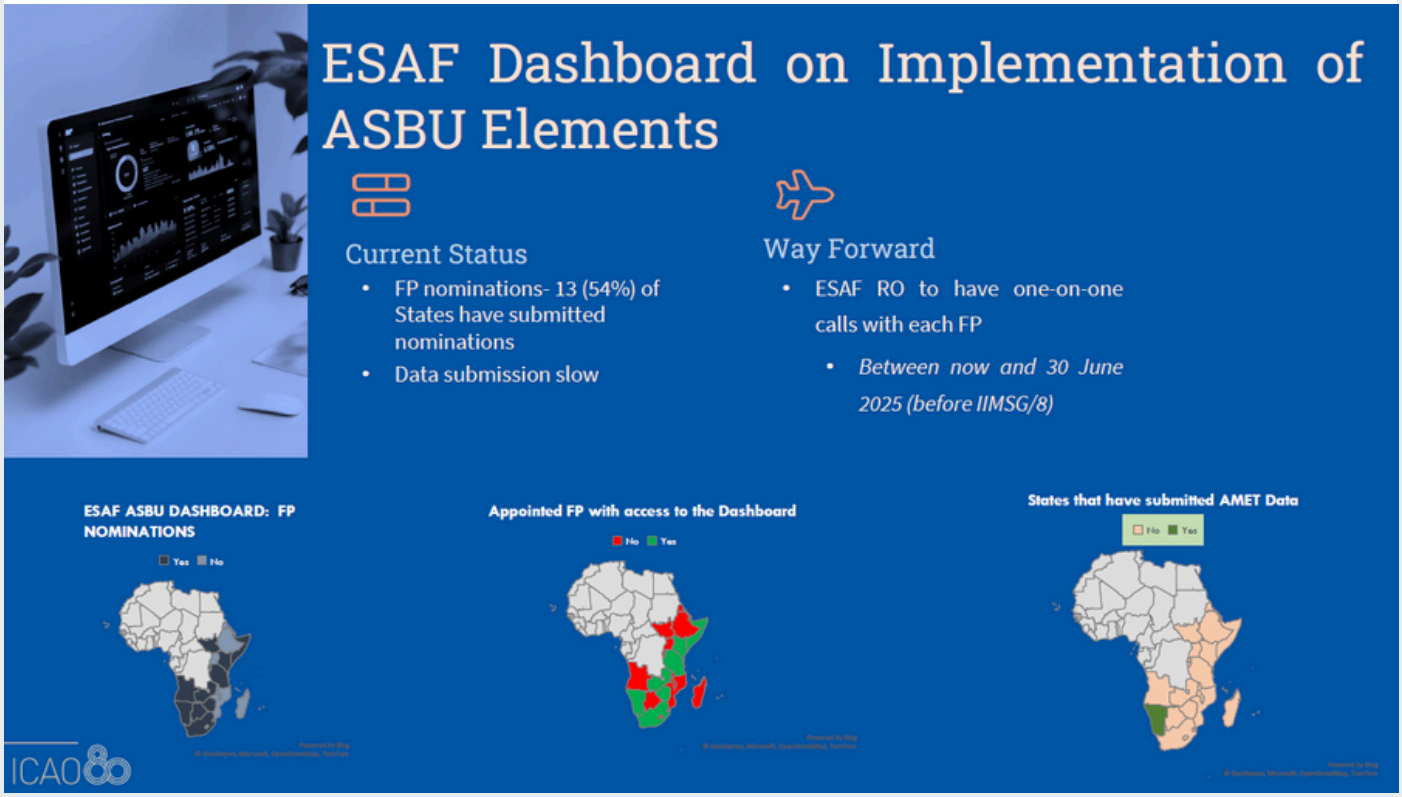
NAMIBIA SETS A REGIONAL STANDARD WITH AMET

This achievement goes beyond just data submission, it speaks to Namibia's broader commitment to aviation safety, aligning with ICAO Annex 15 on Aeronautical Information Services and the Global Aviation Safety Plan (GASP). By fulfilling its AMET obligations ahead of schedule, Namibia has taken a significant step toward strengthening the safety infrastructure of the ESAF region, showing that with the right leadership and dedication, substantial progress is possible.

As Namibia continues to uphold its ICAO obligations and lead the way, the achievement of submitting AMET data is a powerful reminder of the collective and individual efforts that contribute to a safer and more efficient aviation future.

References

- ICAO Annex 3: Meteorological Service for International Air Navigation
- ICAO Annex 15: Aeronautical Information Services
- ICAO State Letter on AMET Data Submission Requirements
- ICAO Doc 9750 Global Air Navigation Plan



Prepared by :
SPQ

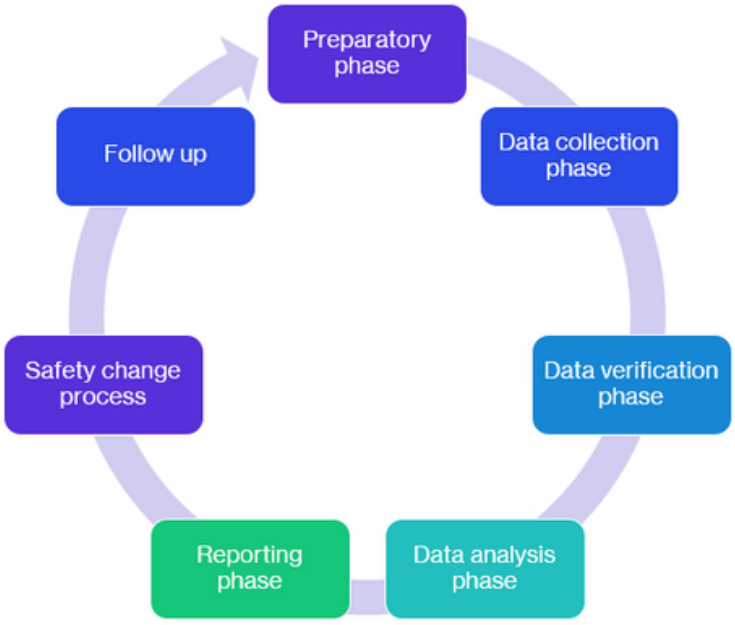
SAFETY ARTICLE

THE EXPANDING ROLE OF LOSA IN AVIATION SAFETY

The Line Operations Safety Audit (LOSA) is a proactive safety management tool that helps identify operational risks before they lead to incidents. Initially developed for aircrew, LOSA has since been successfully implemented across various aviation sectors, including ATS, ramp operations, cabin crew, and aircraft maintenance. By systematically observing normal operations, LOSA enhances safety, reduces human errors, and strengthens overall efficiency in aviation.

LOSA is well established for airline flight crew and NOSS carries the same concept with growing implementation into air traffic services personnel, however this does not mean you can't adopt and adapt the concept to your own operations or different facets of your operations, increasing or reducing the scope based on the size of your operation..

Two keep concepts in a LOSA audit it is, firstly that it is essential that the auditor does not interact or interfere and secondly that the results of the audit are deidentified. This Confidentiality and impartiality ensures the maximum benefit of the process. LOSA is also not only for detection of threats and errors but can be utilised for recognition of exemplary behaviour to assist in training scenarios. Because it is a normal operation and not a check ride or performance review, LOSA has the unique benefit of uncovering and sharing threat and error management not otherwise widely known about.



LOSA is expected to be a cyclic process covering approximately 3 to 4 years, whereupon the cycle from preparation to follow-up repeats to ensure maximum benefit. This cycle may be reduced with smaller datasets. The initial set-up takes some

Prepared by :
SPQ

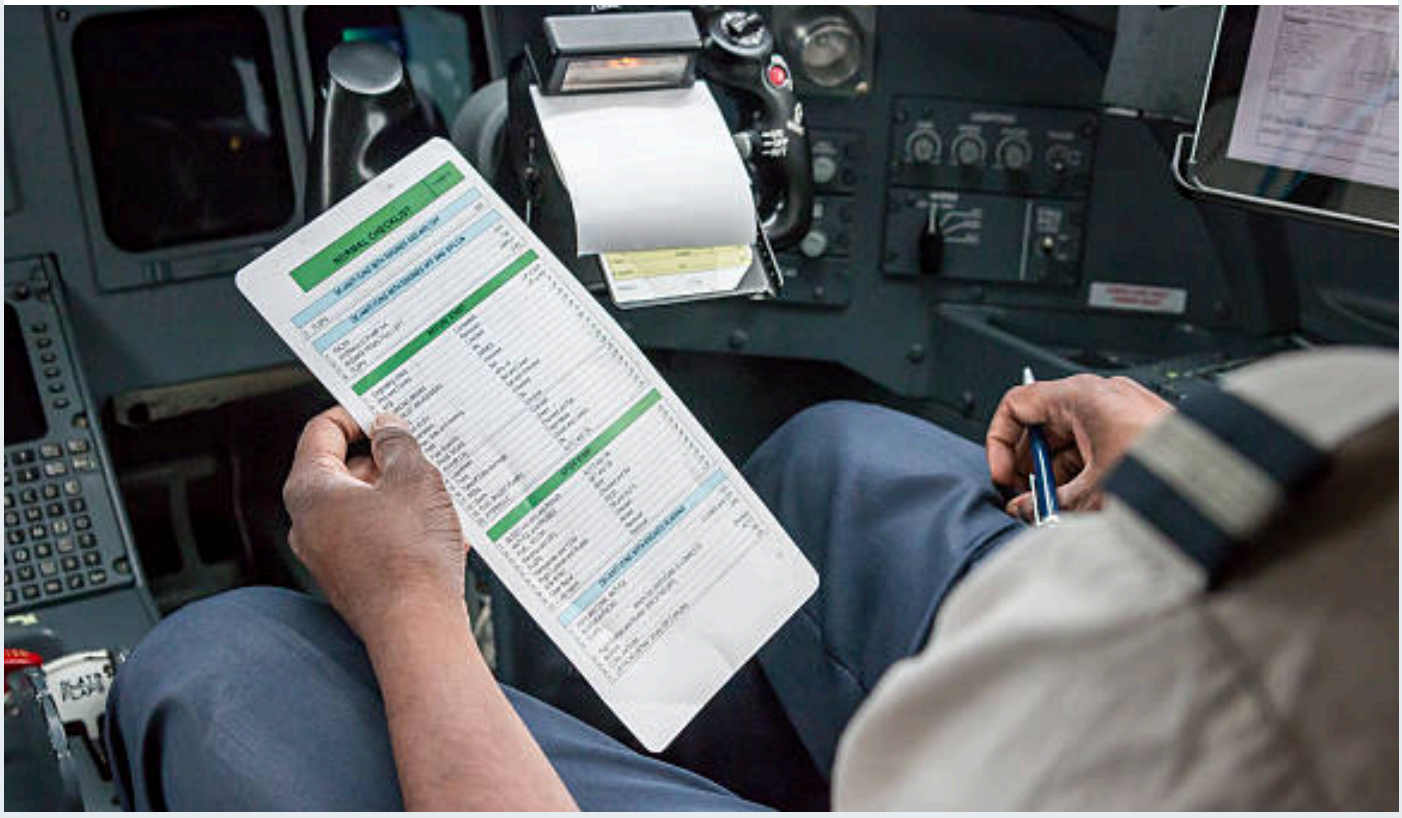
SAFETY ARTICLE

THE EXPANDING ROLE OF LOSA IN AVIATION SAFETY

In its most basic form, the concept of LOSA and its derivatives includes:

1. Impartial qualified observers: A number of individuals within the company with training in LOSA or its derivatives and who are also qualified in the positions and duties being observed.
2. Policies and procedures: Normally driven by the safety department, to ensure that actions observed will be deidentified and reported only for the purposes of improved safety. I.e. LOSA is NOT a check ride!
3. Education: buy in from employees and management requires training and information sessions;
4. A numerical classification of error codes.
5. Operational checklists for audit personnel to complete.
6. A means of handling the data obtained.

The original LOSA and the ATS NOSS are explained in detail in ICAO Doc 9803 and Doc 9910 respectively. There is more information about Maintenance and Ramp LOSA available at https://publications.airlines.org/ and FAA Maintenance and Ramp LOSA Guidance .



Prepared by :
SPQ

Safety Updates

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.

Updates

An AIC has been published with the dates for the first four one day safety and quality workshops covering SMS, QMS, Human Factors, and SPIs.

Four one week Safety and Quality courses from external suppliers are underway from late February to late March provided by CAAS, IATA, and Aeroclass.

An advisory pamphlet on Exemptions was approved and is available online.

NCAA

Message of condolences

1929-2025

His Excellency Dr. Sam Shafiishuna Nujoma

The Board of Directors, management, and staff of the Namibia Civil Aviation Authority join the nation in mourning the passing of His Excellency Dr. Sam Shafiishuna Nujoma, Founding President of the Republic of Namibia and Founding Father of the Nation, a revolutionary leader, and a pillar of our liberation. We extend our deepest condolences to his family and the people of Namibia during this time of profound loss.

Dr. Nujoma's legacy of dedication, leadership, and patriotism will forever be remembered.