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MAY
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

19/06/2025



www.ncaa.com.na



This monthly publication will keep industry, NCAA, license holders, and the general public updated in terms of what has occurred in safety monthly within the industry. All reports are de-identified and no attempt should be made to identify the reporter in this or any other avenue unless specific authorisation is given.

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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.

May 2025

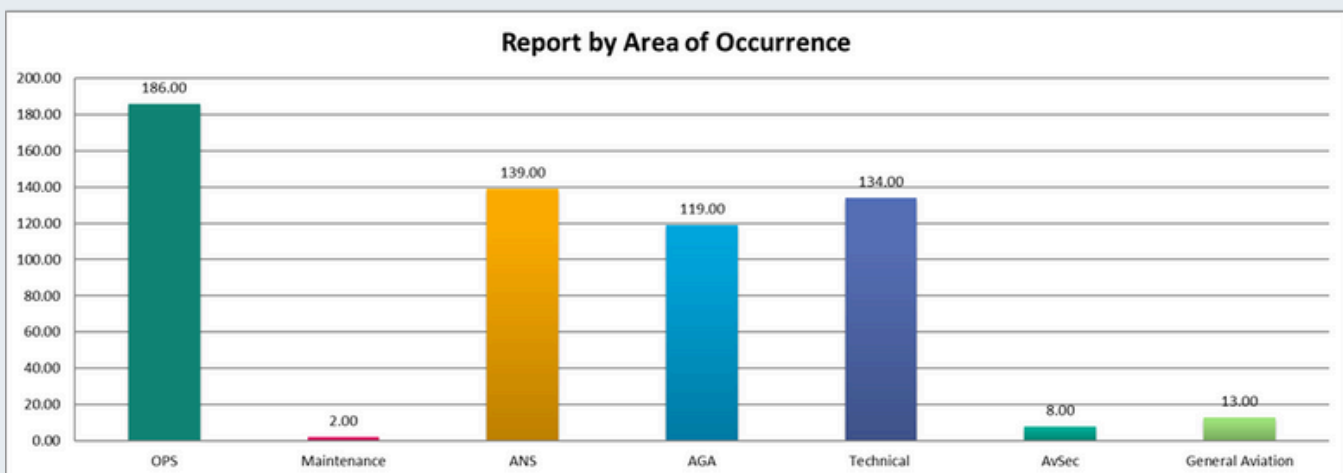
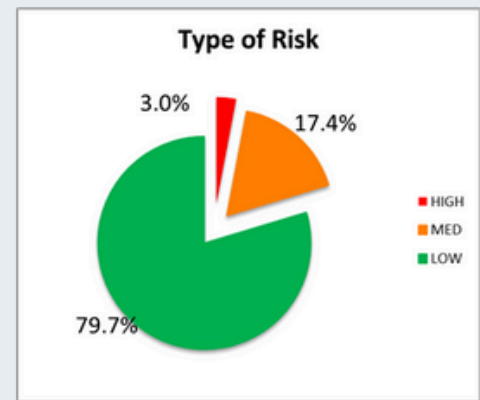
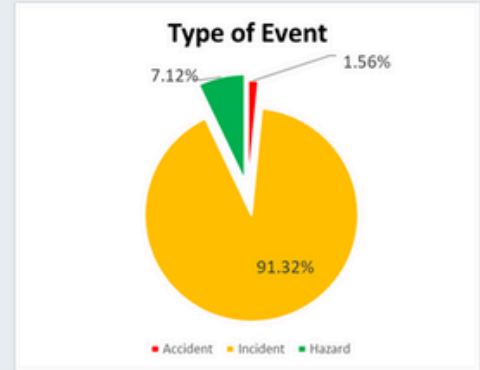
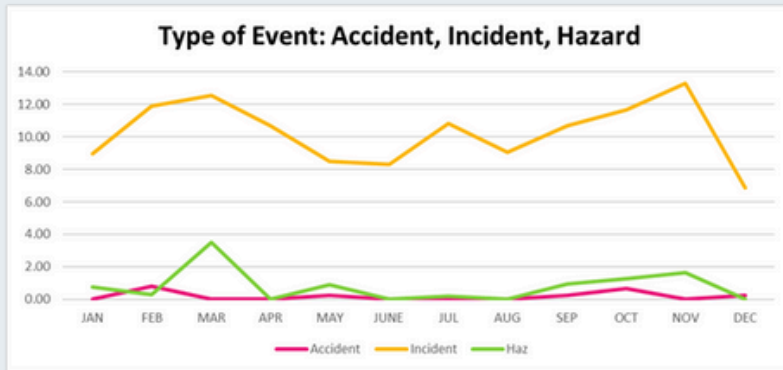
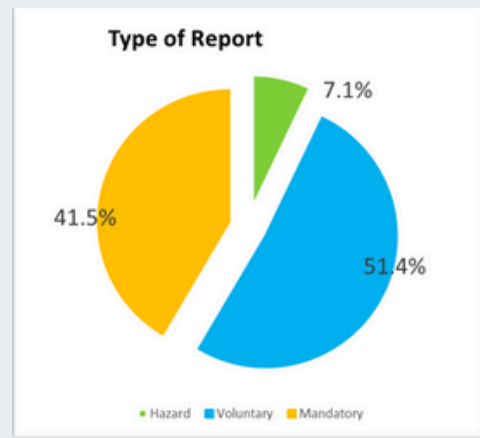
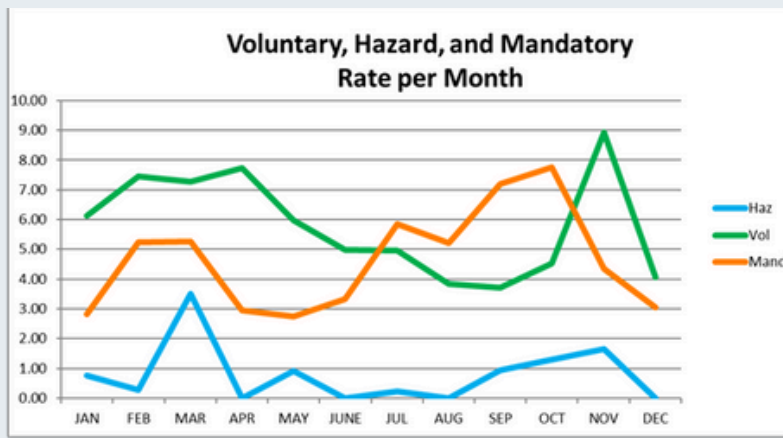
There were 43 occurrence reports in May of which 12 were mandatory events and the remaining 31 voluntary reports, including one hazard. There were only 9 medium-risk events of which 4 were bird strikes, and two high-risk events, both loss of control events, due to the increase in frequency of these types of events. The remaining 32 were low-risk events. There was tragically one fatal accident in May, reported as a loss of control while manoeuvring at very low altitudes and tracking wildlife.



Safety Statistics

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

Two loss-of-control events again triggered an alert. Investigation into concepts such as the FAA Wings programme is underway. Two loss of separation events and one runway excursion are other items to note in our summary of HRCs for May.

Please note the figures are provided as a rolling total.

	AirProx/LOS	CFIT	Rwy Excurs.	Wildlife	LOCI	Rwy Incurs.	Maint & Tech
12 mth avg	0.182	0.181	0.172	1.532	0.128	0.041	2.657
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 '25	0.000	0.000	0.000	1.505	0.000	0.000	5.767
APR '25	0.455	0.000	0.000	2.956	0.000	0.000	1.819
MAY '25	0.459	0.000	0.230	1.148	0.459	0.000	1.148
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

SPIs



Safety Thought for the Month

"Report it, before you regret it." Anon

Stay Safe!

Reporting

I am encouraged, this month, by the strides our aviation community continues to make in strengthening safety, promoting professionalism, and embracing a proactive safety culture across all sectors of the industry.

One of the key highlights this past month was my visit to AFI Aviation Week 2025, a significant event that brought together aviation leaders, regulators, operators, and innovators from across Africa and beyond. The weeklong programme, held in Victoria Falls, provided an exceptional platform for dialogue on the future of African aviation, with a strong emphasis on sustainability, technology, and, most importantly, safety.

During the sessions and side meetings, it became clear that Namibia's voice is both respected and increasingly relevant. Our commitment to transparency, data-driven oversight, and the promotion of a Just Culture was recognized as a model for other states navigating similar challenges. I was proud to share insights into Namibia's approach—balancing regulatory compliance with partnership, and encouraging open reporting without fear of retribution.

As we all know, safety is not a one-time achievement—it is a continuous process of vigilance, learning, and adaptation. One recurring theme throughout AFI Week was the need for regional collaboration. Incidents in one country can reveal valuable lessons for others, and it is our shared responsibility to exchange information, harmonise standards, and uplift each other through cooperation.

Back home, I urge all aviation professionals to remain committed to the fundamentals: reporting hazards and incidents promptly, adhering to established procedures, and prioritising competence over convenience. Whether you are a pilot, engineer, air traffic controller, or manager, your role in our safety chain is indispensable.

Looking ahead, our organisation will continue to strengthen partnerships with industry stakeholders, invest in safety promotion, and modernize our oversight systems in line with international best practices. I also look forward to more direct engagement with frontline personnel as we continue our outreach and inspections across the country.

In closing, let me reaffirm our shared vision: a Namibian aviation sector that is safe, resilient, and globally respected—not by chance, but by the choices we make every day.

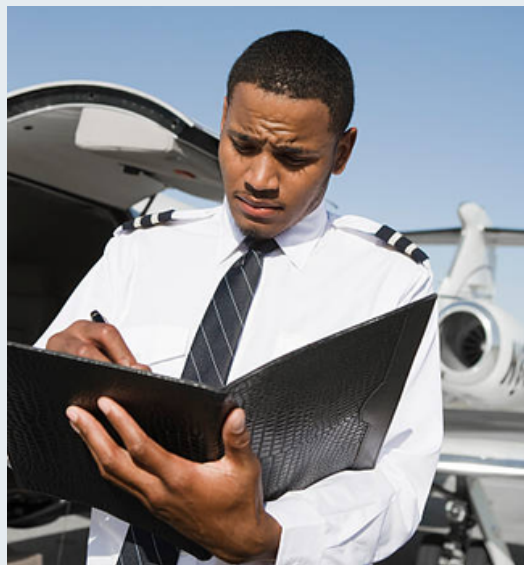
Keep safe and keep reporting,

Yours in safety, Ms Toska Sem, Executive Director

JUST CULTURE

The era of blame and shame should be firmly behind us, setting the scene for open learning and discussion, yet many still hesitate to report.

Continually improving safety, as is needed to maintain reducing number of accidents, requires more than technology and procedures—it demands a culture that encourages openness and trust. Just Culture is a vital philosophy that marks a shift from traditional "blame and shame" mindsets to one that prioritises learning from mistakes.



Historically, when incidents occurred, individuals were often singled out and punished, regardless of deeper systemic issues. This punitive approach discouraged reporting, driving errors underground and stifling opportunities to learn and improve. In contrast, a Just Culture recognises that while individuals are accountable for their actions, honest mistakes are an inevitable part of complex operations.

Under a Just Culture framework, aviation professionals are encouraged to report hazards, near misses, and errors without fear of unjust retribution. By doing so, organizations gain invaluable insights into risks and can take proactive steps to enhance safety. Open reporting fuels continuous improvement, helping to identify patterns and prevent serious accidents before they happen.



The shift to a Just Culture is more than a policy—it's a mindset that fosters trust, responsibility, and shared commitment to safety. In aviation, where lives depend on precision and preparedness, promoting open learning over blame isn't just important—it's essential.

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](#).

SAFETY OCCURRENCES

MAY 2025



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

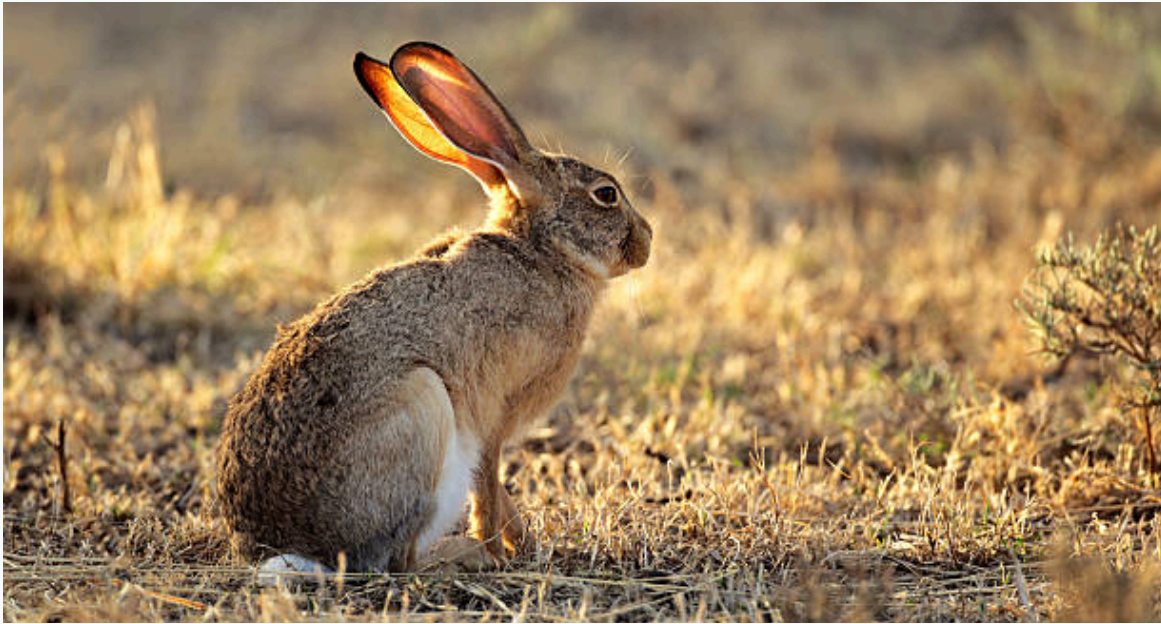
There were 9 maintenance events this month. Four of the nine events occurred on one flight (see page 15).

No.	Fault	Type
1	Smoke in cockpit	Jet
1	Gear fault	Piston
1	Electrical fault	Turbine
1	Engine fault	Turbine
1	Pitot fault	Turbine
1	Steering failure	Turbine
2	Burst/flat tyre	Piston
1	Unspecified	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 it 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

MAY 2025



WILDLIFE STRIKES (VOLUNTARY, MEDIUM RISK, AGA)

There were four reported bird strikes and one wildlife event with a rabbit.

Wildlife	Events and near misses		
No.	AD	Phase	Details
1	FYWH	Landing	Bird unknown
1	FYWH	Takeoff	Bird unknown
1	FYWE	Landing	Bird unknown
1	FYSO	Takeoff	Bird unknown
1	FYOA	Landing	Rabbit

The below table shows rates of bird and wildlife reports per 1000 movements.

YEAR	JAN	FEB	MAR	APR	MAY	JUNE	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
2025	1.533	1.104	1.505	2.956	1.148								33
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

MAY 2025



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

The following Air Traffic Services and Meteorological events occurred.

No.	Fault	Area
1	Static on 118.7	FYWE
3	No MET information	ACC, FYWH, FYWB
1	Delayed landings, ATC not on duty	FYWE
2	VSAT lines U/S to FYLU and FYGR	ACC
1	MBLK relay U/S	FYWF

With respect to ongoing MET failures, NCAA is working with NMS to improve the quality of their services through certification.

It is noted that the repeat static issue on 118.7 could not be repeated under surveillance.

SAFETY OCCURRENCES

MAY 2025



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

One after hours landing occurred in FYOA. The pilot was informed the airport was closed but had insufficient fuel to make an alternate with AvGas.

No action was taken as it was considered an error or negligence in preflight planning, but not gross negligence.

A hazard report was raised at an airport whereupon there was FOD on the apron, the screening machines were not working, and a passenger complaint was received about security personnel behaviour.

The airport in question does have a FOD programme but is addressing the matter to ensure improvement to programme standards, the screening machines have been scheduled for maintenance and will be working soon, and the allegations on security personnel are being investigated.

SAFETY OCCURRENCES

MAY 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 arounds due to unstable approach	FYWE, FYWH
2	Go around due to traffic	FYWE, FYWH
2	Diversions due to weather	FYOG, FYSM
1	Diversions due to AD unmanned	FYWB

Beware of sandstorms at the coast in the coming winter months and remember always be go around / diversion orientated.

SAFETY OCCURRENCES

MAY 2025

RUNWAY EXCURSION (MANDATORY, **HIGH RISK**, PEL)

A student on a solo cross country veered off the runway during takeoff in a crosswind.

The student immediately shut down and no damage or injuries were sustained and the student was back flying again shortly afterwards.

NO CONTACT WITH ATC (MANDATORY, **MEDIUM RISK**, OPS/ANSSO)

An aircraft was observed over FYKM however ATC had no contact with the aircraft.

DOGS ON TAXIWAY (HAZARD, **LOW RISK**, AGA)

When taxiing into the hangar area two dogs were observed, uncontrolled, whereupon the dogs could have been fatally injured and potentially cause damage to the aircraft.

The airport operator was notified to ensure dogs are kept on leashes within the airside area.



SAFETY OCCURRENCES

MAY 2025

LANDING FROM AN UNSTABLE APPROACH (VOLUNTARY, **MEDIUM RISK**, OPS)

An aircraft on final approach was required to sequence behind landing traffic, requiring a dog-leg, and, when traffic did not clear immediately, an orbit was requested. The aircraft ended up high and fast, but elected to continue the approach, resulting in a late landing. When landing, the pilot notes, they either had a foot on the brake or braked too hard, too soon, resulting in a significant flat spot on the tyre.

The pilot is to be commended for reporting so that others can learn.

Despite all the positive reinforcement to go around from an unstable approach it is still a hard decision to make, especially as a single pilot. It is essential that go-arounds are visibly rewarded in training, operational and safety meetings, checks, and documentation, reinforcing the fact that it is a normal part of flying. Instructors remember to teach go-around decision making rather than rescuing a bad approach so the student can practice the landing.



SAFETY OCCURRENCES

MAY 2025

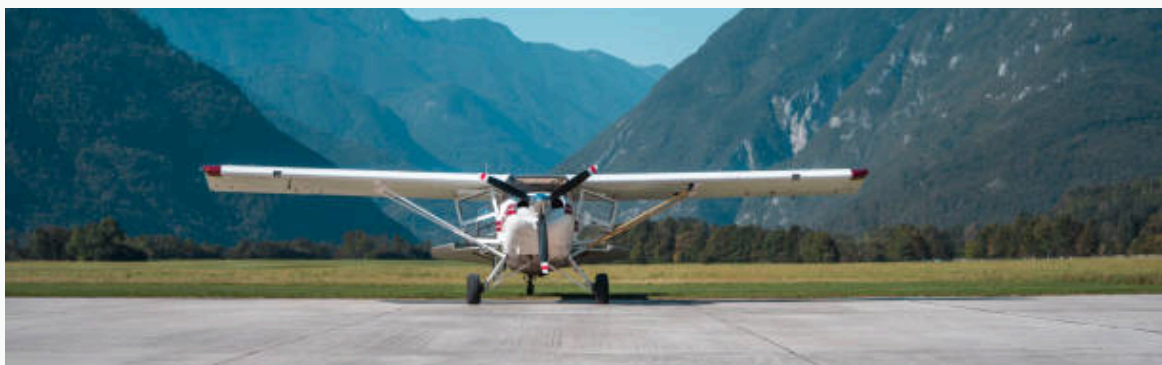
TECHNICAL FAULTS (MANDATORY, MEDIUM RISK, AIR)

A flight began with the left engine not starting. Once the fault was rectified, the left generator would not come online. The system was reset and the generator came online. During taxi the right pitot heat would not come online, tripping the circuit breaker. The crew elected to taxi back to the apron whereupon the nosewheel steering jammed in a left turn. The crew informed ATC and shutdown.

WORKING ON DAYS OFF (MANDATORY, MEDIUM RISK, OPS)

A pilot reported via the confidential reporting system, that crew often were required to work on their off days.

The operator was canvassed as to whether there was 1. Pressure to work on off days, and 2. Safety culture issues that the pilot felt they could not submit a confidential or anonymous report via the internal reporting system. The operator assured that they actively promote voluntary and confidential reporting and that they also try to avoid, where at all possible, changes to the roster which ensures crews can avoid doing pre-flight duties on days off. It was noted that the safety culture and reporting culture issue will be raised at their safety meetings regularly to ensure the pilots can raise issues easily without fear of reprisal.



SAFETY OCCURRENCES

MAY 2025



LASER POINTER (MANDATORY, **LOW RISK**, AVSEC)

A laser pointer was observed shining towards an aircraft on approach in FBSK.

This event prompted the need to ensure NCAA has reporting lines to other CAAs for filing of incidents, this matter is in progress.

DRONE INJURY (MANDATORY, **LOW RISK**, OPS)

A drone pilot suffered partial amputation of four fingers when attempting to turn off a drone manually after a malfunction. The survey was being conducted in a mine underground.

DELAY IN TAXI (VOLUNTARY, **LOW RISK**, ANSSO)

A scheduled flight was significantly delayed after start due to another aircraft landing (non-simultaneous operations at FYWH).

SAFETY OCCURRENCES

MAY 2025

FAILURE TO COMPLY WITH INSTRUCTIONS (MANDATORY, **MEDIUM RISK**, PEL)

A trainer was holding at GORNG while a scheduled flight arrived from the South. Both aircraft reported each other in sight. When the scheduled flight was on right base the trainer turned directly towards the traffic, resulting in a TA and then an RA.

ANS is investigating.



IBS AVAILABILITY (VOLUNTARY, **LOW RISK**, ANSSO)

An operator reported significant downtime experienced on the IBS resulting in congested telephone lines to AIM and difficulties and/or significantly extended time required for filing flight plans.

AIM is in contact with ATNS to rectify the issue, but it is noted that in order to investigate the issue, AIM needs regular timely reports.

SAFETY OCCURRENCES

MAY 2025

FATAL ACCIDENT OF ZU-FIW (MANDATORY, **HIGH RISK**, AIR/OPS/PEL)

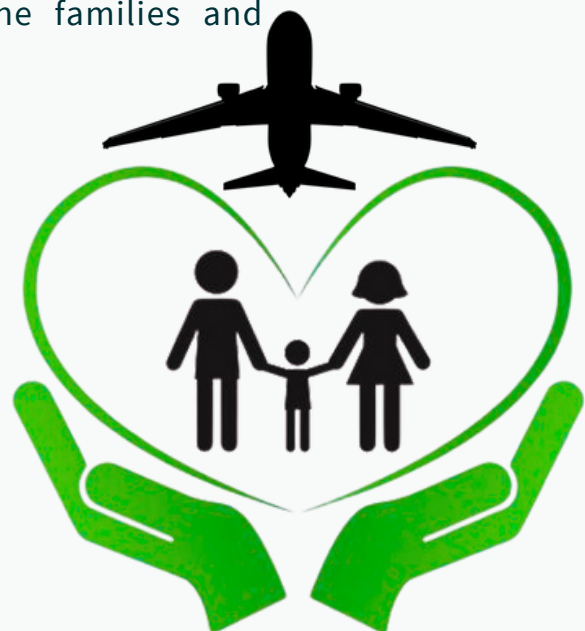


NCAA would like to express our sincere condolences to the families and friends of those involved in this tragic accident on Farm Grass on the 31st of May. Our hearts go out to those grieving and our thoughts are with you.

NCAA is working to uncover and correct any shortcomings in the regulatory system, primarily in areas of regulatory oversight of non-type certified aircraft and operation of foreign non-type certified aircraft.

Again, our heartfelt sympathies are expressed to the families and friends affected by this tragic event.

We will communicate further once the facts have been established.



SAFETY FEEDBACK

MAY 2025

NOTAMS - “VCTY OF” (HAZARD, **LOW RISK**, ANSSO)

Thanks to two hazard reports filed, NCAA is pleased to announce that NOTAMs for temporary hazards approved in terms of the Civil Airspace User Agreements (CAUAs) such as blasting, surveys, RPAS operations, will now include the term “IN VCTY OF FYXX” for improved pre-flight preparation. It may seem like a small issue, but when you have to plot every NOTAM pre-flight preparation time is significantly extended, resulting in longer duty times and fatigue or potentially just ignoring the NOTAMs due to time constraints, both unsafe conditions.



INTERNATIONAL OCCURRENCES

MAY 2025

CITATION II - IMPACT WITH TERRAIN ON APPROACH

In May 2025 a Citation II jet being flown by its owner on a private flight impacted terrain on approach in poor weather, fatally injuring all on board and injuring another 8 persons on the ground.



The cause is not known yet, however, the weather at the aerodrome concerned was below minima for landing. In the FAA regulations, only commercial flights have an “approach ban” in that an approach may not be commenced if the weather is below minima.

In Namibian law, it is noted that “approach ban” applies to all flights as stipulated in 91.07.26.

Further pilots are reminded of the discussion in the following article, (pg 21 to 22) that it is prudent to add additional safety margins to your own personal minima based on experience. This is a process often applied in commercial operations and is strongly recommended to be applied by individuals in private operations where training and experience levels can be much lower than that of commercial pilots. The minimums are exactly that - minimums, and just because we can, does not mean we have to.

SAFETY ARTICLE

PROPER PILOT PROFICIENCY: CURRENCY VERSUS PROFICIENCY

Currency keeps you legal; proficiency keeps you alive.

Meeting the NAMCAR currency requirements doesn't guarantee you're truly capable of handling real-world flying challenges. Logging hours—especially in easy, familiar conditions—won't prepare you for unexpected weather or emergencies. Staying proficient means preparation, practice of normal and emergency procedures under varied and challenging conditions, and maintaining knowledge, skills, and attitude.

Becoming and Staying Proficient

While the regulations define what makes you current, proficiency is about being fully competent. You can be legal without being safe. Meeting the legal minimums (like 3 takeoffs and landings in 90 days) is just the starting point.

True proficiency comes from continued practice, ideally with an instructor or safety pilot. When costs are an issue, which is normally the case, simulator programs and tools, even for your PC, can help reinforce procedures and decision-making in an affordable way.

Know Your Limits

A proficient pilot knows their personal limitations. Don't rely solely on published minimums—they may not reflect your actual abilities. Create and refine your own personal minimums before you're in a high-pressure flying situation. Make sure they're based on skill and self-awareness, not ego or external pressure. Airlines enforce "high minimums" for new captains and first officers—adding buffers to weather minimums until experience is built. It is essential that general aviation pilots adopt similar strategies on their own.

Levels of safety can also change dramatically depending upon the aircraft type and your familiarity with it, weather, pilot competence, and physical condition, and so should your limits.

SAFETY ARTICLE

PROPER PILOT PROFICIENCY: CURRENCY VERSUS PROFICIENCY

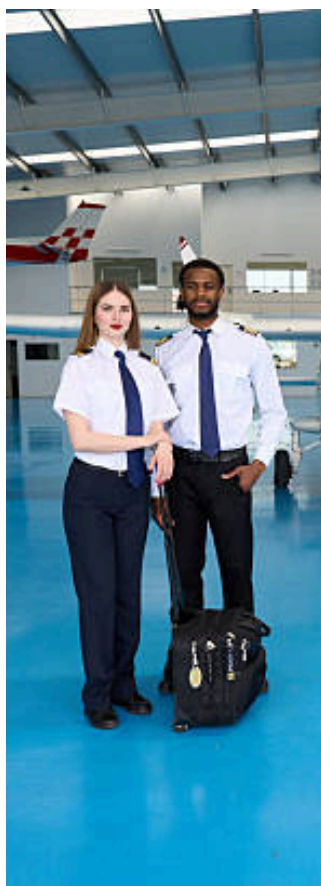
Real-World Decision Making

Sometimes safety decisions are complex. Emergencies, passengers, and pressure to complete a flight can cloud judgment. That's why it's critical to plan and set boundaries before you fly.

Ask yourself:

- Is it legal?
- Am I capable?
- Should I do it?

While it is harder than it sounds, it is important, that, If you're not confident in any of these, "just say no!"



What Would You Do?

Choices are not always as easy as black and white; they are often imperceptibly coloured with shades of grey. We can't anticipate everything that may happen in an aircraft, and certainly not all situations will have equivalent levels of safety. But the more we can contemplate situations and what we're willing to accept in advance, the more comprehensive and current our personal minimums will be when the time comes.

Evolving Standards

Modern aircraft are faster and more complex. Pilots must keep up by continually evaluating their skills and adapting their minimums. Your decision-making needs to match the pace and complexity of today's aviation environment. Final thought: Learn from mistakes—yours and others'. Your personal minimums should evolve with your experience. And remember: it's better to walk away from a flight you shouldn't take than to take one you can't walk away from.

SAFETY AND QUALITY WORKSHOPS

Take note of the following upcoming FREE safety and quality workshops to be held in NCAA headquarters and online, including lunch and refreshments. Venue: NCAA HQ and online, Time: 0900-1600

Schedules:

- Safety Performance Indicators
– 24th April
- SOP development and implementation workshop
– 22nd May
- Safety Management System
– 26th June
- Human Factors
– 24th July
- Quality Management Systems
– 28th August
- SOP development and implementation workshop
– 25th September

Book Now

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SAFETY STARTS WITH YOU!



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.

Note: The next available course is Human Factors on the 24th July. We strongly encourage participation from all levels of aviation, especially student pilots!

HUMAN FACTORS WORKSHOP

This interactive workshop will highlight important human factors elements and hazards of human fallibility.



24th July

- Content includes:
 - Humans at the centre
 - whole system approach / organisational accident
 - Human performance, optimum workload management,
 - Personality styles, social styles quiz, interpersonal skills. It's okay to say no
 - Mistakes and violations: slips, lapses, errors, defences, prevention
 - Hazardous attitudes
 - Case studies
- Venue: NCAA HQ and online
- Time: 0900 to 1600

Book Now

083 235 2468

spq@ncaa.na

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SAFETY STARTS WITH YOU!

THIS IS A FREE EVENT!

HIRM

NCAA again, invites YOU to keep a look out and report any hazardous observation, attitudes, or precursor 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

The flight operations and licensing CARTAP process is underway, interested parties are encouraged to reach out to your relevant NCAA inspector to find out more about this process.

Flight Operations is seeking submissions related to irregularities in the current Gazetted regulations which are soon being reviewed.

Any questions about these or other NCAA documents can be directed to spq@ncaa.na.

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

