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Safety Promotion and Quality Department

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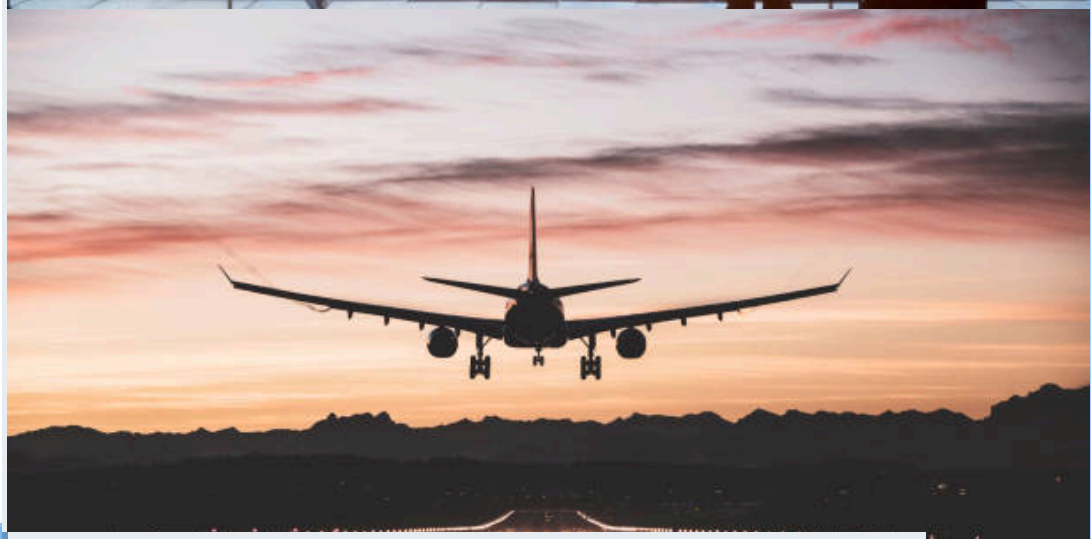


FEBRUARY 2025

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

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.

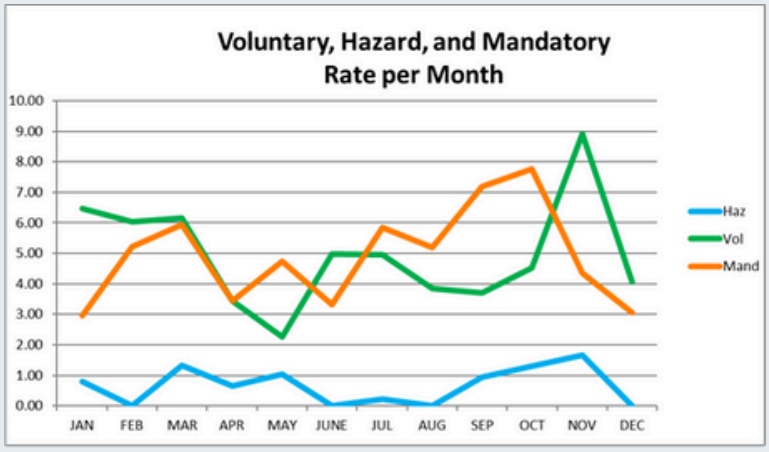
Safety Statistics

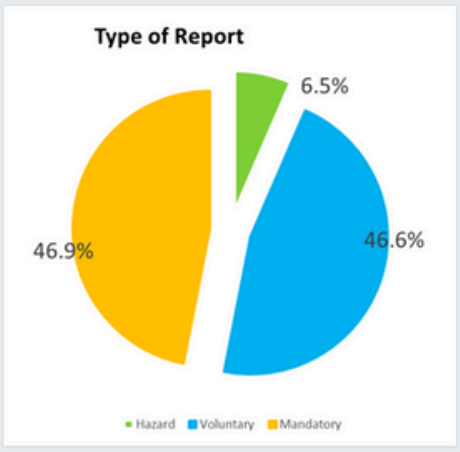
February 2025

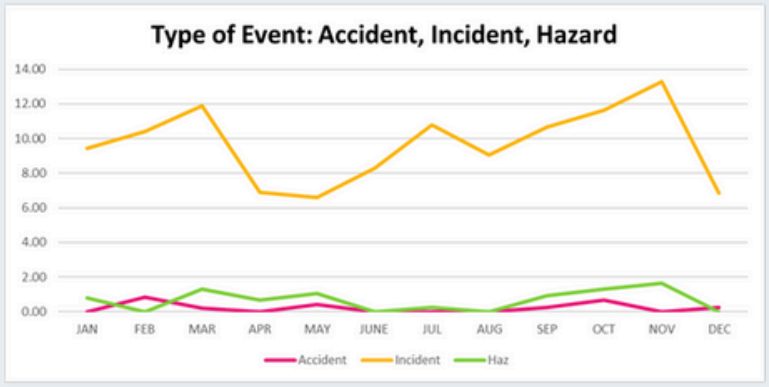
There were 45 occurrence reports in February, positive for the short month. Of these there were 23 voluntary reports, including 1 hazard report, the remaining being mandatory reports. For February there were 6 medium-risk events, and 3 high-risk events, the remaining 36 events being classified as low-risk. The high-risk events were two LOC-I events, of which the now increased frequency of occurrence puts it in the high-risk category, and a recurrent maintenance event under investigation. The rolling total stands at 78.7% low-risk, 17.9% medium-risk, and 3.4% high-risk. There were eight accidents for the year.

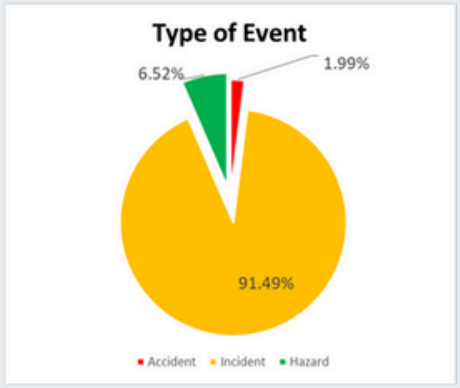
Detailed information is available in the occurrence section, and trends will be reviewed by the State Safety Programme Steering Committee (SSP Steercom) and the SSP Technical Working Group (TWG)

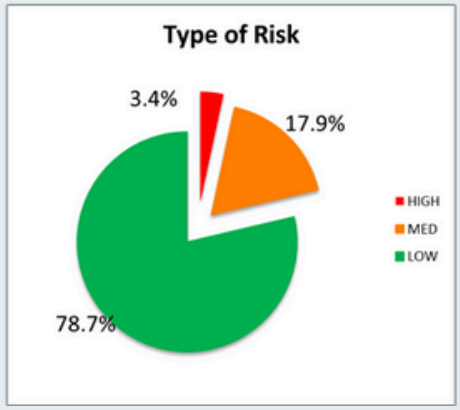
For more about classifications of risk see the definitions in Safety Bulletin 1-22. Graphs included in this document show 12 month rolling figures unless specified.

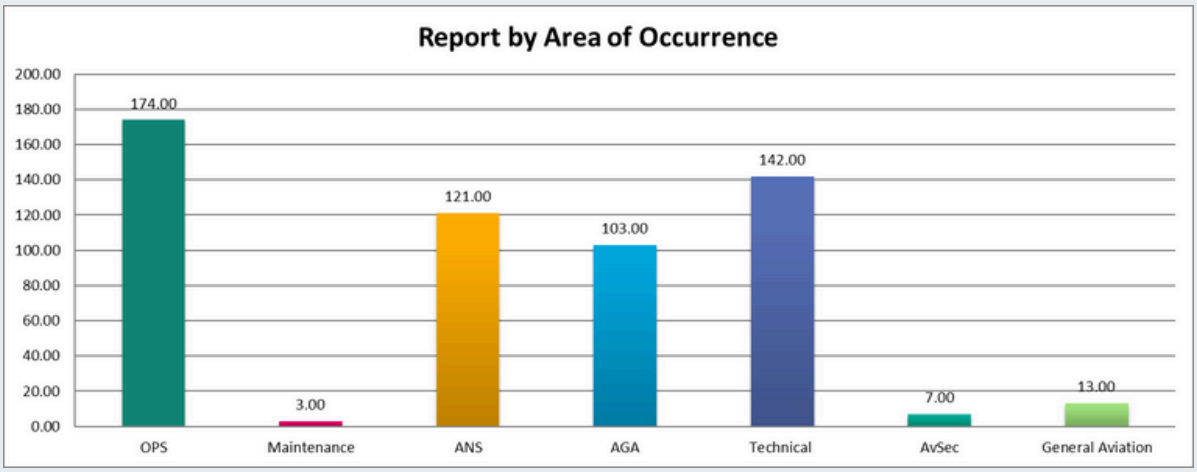












Safety Dashboard

Safety Performance Indicators 2025

SPIs

Another two LOC-I incidents, both with Non-type Certified Aircraft (NTCA) on private/training flights, continues the negative trend and put this category into the high-risk alert. Means to promote improved proficiency in this sector are under development. One runway incursion also saw this category in the high-risk alert, however this is predominantly due to very low figures in other months.

Please note the figures are provided as a rolling total.

	AirProx/LOS	CFIT	Rwy Excurs.	Wildlife	LOCI	Rwy Incurs.	Maint & Tech
12 mth avg	0.247	0.181	0.171	1.242	0.107	0.041	2.738
JAN '25	0.000	0.255	0.000	1.533	0.000	0.000	1.277
FEB '25	0.000	0.276	0.276	1.104	0.828	0.276	1.380
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

"It's better to justify the actions you took than to defend the consequences of action you didn't take." JFK

Stay Safe!

Reporting

As we enter a new chapter in Namibia's history, I extend my warmest congratulations to Her Excellency, Dr. Netumbo Nandi-Ndaitwah, on her historic election as Namibia's first female President, and the first in Southern Africa. This is a proud and defining moment for our nation, one that reflects her dedication, resilience, and vision. I look forward to supporting her leadership in driving Namibia forward, including strengthening our aviation sector as a pillar of national development.

On a more somber note, we recently bid farewell to our Founding Father. As a nation, we mourn his passing, but we also celebrate his profound legacy. At NCAA, we paid tribute with a candlelight vigil and formal respects, honoring his role in shaping our country's path.

Looking ahead, I am pleased to announce a key enhancement in our certification processes. In response to concerns raised in the ZS-HLG accident report, we are introducing new certificates and licenses with enhanced security features, including a holographic seal to prevent fraud. This rollout will be phased, starting with A4 certificates, followed by A5 certificates and B6 licenses. These improvements are critical in safeguarding the integrity of our aviation documentation.

Your voice matters in shaping our future! To help us enhance our services, I encourage you to participate in our Customer Satisfaction Survey. Your feedback is invaluable, and I invite you to take a few minutes to share your thoughts: https://forms.office.com/r/Nc1y4PkvGH.

Additionally, I am excited to announce that, following a resolution from last year's Aviation Safety and Security Conference, we will be expanding the State Safety Program Committee to include the academic fraternity and aviation recreation organisations. This is a significant step in strengthening collaboration and fostering a culture of shared safety accountability. I firmly believe that by working together, we can achieve greater strides in aviation safety and innovation.

Finally, I encourage all of you to take advantage of our free 1-day workshops on SPIs, SMS, QMS, SOPs, and human factors, designed to advance safety and quality in our sector. These workshops are outlined in AIC B04/2025, and on page 22 in this bulletin, don't miss this opportunity to strengthen your knowledge and expertise!

Let us all continue striving for excellence, collaboration, and a safer, stronger aviation industry for Namibia.

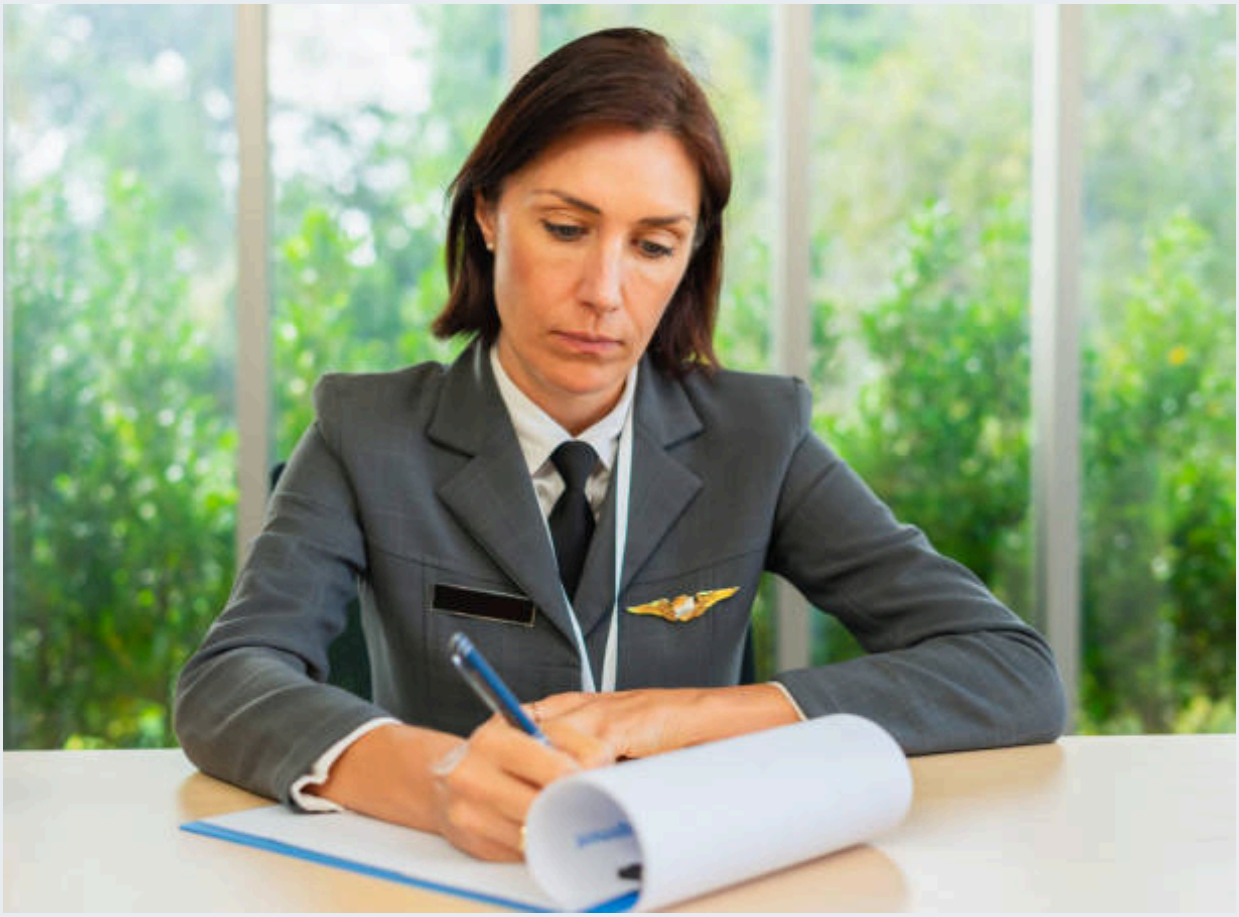
Yours in safety, Ms Toska Sem, Executive Director

THE "NOTHING TO REPORT" APPROACH

Strengthening Safety Culture by Active Reflection

A strong safety reporting culture is the backbone of any effective aviation safety system. The Namibia Civil Aviation Authority (NCAA) recently introduced a classification system to better understand where safety reports originate. The results were telling, 60% of reports came from Air Traffic Services (ATS), 30% from air operators, and only 10% from aerodromes, general aviation, maintenance organizations, and the public combined. This imbalance suggests that some sectors may be underreporting, limiting opportunities to identify and address potential risks.

One way to bridge this gap is by adopting the "Nothing to Report" approach. This simple but effective practice encourages individuals to reflect on their daily operations and confirm, either personally or through their organization's safety department, whether any safety concerns arose. If nothing significant occurred, they check a box on post shift documentation, an action that reinforces the habit of regular safety reflection.



THE "NOTHING TO REPORT" APPROACH

This concept has been successfully implemented by service providers worldwide.

The Federal Aviation Administration (FAA) in the U.S. promotes voluntary safety reporting, ensuring that even minor concerns are captured and analyzed. Similarly, NASA's Aviation Safety Reporting System (ASRS) collects confidential reports to identify trends and improve industry-wide safety awareness. These programs highlight the importance of consistent reporting—not just when incidents happen, but as part of a proactive safety culture.

For Namibia, incorporating this practice into post-flight, post-shift, or handover procedures can enhance safety awareness across all sectors. By normalizing the act of reporting—whether there's something significant to note or not—we move towards a culture where safety is everyone's responsibility. Regular reporting improves hazard identification, fosters accountability, and helps shift the focus from reactive to proactive safety management.

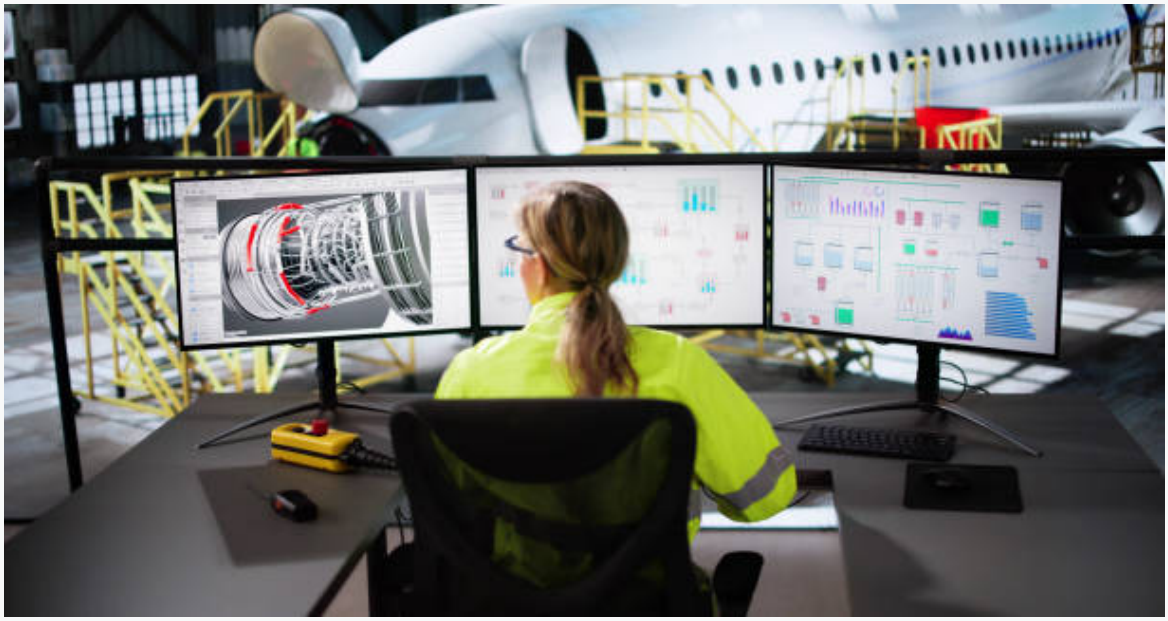
As we continue strengthening our State Safety Program (SSP), the NCAA encourages aviation professionals to adopt this mindset. Next time you finish a flight, a shift, or a maintenance task, take a moment to reflect, can you truly say, "Nothing to report"?

Remember for incident and hazard reporting email to both incidents@ncaa.na and daaii@mwt.gov.na, or for either voluntary or anonymous reports, follow the Confidential Reporting Link.

Keep the flow of information coming!

SAFETY OCCURRENCES

FEBRUARY 2025



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

There were again only 4 maintenance events this month. Only one of these events is under investigation.

No.	Fault	Type
1	Generator failure	Jet
1	Melted wiring loom	Turbine
1	Gear fault	Piston
1	Unspecified	Jet

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

FEBRUARY 2025

WILDLIFE STRIKES (VOLUNTARY, MEDIUM RISK, AGA)

There were only three reported bird or wildlife events. This included two bird strikes, one encounter with an oryx.

Wildlife	Events and near misses		
No.	**AD**	**Phase**	**Details**
1	FYWH	Landing	Bird unknown
1	FYWH	Landing	Bird unknown
1	FYLZ	Tower obs.	Oryx

The below table shows rates per 1000 movements.

YEAR	JAN	FEB	MAR	APR	MAY	JUNE	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
2025	1.533	0.828											9
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

FEBRUARY 2025

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

The following Air Traffic Services and Meteorological events occurred. The high rate of weather system failures is being looked into.

No.	Fault	Area
5	Weather display unserviceable	FYWH, ACC
1	Copperchase failure	ACC
1	Communications failure (all channels)	FYOA
1	Shift unmanned	FYWB

AERODROME RELATED EVENTS (MANDATORY, LOW RISK, AGA)

The following aerodrome related events occurred:

No.	Fault	Area
1	No security scanners	FYWE
3	After hours landing/departure	FYWE
1	Unsafe airside driving	FYSM
1	Runway incursion by vehicle	FYWE

SAFETY OCCURRENCES

FEBRUARY 2025

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

The following table shows go-around and diversion events.

No.	Details	Intended
2	Go around due to unstable approach	FYWH
3	Go around due to weather	FYWH, FYOA
4	Go around due to windshear	FYWE. FYWH
1	Go around due cabin not secure	FYWE
2	Diversion due to weather	FYWE
1	Diversion due to operations	FYWE

While we love the rain dearly in Namibia, pilots are reminded to take extra care and ATS to advise of any reported conditions as far as possible, as with the rain comes phenomena such as windshear, turbulence, low cloud, and poor visibility, and aquaplaning, evidenced by the ten weather related events this month. Just remember, thunderstorms (CBs) have rendered even wide-bodied aircraft merciless.

SAFETY OCCURRENCES

FEBRUARY 2025

OPERATION OUTSIDE HOD (MANDATORY, LOW RISK, OPS)

There were three flights, one arrival and two departutes, outside airport hours of duty (HOD), resulting in no airport rescue and fire fighting services (ARFF).

OPS is investigating.

GROUND COLLISION (MANDATORY, LOW RISK, OPS/AGA)

An arriving flight experienced a ground collision when the wing impacted a pole while being marshalled into parking.

DAAII is investigating.

SAFETY OCCURRENCES

FEBRUARY 2025

LOSS OF CONTROL IN FLIGHT (LOC-I) (MANDATORY, HIGH RISK, OPS)

There were two LOC-I events in February, one on landing and one on takeoff, both with NTCA.

In the first event an aircraft bounced on landing, impacting the nosewheel, which collapsed, and veering off the runway.

In the second event, an aircraft experienced a strong sideways force losing rudder control on takeoff in strong winds. After electing to reject the takeoff the aircraft veered to the left and the wing hit a parked car.

In both cases fortunately no one was injured. DAAII is investigating.

RUNWAY INCURSION (MANDATORY, MEDIUM RISK, AGA)

An airport maintenance vehicle and additional company vehicles (two tractors) were conducting grass cutting adjacent to the runway. The lead vehicle was told that all vehicles should remain clear of the runway and thereafter a trainer in the circuit was cleared to land. After the landing clearance was issued, the tractor on the Western side of the runway proceeded to cross the runway. The trainer was immediately told to go around and there was no further incident.

AGA is investigating.

SAFETY OCCURRENCES

FEBRUARY 2025

MELTED WIRES (MANDATORY, MEDIUM RISK, AIR)

An aircraft was scheduled for a post-maintenance test flight. During the pre-flight the pilot found cable ties in the engine bay. They investigated further and found the wiring loom melted from proximity to the exhaust. The pilot was further told that the damage was not significant and the flight could proceed, however, they declined and reported the event to their company management.

On initial enquiry it was discovered that the event likely occurred during the post maintenance ground runs and further the clips that keep the wiring loom away from the exhaust were not secured as was required. It is also not clear yet as to whether a post maintenance test flight approval was required, to which there was not one. The event is under investigation.

This is a good reminder to both engineers and pilots how critical pre-flight and post maintenance checks and dual sign outs are. And if in doubt, don't! Additionally, if the PRAM has assigned a test flight, they should check with the AMO as to whether a maintenance test flight approval (temporary flight permit) is required and has been obtained.

NO WEATHER OR POSITIONING (VOLUNTARY, LOW RISK, OPS/ANSSO)

An IFR aircraft inbound to HKIA in very poor weather inquired about the weather but was only provided with the METAR, whereupon they felt a tower observation would have been more helpful. Further, when requesting the ILS 26, they were not cleared for the approach or vectored but rather told to report final leaving them to position themselves. It is not clear as to whether they joined overhead for a full approach as a result which should have been the only option to them in IMC.

The matter is under investigation.

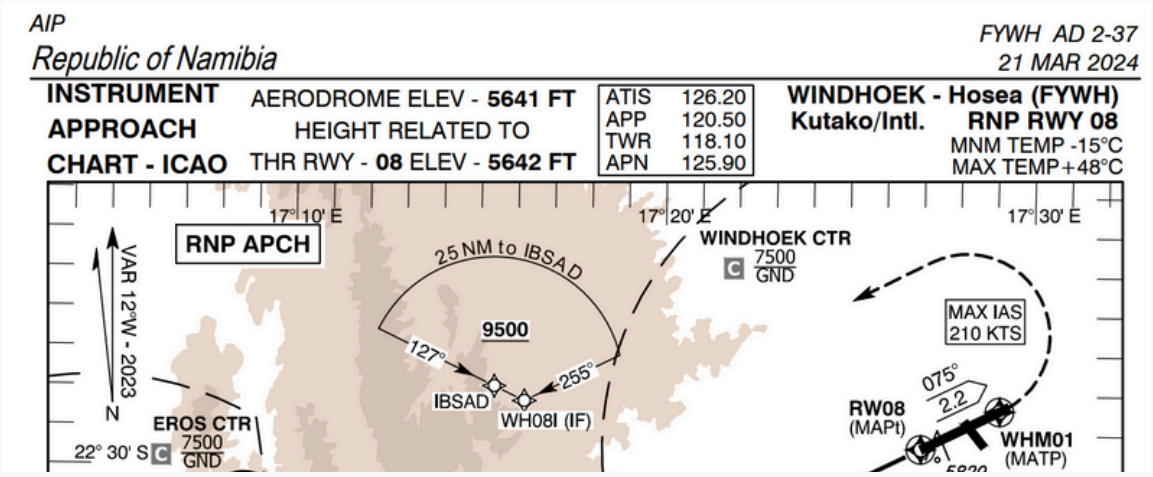
SAFETY OCCURRENCES

FEBRUARY 2025

APPROACH OFF SLOPE (MANDATORY, MEDIUM RISK, ANSSO)

An inbound scheduled flight reported that when flying the RNP approach in VMC the crew observed visually a low approach and the PAPIs indicating three red and one white. On landing the QNH was 70ft high.

The matter is being investigated. As an immediate mitigation, in case it was a contributing factor, instructions to ATS not to use remote QNH have been issued.



UNRULY PASSENGER (VOLUNTARY, LOW RISK, AVSEC)

A passenger arrived late for a flight and proceeded to insult and threaten the check-in staff member. On a second occasion the same passenger arrived with overweight baggage and the same behaviour was exhibited in the second occasion the passenger was reported to the police.

Unruly behaviour at an airport, on an aircraft, or to crew, ATS, AMEs, and other staff members is not acceptable. All events should be immediately reported via the normal channels, with additionally a copy to AvSec@ncaa.na for an expedited response.

SAFETY OCCURRENCES

FEBRUARY 2025

RUNWAY EXCURSION (MANDATORY, MEDIUM RISK, OPS)

A scheduled arrival landing at FYWH exited the runway remaining parallel to the tarred surface on the dirt for approximately 300m before regaining control and returning to the runway. The pilot reported standing water. There was no damage to the aircraft.

DAAII is investigating.

NO RADIO COMMUNICATIONS (MANDATORY, LOW RISK, OPS)

An overflight flew through Windhoek FIR (FYWF) for approximately 30 minutes without radio contact. ATC managed to establish contact approaching the FYWH TMA.

MAINTENANCE VEHICLE RADIO QUALITY (MANDATORY, LOW RISK, AGA)

A pilot, joining the circuit observed the maintenance vehicle on the runway and asked them to vacate, the maintenance vehicle never responded, but proceeded to clear the runway but remained in the runway safety zone with headlights on facing towards the approaching aircraft on final.

It is essential that airport airside drivers receive regular safety and operational training to ensure standard procedures are adhered to. *See also Runway Incursion on page 13.*

INTERNATIONAL OCCURRENCES

FEBRUARY 2025

SUCCESSFUL EVACUATION

Picture by YYZBrennan - CC BY-SA 4.0

On the 17th of February 2025, a Delta Airlines CRJ900 scheduled flight overturned on landing in Toronto. Conditions at the time were strong gusting winds and blowing snow. The wing and tail separated and a post-crash fire broke out.

Despite the catastrophic nature of the event, all 80 of the occupants were successfully evacuated with only 16 minor injuries and 5 serious injuries. All on board were released from hospital within 4 days of the event.

Aviation experts agreed that the success of the event (minimal injuries) was predominantly due to advances in safety, particularly the performance of the first responders and crew, the advanced seat safety, and effective cabin procedures.

FROM OUR INTERNS

JOB JOEL - SSPQ INTERN 2025

Ambition Met Opportunity, Growth Was Inevitable And Eyes Opened - Job Joel.

Beyond regulations, all aviation professionals share a culture, duty, and style of thinking that makes every flight as smooth as a Namibian sunset over the dunes. As a third-year student of Aeronautical Science, my interest in aviation evolved from a childhood curiosity to a professional goal.

I am presently an intern in the SSPQ section of the NCAA). I'm inspired to start my career with a safety mindset as a prospective safety officer and later pursue a career in either aviation maintenance or air traffic control. I've learned at the NCAA that safety is an attitude and a lifeline, not simply a collection of rules. I have discovered that aviation safety is like brewing coffee, it seems simple until you get it wrong. Skipping a pre-flight checklist is similar to failing to fill the coffee maker with water, nothing good follows!

Prior to taking this opportunity, I believed that safety only included air traffic controllers and pilots preventing collisions. I was as mistaken as a traveler clapping as the plane landed down! A novelist would be envious of the dynamic area of safety, which involves human aspects, technology, intense training, and paperwork.

The NCAA's proactive safety culture is the most notable feature. Seeing experts from every department, pilots, engineers, air traffic controllers, safety inspectors, and ground crew cooperate like a masterfully orchestrated symphony is amazing. As we learnt in our CRM module, cooperation is not only welcome but necessary in the aviation industry. The concept that safety is no accident is reinforced by efficient interdisciplinary collaboration, which guarantees that even the smallest detail is taken into consideration. It also involves foreseeing dangers before they become problems. Safety must advance along with technology, whether it is through improved human factor training or AI in flight monitoring.

For people who are thinking about pursuing a profession in aviation, safety is paramount. The smallest bolt on an airplane is more important than the longest safety discourse, so keep that in mind if you believe that little mistakes don't matter. I can't wait to advance in this industry and support Namibia's aviation industry going forward. There is no doubt that aviation thrives on safety, whether it is in the control tower, the cockpit, or behind the regulatory desk.

Prepared by :
Job Joel

FROM OUR INTERNS

FILEMON NN TAAPOPI - SSPQ INTERN 2025

"Flight safety is a symphony of precision, vigilence, and teamwork"

The rhythm of flight safety resonates throughout the corridors of the Namibia Civil Aviation Authority—a pulse I have come to recognize during my internship. What started as a straightforward placement has evolved into an intriguing exploration of the art and science involved in ensuring our skies remain secure.

The control tower at Eros Airport has served as my educational setting, where I observed the coordinated movement of arriving and departing planes, managed by controllers whose voices showed no sign of the immense responsibility they bear. Their hands moved gracefully across monitors, and their eyes scanned the skies—these are the unnoticed champions whose watchfulness supports every passenger's travels.

Before the NCAA, I only observed the shiny metal aircraft ascending into clear blue skies. Now I recognize the unseen network of protections crafted by devoted professionals—each strand vital, each design intentional. The thorough inspector assessing aircraft parts, the analyst scrutinizing incident reports, the document specialist maintaining regulatory adherence—each one an artist, shaping safety throughout Namibian airspace with accurate, assured strokes.

What intrigues me the most is NCAA's belief that today's measures can avert tomorrow's incidents. This proactive mindset turns safety from a response into a foresight—a transformation that has changed modern aviation and clarifies why we can navigate among the clouds with exceptional assurance. The most surprising aspect was the human factor—how open dialogues and shared insights foster a culture of safety where expressing concerns is prioritized over remaining silent. In such an atmosphere, even the tiniest worry is given voice and considered seriously.

My experience with the NCAA has profoundly changed how I view flying. Every takeoff now signifies an array of completed checks, followed procedures, and attentive eyes monitoring the situation.

Behind each safe landing lies an unseen team whose greatest achievement is reflected in the incidents that do not occur—the dangers averted, the risks managed, and the passengers who arrive blissfully unaware of the intricate safety measures that ensured their journey home.

Taapopi Filemon NN
BSc Aeronautics
University of Namibia

SAFETY ARTICLE

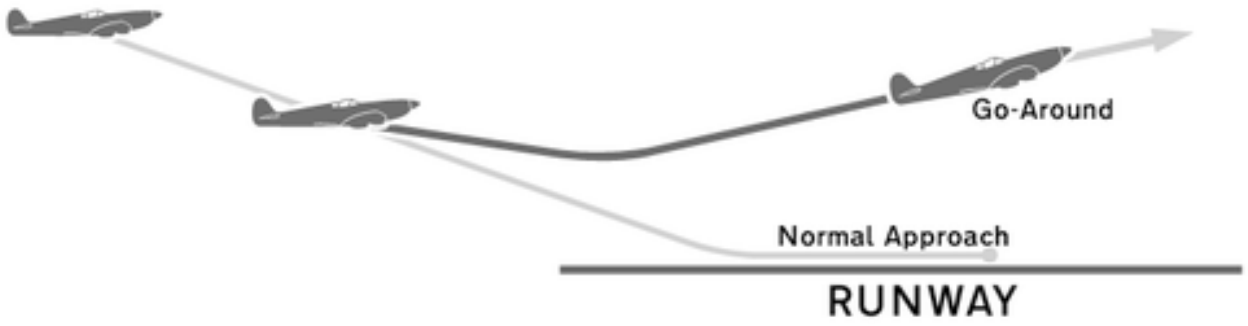
THE GO AROUND

At the highest, most-general, level, a go-around is a flight procedure in which an arriving aircraft aborts its landing procedure and returns to the circuit or follows the missed approach.

Go-arounds are typically initiated if a pilot or controller is not completely satisfied that the requirements for a safe landing are in place. Examples include:

- Pilots will initiate a go-around if they find themselves on an unstabilised final approach
- Controllers will initiate go-arounds due to loss of separation on final approach or miscommunications between pilots and controllers
- Ground vehicles operated by airport operations or contractor personnel may encroach on a runway causing a go-around

The go-around procedure is used to make sure all aspects of a landing are safe, and, when in doubt, pilots or controllers choose to go around. Go-arounds are part of normal aviation practice and are a basic tool for pilots and controllers to ensure safety is not compromised during approach and landing. A go-around usually only involves a delay of no more than 10 to 15 minutes and the priority is always undertaken to ensure the safety of the passengers and aircraft.



A balked landing is one that is initiated late in the approach and landing phase, well beyond the missed approach point (MAPt) and has its own set of risks especially in widebody aircraft. One risk to note is that the aircraft may end up below the obstacle clearance surface (OCS).

SAFETY ARTICLE

THE GO AROUND

While a go around and a balked landing is in itself a mitigation for a risk, it can also introduce its own risk bearing factors. Some of the go around risk bearing factors include:

1. Initiation of go around is ineffective (LOC);
2. Control of aircraft not maintained once the go around is successfully initiated (LOC/CFIT);
3. Go around not flown on required track (CFIT);
4. Traffic separation not maintained (MAC);
5. Go around traffic wake turbulence hazard (LOC);
6. Significant low-level wind shear (LOC).

In a study of 66 go around events from 2000 to 2012, 60% of the high or moderate risk events were considered LOC issues and 79% were attributed to crew performance. Additionally, 73% of go arounds from unstable landing or approach resulted in risk bearing go arounds, indicating that handling skills or flight management skills are a common thread, possibly exacerbated by high use of automation.

Pilots need to regularly train to go around or initiate a balked landing safely, ensuring the manoeuvre is ingrained, and treat the exercise as a high-risk phase of flight where maximum attention is required.

However, we should also remember that a go-around is also a risk mitigation, and crew should never be hesitant to initiate a go around when things are not going right, and earlier than later!

More information is available at https://www.skybrary.aero

Prepared by :
ANSSO

Watch this space for upcoming events!

All events are free of charge, as part of NCAA's mandate for improved safety. RSVP spq@ncaa.na with names and emails to register.

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

Two directives are in progress, one related to aviation events and one related to air ambulance flights due to a detected gap in the newly published Part 91. Any questions about these directives should be directed to OPS@ncaa.na.

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

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