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JUNE
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





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.

Safety Statistics.....3

Safety Dashboard.....4

SPIs.....5

Quote of the Month.....5

From the ED’s Desk.....6

Reporting.....7

Occurrences.....8

Feedback.....17

International Occurrences.....18

SDCPS.....19

Safety Workshops.....21

Safety Updates.....22

Glossary.....23

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

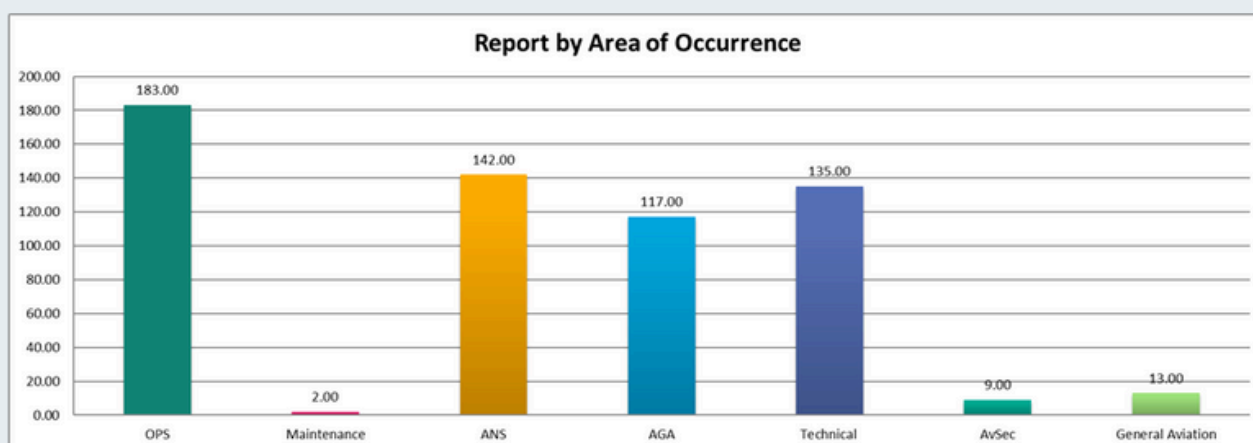
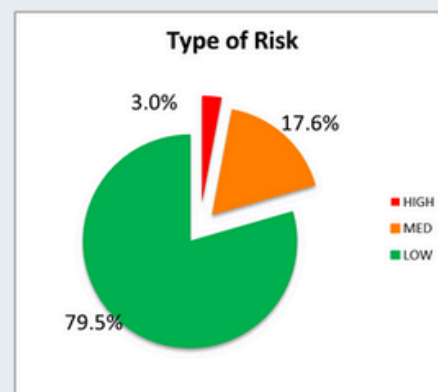
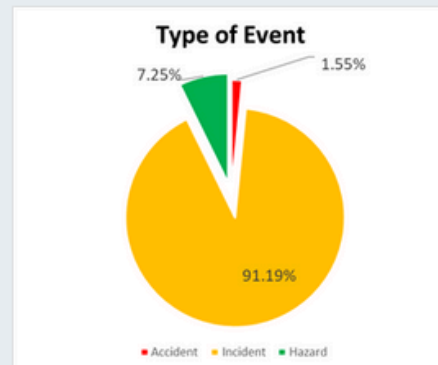
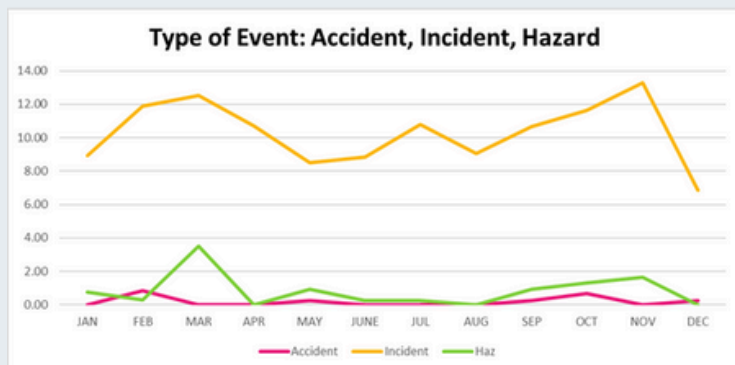
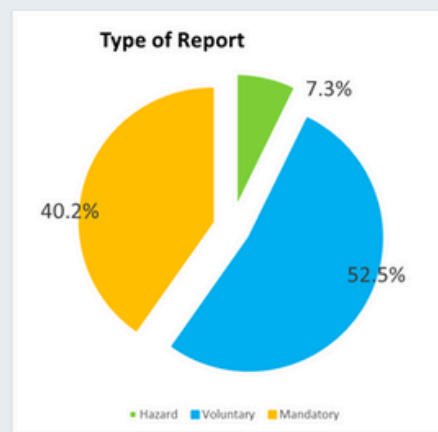
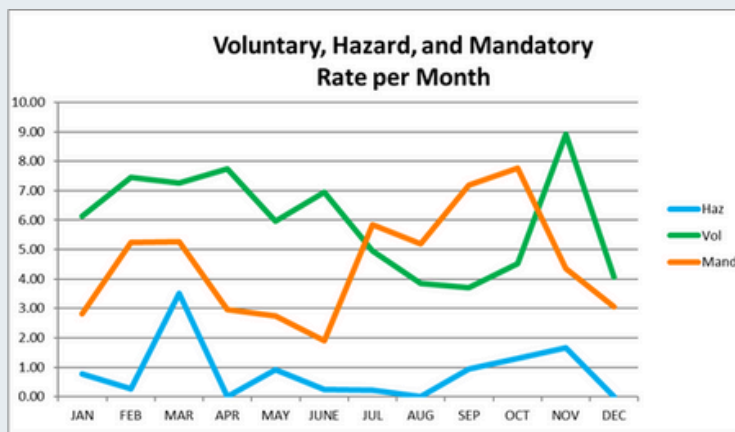
June 2025

There were 39 occurrence reports in June of which only 8 were mandatory events and the remaining 31 voluntary reports, including one hazard. There were 11 medium-risk events of which 5 were bird strikes, and no high-risk events. The remaining 28 were low-risk events. 74% of the reports were received by ATS with 16% from aircraft operators and the remaining 10% from other sectors.



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

Three loss of separation events occurred: two in unmanned airspace, one manned airspace, all were pre-cursor events important for trending. One runway incursion happened with a vehicle. Maintenance figures were again below target.

Please note the figures are provided as a rolling total.

	AirProx/LOS	CFIT	Rwy Excurs.	Wildlife	LOCI	Rwy Incurs.	Maint & Tech
12 mth avg	0.261	0.181	0.172	1.414	0.128	0.061	2.678
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	0.689	0.000	0.230	1.148	0.459	0.000	1.148
JUN '25	0.718	0.000	0.000	0.957	0.000	0.239	1.914
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

"Complacency is the enemy of safety and compliance is its friend."
- Anon

Stay Safe!

Reporting

Dear Stakeholders,

First, I want to take this opportunity to thank each of you for your continued support and collaboration. The strength of Namibia's aviation sector lies in the partnerships we've built together, and I'm encouraged by the growing engagement we've seen across the board.

In particular, I'm pleased with the turnout and energy at our recent one-day Safety Workshops. So far, we've held three workshops, each attended by 20 to 30 participants from across the industry. It's always heartening when professionals join us, not just when they have to, but because they value staying informed, involved, and most importantly *safe*.

This month, I want to highlight the importance of system-based safety management and data-driven oversight. Our State Safety Data Collection and Processing System (SDCPS) continues to grow, and that's thanks to your active participation. Whether you're reporting hazards, contributing to audits, or sharing openly in your organisations, you're helping to build a safer, smarter aviation system for all. Let me also reassure you that all safety data is managed under Just Culture principles, focused on learning, not punishment, and always respecting the integrity of the reporter.

Between 16 June and 4 July, NCAA facilitated a national aeronautical surveying initiative with United ATS to strengthen the quality and accuracy of our aeronautical data infrastructure.

In line with our continued efforts to improve the compliance processes, I'm pleased to share that the NCAA will soon be rolling out newly designed certificates for operators and service providers. These updated certificates will include enhanced security features to reduce the risk of forgery and improve verification. Formal communication around this change will be published shortly, please stay alert and look out for official updates.

All these activities show one thing clearly: the NCAA is committed to more than just compliance. We're engaging, building trust, and supporting a forward-looking aviation community. I invite you to visit our website regularly for upcoming training, courses, and news, or reach out to us directly if you need assistance.

Thank you for your continued trust, collaboration, and commitment. Let's keep moving forward for the safety, security, and sustainability of Namibia's skies.

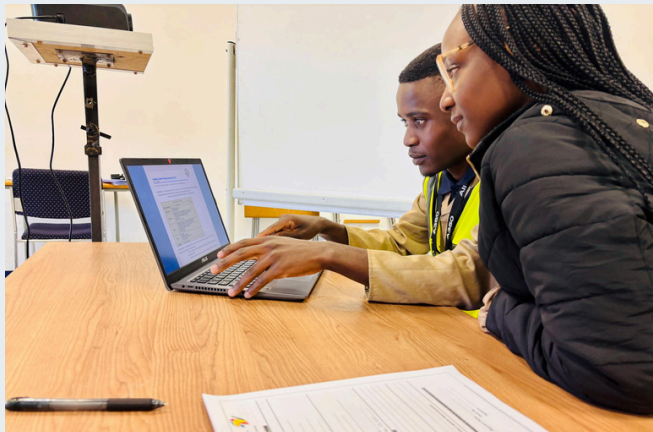
Stay safe, stay engaged, and keep reporting.

Yours in safety, Ms Toska Sem, Executive Director

REPORTING: WHY, WHAT, WHERE

Recent reports have prompted this article about critical aspects of reporting.

Firstly, and following on from last month's article, we do not "*report on someone*", nor should we attribute blame. Just state the facts. Two reports this month cited "poor handling" of situations, attributing blame before any investigation was done.



- If something was absent - just state it was absent, do not note that it was because of poor management of the situation.
- If something caused an unsafe situation, just report the hazard, do not attribute blame, Blame undermines the safety system and creates mistrust.
- Avoid phrases that imply conclusions without sufficient evidence.

Secondly, it is of vital importance that as many details as possible are available, specifically related to the event. Take particular care when referring to the time, reports should normally be made in UTC - if the report does not specify, include the suffix 'z' to ensure it's clear the time is in UTC. Lots of wrongly directed investigations can occur if not.

REPORTING: HOW



We often hear the phrases: "*It's too hard to report*", or "*I just don't have the time*". Why not follow the handy link or drop us an email on your phone next time you are waiting in a queue, early for a meeting, or on a day stop somewhere enroute? Complete your safety duties and alleviate boredom at the same time!

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](#).

Photo Credit: NATA

SAFETY OCCURRENCES

JUNE 2025



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

There were 8 maintenance events this month. One event resulted in a precautionary landing (see page 14).

No.	Fault	Type
1	Engine fault	Piston
1	Gear fault	Turbine
2	Burst/flat tyre	Piston
1	Radiator cap fault (see also page 14)	Turbine
1	Door fault	Jet
2	Unspecified	Jet, 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

JUNE 2025



WILDLIFE STRIKES (VOLUNTARY, MEDIUM RISK, AGA)

There were five reported bird strikes this month.

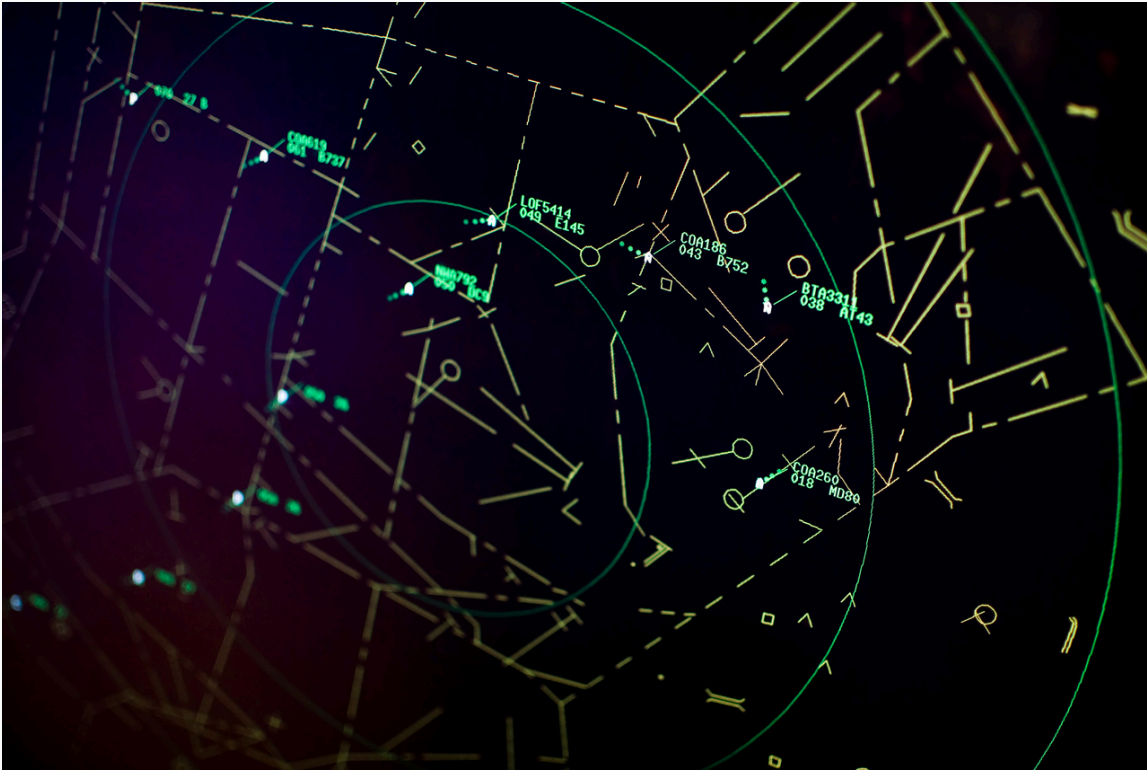
Wildlife	Events and near misses		
No.	AD	Phase	Details
2	FYWH	Landing	Bird unknown
1	FYWE	Takeoff	Bird unknown
2	FYWE	Desc/appr	Bird unknown

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	0.957							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

JUNE 2025



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

The following eight Air Traffic Services and Meteorological events occurred.

No.	Fault	Area
3	Telephone and internet U/S	FYOA, FYWF
3	No MET information	FYWF, FYWH, FYWB
1	AFTN computer failure	FYWB
1	Radar failure	FYWE

CNS is working with the service provider to address the repetitive telephone issues.

Investigation into MET failures is ongoing.

SAFETY OCCURRENCES

JUNE 2025



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

Five aerodrome-related events were reported this month:

No.	Fault	Location
1	Hotline to ARFF and crash alarm U/S	FYOA
1	Lightening strike causing pothole	FYKM
2	Power failure	FYLZ
1	Manhole collapse	FYWH

All items are being addressed by airport management.

SAFETY OCCURRENCES

JUNE 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	FYWH
2	Go arounds due to traffic	FYWE, FYWH
2	Diversions due to weather	FYMW, FYOW
1	Diversion due to windshear	FYWE

The early winter weather is giving us clear skies but sometimes gusty winds - remember always be go around / diversion orientated.

SAFETY OCCURRENCES

JUNE 2025

RUNWAY INCURSION (MANDATORY, MEDIUM RISK, AGA/AVSEC)

An unauthorised police vehicle entered the runway without establishing communication with ATC, contrary to Doc 4444 clearance requirements.

AGA/AVSEC are investigating.

NO COMMUNICATION - UNMANNED (VOLUNTARY, MEDIUM RISK, OPS)

A group of four foreign NTCA lined up and departed without adequate radio communication at a busy unmanned airport.

Pilots are reminded of the absolute essential concepts of not just see and be seen, but hear and be heard, especially in busy unmanned airspace.



LOW FLYING OVER BUILT-UP AREA (MANDATORY, MEDIUM RISK, AGA)

An aircraft was observed flying low over a built-up coastal town.

Unfortunately, there was insufficient information available to investigate. However, the frequent events on the coast particularly over Christmas, will see more ad-hoc surveillance and the possibility of inspectors stationed at the coast over the holiday season.

SAFETY OCCURRENCES

JUNE 2025

ENGINE FAULT - PRECAUTIONARY LANDING (VOLUNTARY, **MEDIUM RISK**, OPS)

On a routine flight back from Sossusvlei a pilot noticed a sudden sharp increase in cylinder head temperature (CHT). Concerned of an imminent failure and fortunately close to a suitable forced landing site, the pilot landed safely on a road.

An authorised maintenance person (NTCA) assessed the situation and discovered the seal for the radiator failed, causing the spike in CHT. Had the aircraft continued flying the extreme temperature would have soon caused a failure.

The pilot was flying at 500ft and noted that there was no time to think, it was very fortunate he was close to a suitable road.

In the aftermath, once the maintenance person cleared the aircraft for flight, the pilot elected to takeoff again. It is noted, that while landing off airport is an emergency, the takeoff is NOT and requires NCAA authorisation.



SAFETY OCCURRENCES

JUNE 2025



ILLEGAL DRONE ACTIVITY (MANDATORY, **MEDIUM RISK**, OPS)

An operator was reported to be posting drone footage of national parks on social media feeds. No approval was issued for commercial drone operations, nor for MEFT approval to film in a national park (MEFT policy is that approval to film in a national park is only available to commercial operators).

MEFT and OPS are investigating. Non-compliances such as these should be reported and can attract significant fines.

NEAR MISS WITH A DRONE (MANDATORY, **MEDIUM RISK**, OPS)

A helicopter reported a near miss with a drone at approximately 50nm North of WHV and at 1500ft AGL. There was no NOTAM indicating drone activity.

Extensive non-compliance is being addressed by way of media campaigns and streamlined approvals for RPAS. Pilots are warned to be vigilant, looking out for illegal operations. OPS is looking into drone scanner technology.

SAFETY OCCURRENCES

JUNE 2025

MARSHALLING (HAZARD, **LOW RISK**, AGA)

An aircraft reported that the marshaller attempted to park them quite close to another aircraft, which required a tight turn. They signaled to the marshaller that the parking was not suitable, however, the marshaller insisted on the parking location. Given recent ground collision events, the aircraft elected to park at their own discretion at an alternative location.

AGA is investigating both this and the ground collision events. NAC is in the final stages of procedures manuals and training programme development for marshallers and has embarked on a safety promotion campaign with marshallers following the ground collision events.



LOSS OF SEPARATION (VOLUNTARY, **MEDIUM RISK**, ANSSO/OPS)

A trainer turned on a tight base after an aircraft was lined up resulting in the aircraft on takeoff being asked to expedite and the trainer being asked to go around.

The incident was managed by ATC and not considered a loss of separation but noted for interest.

SAFETY FEEDBACK

JUNE 2025

“POOR CONTROLLING” (VOLUNTARY, **LOW RISK, ANSSO)**

An investigation was concluded by ATS into a report of “poor controlling” - a note that this was a red flag, as it goes against the safety system principles to attribute blame, rather than explain the facts. In this event the aircraft reported not receiving vectors from approach and was required to self-vector to final.

In the investigation it was identified that the reporter failed to request a delay to the flight plan nor did the ATC take initiative to delay the flight plan when the aircraft delayed start. As a result, the aircraft did not have a flight progress strip for management of traffic and additionally the departure clearance had expired and was not reissued. Finally, the aircraft changed to Windhoek Tower without instruction, surprising the tower controller, and acting contrary to the initial expired clearance to change to Approach passing A080, hence was on the wrong frequency for vectoring. The aircraft was handed back to approach, and at this point there were no vectors given.

It was noted that there was considerable lack of coordination and errors made by all parties to the event, however simply noting that no vectors were received would have been adequate for an investigation, without including an accusation of "poor controlling". See more about this subject on page 7.

LOSS OF SEPARATION (MANDATORY, **MEDIUM RISK, ANSSO)**

A traffic separation report highlighted the importance of conditional separation, for example, report before turning base, standby for base, report traffic in sight, with traffic in sight sequence number two.

It is essential to ensure visual separation before providing clearance for traffic to sequence.

INTERNATIONAL OCCURRENCES

JUNE 2025

AIR INDIA B787 ACCIDENT - AHMEDABAD

On 12 June 2025, a Boeing 787-8 lost thrust in both engines when fuel starvation occurred because of Engine 1 and Engine 2 fuel cutoff switches transitioned from RUN to CUTOFF position one after another within 1 sec immediately after the aircraft became airborne from Ahmedabad. It subsequently crashed killing all but one of the 242 occupants and causing 19 deaths and 67 injuries to those on the ground. As per the yet incomplete disclosure of Cockpit Voice Recorder evidence one of the pilots is heard asking the other why he did cutoff. The other pilot responded that he did not do so. The fuel cutoff and an apparently avoidable delay in its restoration then made ground impact inevitable.

- Source: SKYBRARY

A reminder that while rare, simulator training on events such as double engine failures at critical times is essential.



SAFETY ARTICLE

FEEDING YOUR SDCPS

What is SDCPS

The second edition of the ICAO Doc 9859, Safety Management Manual, introduced the concept of a safety data collection and processing systems (SDCPS) in 2008, and cemented as a mandatory requirement by Annex 10 in 2013, yet still today there is very little understanding of the concept.

To take it back to basics, an SDCPS has two key components, collection (and storage) of data and processing of data.

Which ever system is utilised it needs to have capacity for both equally important functions.

Safety Data Collection

In the evolution of safety from reactive to proactive and predictive, it is vitally important that your SDCPS is not built on occurrence reports alone.



Approved by and published under the authority of the Secretary General

INTERNATIONAL CIVIL AVIATION ORGANIZATION



Asides from reports, key inputs to the SDCPS may include:

- Surveys
- Audit findings
- Investigation recommendations
- Training records
- Meeting minutes and attendance
- Risk assessments
- Communication records
- Maintenance records
- Safety studies

More are available in Doc 9859 and NAMCAR Part 140.

An effective electronic data capture and storage system is necessary. For a simple operation this can be a file storage system and a spreadsheet or it may be a customised data solution, however, consistent taxonomy and terminology is essential and requires thought at the development stage for effective results.

SAFETY ARTICLE

FEEDING YOUR SDCPS

Processing

The second vital part of developing a robust SDCPS is to develop meaningful insights from the data whereupon SPIs and SPTs can be developed. Data is meaningless unless we can extract information from it. In our simple spreadsheet model, this may be done in the form of tables, graphs, averages, rates, percentages, and standard deviations to name a few.

The data should help answer key questions such as:

a) *What are the organization's top safety risks? Derived from a review of aviation accident and incident data as well as predictive analysis to identify and define emerging risks.*

b) *What does the organization want to achieve in terms of safety and what are the top safety risks that need to be addressed? The organization's safety objectives.*

c) *How will the organization know if it is making progress toward its safety objectives? Through SPIs, SPTs and, if practicable, safety triggers.*

d) *What safety data and safety information is needed to make informed safety decisions? Including the allocation of the organization's resources. Through an evolving SDCPS and safety data analysis. - SMM 4th Edition*

Conclusion

The development of the SDCPS represents a fundamental advancement in aviation safety management. Its value lies not only in technology or data processing but in its philosophy of proactive learning and holistic safety oversight. By integrating a wide variety of safety data sources and transforming them into actionable intelligence, the SDCPS supports informed decisions at every level of the aviation ecosystem.

As aviation continues to evolve, the ongoing challenge will be not just to collect data—but to use it wisely. This requires a commitment to just culture, continuous improvement, and cross-industry collaboration. The SDCPS is not just a tool; it is a mindset—and its development marks a new era of aviation safety.

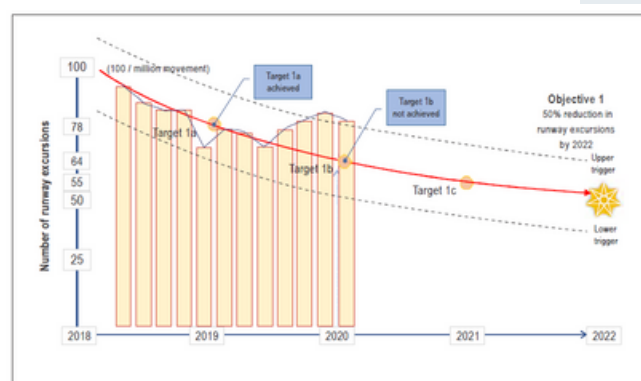


Figure 4-6. Example of setting safety triggers

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
- Quality Management Systems – 28th August
- SOP development and implementation workshop – 25th September
- Human Factors – 23rd October

SAFETY STARTS WITH YOU!

Book Now

083 235 2468

spq@ncaa.na

4 Rudolf Herzog Street



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 scheduled course is QMS on the 28th August. We strongly encourage participation from all levels of aviation, especially student pilots!

QMS WORKSHOP

The workshop objective is to facilitate the sharing of Quality Management System (QMS) knowledge, best industry practices and strategies to improve operational aspect of the industry.

28th August

- Content includes:
 - Vision, Mission, Quality Policy
 - Quality audits
 - Documentation
 - Obstacles to success
 - CAPs
 - Management of change
 - Management review and continuous improvement
- Venue: NCAA HQ and online
- Time: 0900 to 1600

THIS IS A FREE EVENT!

Book Now

083 235 2468

spq@ncaa.na

4 Rudolf Herzog Street



FOR SAFETY WE NEED QUALITY!

HIRM

NCAA again, invites all stakeholders 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 still 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



GLOSSARY

Term / Acronym	Meaning / Description	Term / Acronym	Meaning / Description
A-MET	Aviation Meteorological Services – aviation weather services.	NAMCAR	Namibian Civil Aviation Regulations – the core aviation law in Namibia.
AGA	Aerodromes and Ground Aids – department responsible for the safety of airport infrastructure.	NTCA	Non-Type Certified Aircraft – aircraft not holding a type certificate under ICAO Annex 8.
AIP	Aeronautical Information Publication – a document published to provide information essential to air navigation.	OCC	Operations Control Centre – typically responsible for dispatch and operational control.
AMO	Approved Maintenance Organisation – a facility authorised by NCAA to perform aircraft maintenance.	OPS	Flight Operations Section – department overseeing flight safety, compliance, and investigations.
ANSSO	Air Navigation Services and Safety Oversight – refers to the department responsible for oversight of air navigation services.	PRAM	Person Responsible Aircraft Maintenance – a post holder designated for an AOC to address maintenance matters
AOC	Air Operator Certificate – certification issued by NCAA to an air transport operator allowing it to operate commercial air services.	QMS	Quality Management System – a structured system for quality assurance and continuous improvement.
ATO	Approved Training Organisation – an entity authorised by NCAA to conduct aviation personnel training for licenses or certificates.	RPAS	Remotely Piloted Aircraft Systems – pilotless aircraft, including model aircraft and those commonly referred to as drones.
ATS	Air Traffic Services – includes services such as air traffic control (ATC), flight information, and alerting services.	SDCPS	Safety Data Collection and Processing System – structured data management tool to support SMS and SSP.
AVSEC	Aviation Security – the part of aviation concerned with preventing unlawful interference or acts of sabotage.	SMS	Safety Management System – a systematic approach to managing safety, including organizational structures and procedures.
CARTAP	Civil Aviation Regulations Technical Advisory Panel – A committee convened in terms of Part 11 to review regulations and technical standards	SPI	Safety Performance Indicator – a data-driven metric used to monitor safety performance.
CHT	Cylinder Head Temperature – the temperature at the top portion of a piston engine cylinder	SPT	Safety Performance Target – a specific safety goal to be achieved.
CNS	Communication, Navigation, Surveillance – essential infrastructure for air traffic management.	SSP	State Safety Programme – the national programme for managing aviation safety.
Doc 9859	ICAO Safety Management Manual – foundational guidance for States and service providers on SMS and SSP	TWG	Technical Working Group – an expert team working under the SSP to analyse safety data.
HIRM	Hazard Identification and Risk Management – a proactive safety management approach.	UTC	Universal Coordinated Time – standard aviation time reference, sometimes referred to as GMT or Z
ICAO	International Civil Aviation Organization – UN body that sets global aviation standards.	WHV	Hosea Kutako International Airport VOR
MEFT	Ministry of Environment, Forestry and Tourism – required for approvals in protected areas.		
NAMCATS	Namibian Civil Aviation Technical Standards – technical regulatory requirements in Namibia.		