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JULY
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, licence holders, and the general public updated in terms of what has occurred monthly with respect to safety 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.

Safety Statistics

July 2025

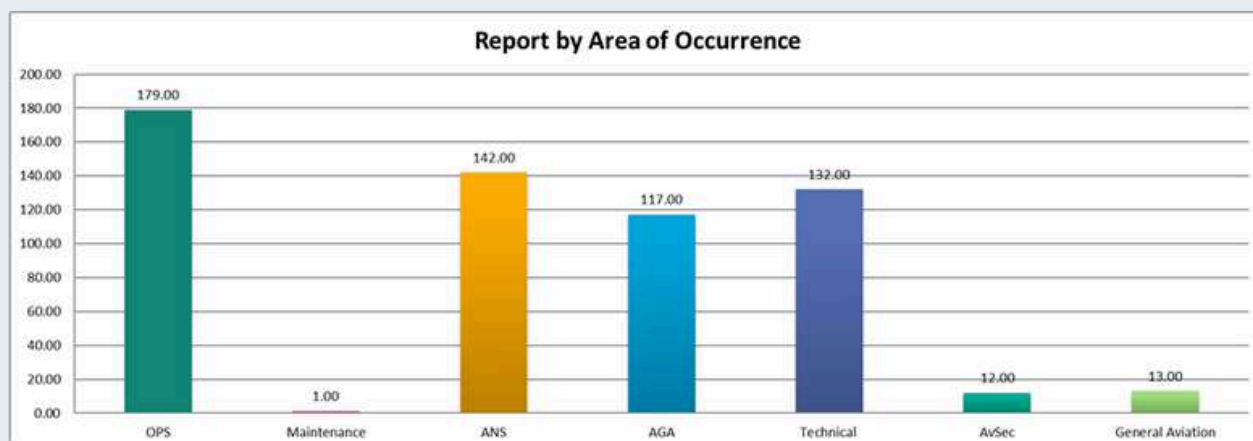
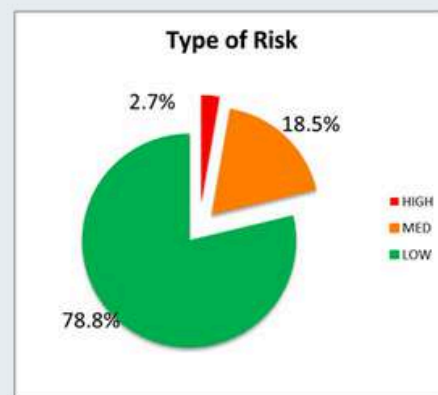
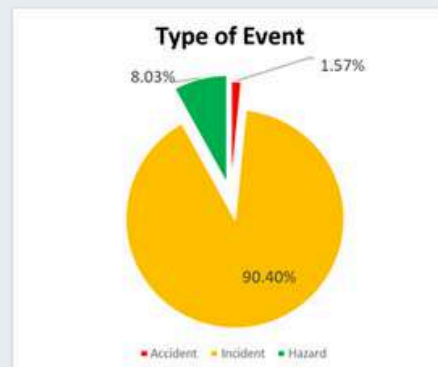
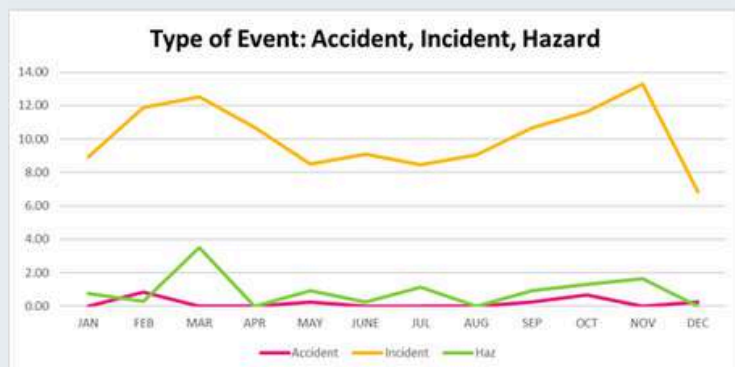
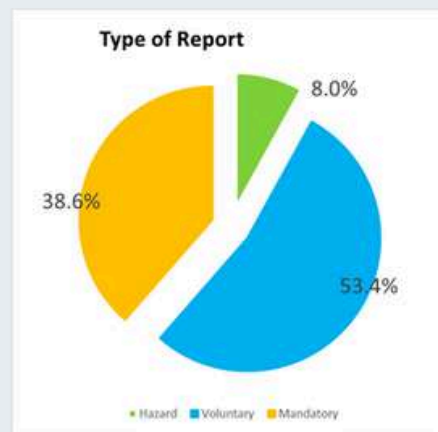
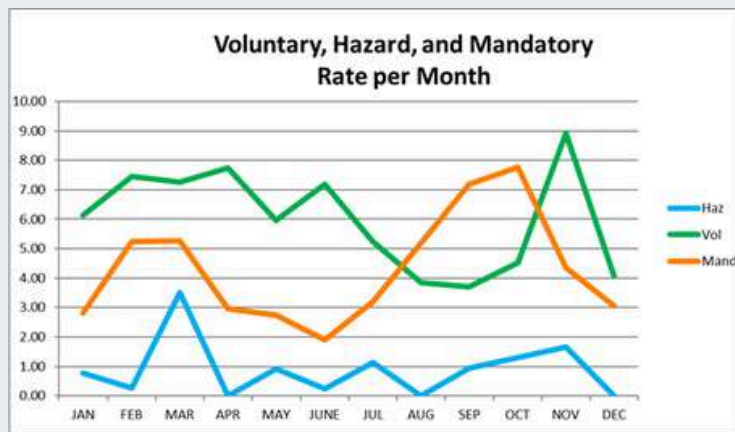
There were 42 occurrence reports in July, including:

- 14 mandatory events, of the 28 voluntary reports, there were 5 hazards. Voluntary report rates remain above target at approx. 7 per 1000 movements.
- 9 medium-risk events of which 4 were bird strikes, and 3 interference on 118.7, one high-risk event, a loss of separation resulting in 2.7% high risk, 18.5% medium risk, 78.8% low risk
- A positive 30% increase to 45% of reports from aircraft operators, more proportionate to their sector share.



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

For the first month since inception there were no alerts and no figures over target, while report rates remained just slightly below average at 10 reports per 1000 movements.

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	0.163	0.153	1.360	0.128	0.061	2.605
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	1.196	0.000	0.239	1.914
JUL '25	0.228	0.000	0.000	0.913	0.000	0.000	1.825
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






IF IN DOUBT - REPORT!

Help us help you by reporting occurrence and hazards

The backbone of an effective SSP/SMS is a reporting culture and a just culture - instill this in your organisation!

incidents@ncaa.na

Safety Thought for the Month

"Proper preparation prevents poor performance - Be Prepared!"
- Anon

Stay Safe!

Reporting

Dear Stakeholders,

July has been a month of both professional progress and community engagement for the Namibia Civil Aviation Authority. It has reminded us that aviation safety is not only about procedures and regulations, but also about building relationships, fostering knowledge, and supporting the people who make our industry thrive.

Towards the end of July, NCAA proudly took part in the State-Owned Enterprises (SOE) Games held in Swakopmund. These games were more than a friendly sporting competition; they were a celebration of teamwork, discipline, and perseverance – values that mirror the very principles required in aviation safety.

We also hosted the Namibia Meteorological Service (NMS) Quality Management System Workshop at our Headquarters. This workshop was a significant step in aligning meteorological service provision with ICAO standards, enhancing both quality and safety in aviation operations. By working closely with our colleagues at NMS, we are ensuring that the MET information guiding pilots and operators is accurate, timely, and consistently reliable.

Another highlight of the month was the signing of a Memorandum of Understanding (MoU) with the Ministry of Works and Transport's Directorate of Aircraft Accident and Incident Investigations (DAAIL). Such partnerships strengthen Namibia's safety oversight capabilities and contribute to raising aviation safety standards nationally.

July welcomed a new group of interns to the NCAA. We are proud to support these young aspiring aviators on their career path, be on the look out for them at our head quarters.

On the same theme of fostering growth, our head of air navigation services, Ms. Hlima Leonard has been appointed to an AFCAC Technical Committee dedicated to mentorship of women in aviation and we hope to see some exciting programmes coming out of this forum.

As we reflect on these achievements, I am reminded that the strength of Namibia's aviation sector lies in collaboration – whether it is through sport, professional development, or inter-agency partnership. I thank all who participated and contributed to these successes, and I look forward to building on this momentum in the months ahead.

Stay safe, stay engaged, and keep reporting.

Yours in safety, Ms Toska Sem, Executive Director

REPORTING: NEW PAMPHLET



What to Report:

NAMCAR Part 140 requires reporting: "Occurrences to be reported are those where the safety of operation was or could have been endangered or which could have led to an unsafe condition." Additionally, to mandatory reports, voluntary, confidential, and anonymous reports can be submitted whenever an event, pre-cursor event, or hazard occurs or is observed whereupon the reporting may help others.

How to Report

Email to:
incidents@ncaa.na AND
daaii@mwt.gov.na



OR: Click on the icon on the top right of our website homepage
www.ncaa.com.na
OR: Scan the code below



Contact Us

+264-83-235-2000

info@ncaa.na



NCAA
**Aviation
Safety
Occurrence
and Hazard**



Look out for the new reporting pamphlet, and please advise spq@ncaa.na if you would like some for your organisation.

Help us keep promoting the importance of reporting and follow the link on the website or scan the QR code opposite to jump to the confidential reporting link.






**Together
We
Achieve
More!**

Why Report?

- ✓ Reports help uncover latent hazards through reviewing the bigger picture
- ✓ Reports provide data trending to monitor the performance of the State Safety Programme
- ✓ Reports help prevent others make the same mistake
- ✓ Reports drive action to fix deficiencies before an accident or serious incident occur
- ✓ Reporting is Non-punitive unless a case of willful violation or gross negligence is determined



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More information can be found in AIC A02/2022, in NAMCAR / NAMCATS Part 140, and in the Regulations on the Investigation of Aircraft Accidents and Incidents.

How Reporting Helps

Heinrich's Triangle

- ✗ For every accident there is
- ✓ 30 serious incidents
- ✓ 300 minor incidents
- ✓ 1000 hazards and near misses
- ✓ That means for every accident there are 1000 chances to prevent it by reporting!



Remember, for incident and hazard reporting, email to both incidents@ncaa.na and daaii@mwt.gov.na; for voluntary or anonymous reports, follow the [Confidential Reporting Link](#).

SAFETY OCCURRENCES

JULY 2025



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

There were 9 maintenance events this month. One event resulted in a runway excursion.

No.	Fault	Type
1	Electrical fault	Piston
1	Loose oil dipstick	Piston
1	Loose fuel cap	Turbine
1	Pressurisation fault	Jet
1	Nav light unserviceable	piston
1	Brake failed (see also page 13)	Turbine
1	Door fault	Jet
2	Unspecified	Jet, turbine

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

JULY 2025



WILDLIFE STRIKES (VOLUNTARY, **MEDIUM RISK**, AGA)

There were four reported bird strikes this month, along with one wildlife encounter with an oryx. A bird was ingested into an engine in FAUP (no damage occurred), and this event is included for information only.

Wildlife	Events and near misses		
No.	AD	Phase	Details
1	FYWH	Landing	Bird unknown
1	FYWE	Landing	Guinea Fowl
1	FYWE	Climbout	Bird unknown
1	FYDN	Takeoff	Bird unknown
1	FYHO	Takeoff	Oryx
1	FAUP	Takeoff	Not included in Statistics

The table below 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	0.913						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

JULY 2025



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

The following ten Air Traffic Services and Meteorological events occurred.

No.	Fault	Area
3	Telephone and internet U/S	FYWF, FYWE, FYWH
3	No MET information	FYWF, FYWH
1	AFTN strip printer failure	FYWH
2	Radar faults	FYWF, FYWH
1	Shift unmanned due vehicle fault	FYOA

Investigation into MET failures is ongoing: new equipment has been procured and is in the process of contracting for installation.

SAFETY OCCURRENCES

JULY 2025



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

Repeated power failures at FYLZ were experienced, resulting in, at times, airspace being downgraded to Class G.

NAC is servicing the generator and has planned to procure a new one and in the interim, the ANSP is looking into a mobile generator.

There was a hydraulic leak on the apron at FYWH from a service vehicle. The ARFF was contacted and the spill was cleaned up. The vehicle was sent for repairs.

A windsock was reported as having been replaced with a smaller one. Investigation with the local operators and the aerodrome management could not corroborate.

A hazard report was received that frequently, aerodromes have changes in conditions that are not issued as a NOTAM.

Guidance is being disseminated to AD operators about NOTAM requirements and how to submit.

SAFETY OCCURRENCES

JULY 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	FYRW, FYHO
2	Diversions due to weather	FYWB, FYLZ
1	Diversion due to operations	FYWH

There were two self-reported go-arounds from unstable approaches; in one event strong turbulence resulted in a steep descent, while in another, strong winds resulted in centerline overshoot and a 270-degree turn to final. Both are commended for decision-making and self-reporting.

SAFETY OCCURRENCES

JULY 2025

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

An aircraft suffered a right brake failure during taxi under strong wind conditions. Rudder was insufficient to keep the aircraft under control due to the strong winds and the aircraft veered off the runway.

The pilot immediately shut down and the aircraft was pushed back onto the runway. A decision was made to continue the flight after applying a risk management model, determining that the destination was sufficiently equipped to allow for a landing with one brake inoperative and the flight was continued without incident.



MEDICAL EMERGENCY (VOLUNTARY, LOW RISK, OPS)

An inbound scheduled flight reported a medical emergency to ATS, who then arranged for medical services to be available on landing.

EXPIRED OVERFLIGHT AND LANDING CLEARANCE (VOLUNTARY, LOW RISK, ANSSO)

A South African registered aircraft was flying in Namibian airspace with an expired overflight and landing clearance. The Defence Force alerted ATS to take action.

SAFETY OCCURRENCES

JULY 2025

APPROACHES WITHDRAWN (HAZARD, **LOW RISK**, ANSSO/AGA)

A number of approaches were withdrawn due to the expiry of the calibration of the navigation aids and obstacle data required for verification of the obstacle clearance surface.

As of the time of publication, both obstacle data and calibration of aids have been completed; the approaches are in the process of review for reapproval. Planning in the future will accommodate earlier procurement of services to prevent recurrence.



FOD INGESTION (MANDATORY, **MEDIUM RISK**, AGA/OPS/AIR)

A light jet ingested sand/stones from the runway when the nosewheel shifted some gravel from the runway. The pilot sent pictures of what was assessed as minor damage to the blades to the maintenance provider who confirmed it was acceptable to continue the flight. The flight proceeded without incident and on return to base the aircraft was subjected to a full inspection and repair.

SAFETY OCCURRENCES

JULY 2025

AIRPROX - CHARTER AND PARAGLIDER (VOLUNTARY, MEDIUM RISK, OPS)

A scenic flight inbound to FYSM at 500ft AGL encountered a powered paraglider immediately below them at approximately 300ft AGL. The paraglider appeared to execute an evasive manoeuvre. No calls were made on the active frequency by the paraglider.

Pilots are warned about paragliders and powered paragliders operating without radio in the vicinity of FYSM.



118.7 INTERFERENCE (VOLUNTARY, MEDIUM RISK, ANSSO)

Multiple reports of severe frequency interference for approximately 100m on Taxiway Alpha, approximately abeam the old fire station/Westair hangars/fuel bay were received.

CRAN was engaged to investigate, since they have specialised equipment for tracking sources of interference, which the ANSP does not have.

SAFETY OCCURRENCES

JULY 2025



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

While conducting a survey flight, a drone operator reported the drone entered a spiral with multiple warnings displayed and impacted terrain, resulting in the destruction of the drone.

POLICE BEHAVIOUR (HAZARD, **LOW RISK**, AVSEC)

Frequent occurrences were reported of police at the screening point at FYWE without uniform or ID, most notably on weekends.

The Inspector General's office was alerted to the behaviour and asked for a response.

SAFETY FEEDBACK

JULY 2025

UNREGISTERED AIRCRAFT (HAZARD, **LOW RISK**, ANSSO)

A proposal to enter into a memorandum of understanding with NamRA is in process due to early safety recommendations from the accident of ZS-FIW. This would enable NCAA to be aware of unregistered aircraft imported by road into the country and ensure owners are aware of the necessary legal requirements.

FOREIGN GENERAL AVIATION AIRCRAFT (HAZARD, **LOW RISK**, ANSSO)

NCAA is entering into discussions with SACAA with the aim to bring awareness of local operating procedures as per the AIP and requirements to be a member of an ARO for NTCA to the general aviation and flight training community in South Africa.



INTERNATIONAL OCCURRENCES

JULY 2025

PIPER PA-30, TEXAS, FATAL ACCIDENT

A multi-engine aeroplane was cruising northbound at 5,000 feet en route to its destination when onboard data showed the right engine's fuel flow fluctuating for about 15 seconds. Approximately 20 seconds later, the left engine's fuel flow dropped to zero. The aeroplane began a gradual descent towards the east for about nine minutes before turning west towards the aerodrome, continuing its slow descent.

Around 10 minutes later, the aeroplane was flying less than 100 feet above ground level at about 61 knots. In the final four seconds of recorded data, it turned left by approximately 40 degrees before impacting a field in a nose-down attitude.

Post-accident examination found the left engine's fuel selector in the OFF position, while the right engine's fuel selector valve was set to the main tank. The right fuel selector valve exhibited corrosion, likely causing the right engine fuel flow fluctuations. Investigators considered it possible that the pilot inadvertently moved the left engine fuel selector from the auxiliary tank to OFF instead of moving the right engine's selector from the auxiliary tank to the main tank.

The left engine's propeller was not feathered at the accident site, which would have increased in-flight drag and raised the aeroplane's minimum controllable airspeed (VMC).

Toxicology tests detected the sedating antihistamine diphenhydramine in the pilot's system, and investigators determined he may have been experiencing its impairing effects at the time of the accident.

Probable cause(S): The pilot's failure to maintain control during a forced landing. Impaired decision-making and failure to maintain control of the aircraft may have been attributed to the effects of medication.

Lesson(s): Never mix flying and medication, and always maintain your airspeed!

SAFETY ARTICLE

VMCA - YOUR LIFE CAN DEPEND ON IT

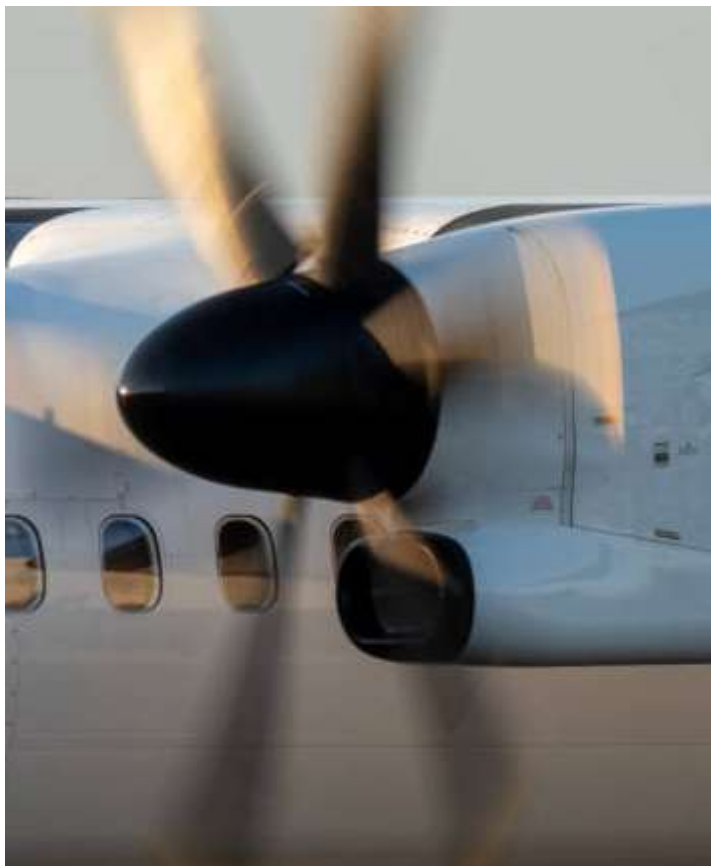
Definition

Vmca (Velocity Minimum Control in the Air) is defined as the **minimum speed, while airborne, at which directional control can be maintained** with the critical engine inoperative (on a twin-engine aeroplane), the operative engine(s) at takeoff power, and with a maximum of 5° bank toward the operative engine.

Discussion

When an engine fails in flight on a multi-engine aeroplane, the asymmetric thrust creates a yawing moment toward the failed engine. The pilot must use rudder to counter this yaw, and ailerons to control any resulting roll.

There is a speed below which **full rudder deflection** will not provide enough control to keep the aircraft straight. Banking slightly (up to 5°) toward the live engine reduces the rudder force required by creating a horizontal lift component that helps oppose yaw. The **speed at which this condition is met is Vmca**.



Vmca is determined during aircraft certification with specific configuration, weight, and centre of gravity settings. A large vertical tail generally lowers Vmca but adds weight and cost; a small tail does the opposite.

By regulation, Vmca may not exceed **$1.2 \times V_s$** (stall speed in the test configuration).

SAFETY ARTICLE

VMCA CONTINUED

Criteria (FAA/EASA Part 23 and Part 25)

When Vmca is demonstrated during certification, the following apply:

1. Configuration

- Critical engine inoperative, propeller windmilling (unless feathering is automatic),
- Remaining engine(s) at maximum take-off power,
- Landing gear retracted, flaps in take-off position,
- Cowl flaps in the normal take-off position.

2. Weight and Balance

- Maximum take-off weight,
- Most unfavourable centre of gravity (usually aft limit for controllability).

3. Flight Conditions

- Aeroplane airborne and trimmed for take-off,
- Out-of-trim conditions allowed only as prescribed by the manufacturer,
- Maximum rudder deflection permitted without exceeding structural limits or 150 pounds (Part 23) / 180 pounds (Part 25) of pedal force.

4. Bank Angle

- Normally a maximum of 5° bank toward the operative engine is allowed during the test demonstration. *(Since it gives a lower speed it is unlikely a manufacturer would opt to omit this).*

5. Control Criteria

- Must be able to stop yaw within 20° heading change (Part 23) or within 5 seconds (Part 25)
- Must maintain straight flight with no more than the allowed bank angle

6. Establishing the Speed

- Vmca is the minimum speed at which the above conditions are met — below this speed, directional control cannot be maintained.

While this applies to European and US manufactured aircraft, most countries adhere to the same requirements, however, it is absolutely essential to refer to your aircraft's flight manual (AFM) for specific details of Vmca criteria and single-engine handling requirements.

SAFETY ARTICLE

VMCA CONTINUED

Thrust and Vmca

The rudder's ability to counteract yaw depends on:

- Rudder size
- Rudder deflection limits
- Airflow speed over the rudder

More thrust from the live engine = greater yaw force = higher Vmca. At high density altitudes, thrust output is reduced, which may lower Vmca — but overall aircraft performance is also reduced, so safety margins may be smaller.

Maintaining Control

If speed falls below Vmca in a single-engine situation, **loss of control is almost inevitable and usually fatal.** Lowering the nose to regain speed is essential — even if this means a controlled descent toward terrain. A slow, wings-level descent gives far higher survival chances than a stall, spin, or inverted impact.

In Practice – Operational Awareness

Scenario: You lose the left engine at 200 ft AGL after takeoff. You're below Vmca, and banked away from the live engine. Within seconds, yaw and roll toward the dead engine become uncontrollable.

Immediate Actions:

1. Maintain directional control (rudder into the live engine, 5° bank toward it).
2. Lower the nose to regain speed above Vmca.
3. Reassess climb capability — consider landing ahead if unable to climb safely.
4. Avoid steep turns or configuration changes until stable.

Avoid These Common Errors:

- Banking away from the live engine or maintaining wings level
- Over-ruddering into a skid
- Chasing climb rate at the expense of airspeed
- Attempting to maintain altitude below Vmca

Bottom line:

Vmca is not just a certification number — it's a **life-preserving minimum.** Know it, respect it, and train realistically for engine-out scenarios. In the real world, your survival may depend on the 5–10 knots between safety and loss of control.

INFO-BULLETIN

RISK ASSESSMENT MADE EASY

01



GATHER A TEAM

Risk assessments are more effective if you work in a team.

02



DEFINE THE OPERATION

Clearly describe what the event is that requires a risk assessment and why.

03



BRAIN STORM THE HAZARDS

Try the phrase “there is a risk that XXX will cause YYY”

04



REVIEW EACH HAZARD

Assign a probability and severity to the credible outcomes of each hazard, resulting in a risk rating

05



BRAINSTORM MITIGATIONS

For any risk rating that is not tolerable, establish feasible mitigations.

06



REVIEW THE HAZARD AGAIN

Repeat the review process with the mitigations considered

07



REVIEW AND REPEAT

Repeat the process until all risks fall in the acceptable level

08



DOCUMENT YOUR RISK ASSESSMENT

Write up the overview and create a summary table

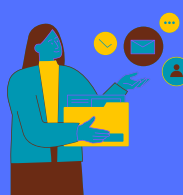
09



SIGN THE RISK ASSESSMENT

Gain all required internal signatures.

10



SUBMIT FOR APPROVAL

Submit to NCAA for approval where required.

Risk assessments should follow the steps outlined in your approved SMS Manual. This is merely a snapshot to assist with implementation.

Any risk assessment sent to the NCAA should be endorsed by the safety manager or quality assurance manager and approved by the Accountable Manager / CEO.

For more guidance see advisory pamphlet **1/1/2/5/1-12 Risk Assessments** and template **FSS-GEN-FORM-701-05A**

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!

There are just a few spaces left on our SOP course: sharpen your skills on developing procedures and learn why it is important to adhere to them. And still also just a few places on the human factors workshop, 23rd October.

SOP WORKSHOP

Effective and accurate SOPs are critical to ensuring your safety in operations. Find out more about how to develop and implement effective SOPs. –presenter: Richard Becker

25th September

- Content includes:
 - SOP and checklist development
 - SOP adherence
 - Group exercise
 - PM/PF roles
- Venue: NCAA HQ and online
- Time: 0900 to 1600

THIS IS A FREE EVENT!

Book Now

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spq@ncaa.na

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SAFETY STARTS WITH YOU!

HIRM

NCAA again, invites all stakeholders to keep a look out and report any hazardous observation, attitudes, or precursor events. 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.

New certificates are to be issued from 1st of September as per AIC A08_2025, based on the findings from the accident of ZS-HLG. You do not need to replace the old certificates, but we will issue your next ones on the new paper when each renewal is due. Airworthiness should be consulted on the new certificate of registration processes.

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.		