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AUGUST
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

August 2025

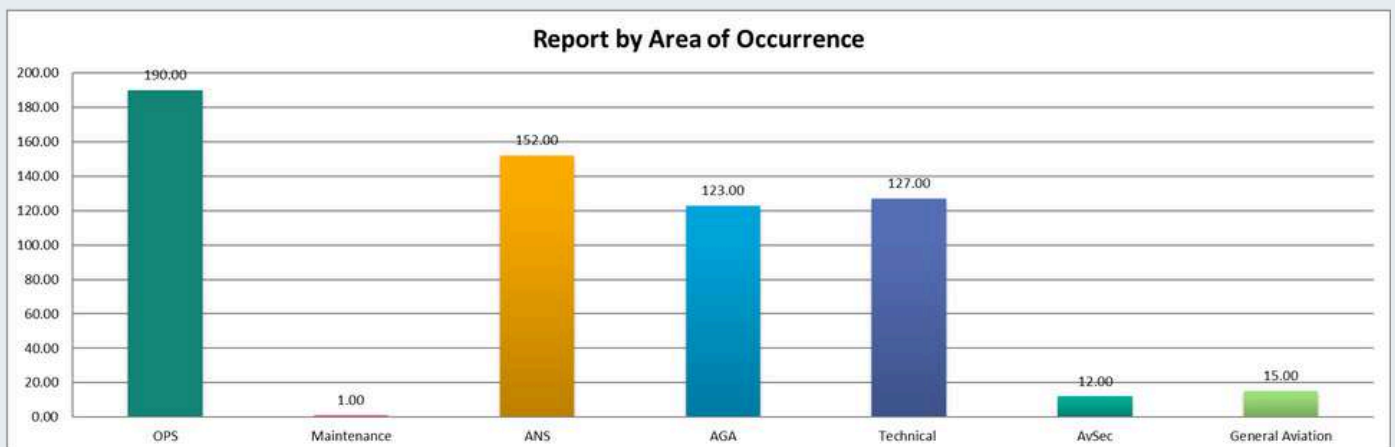
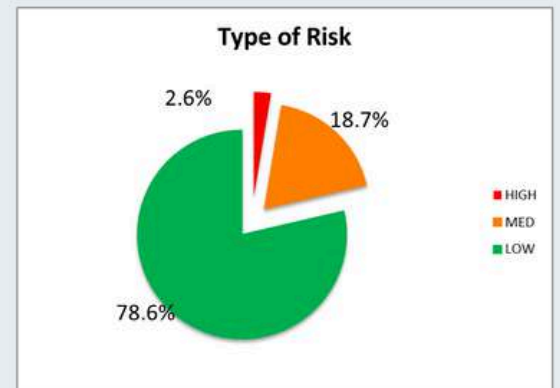
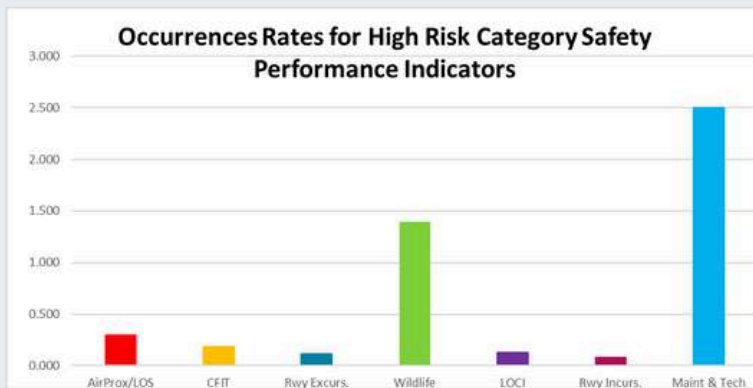
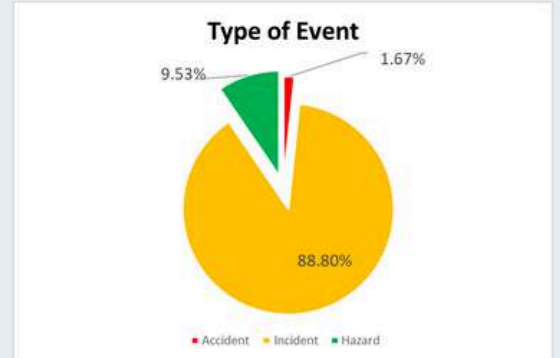
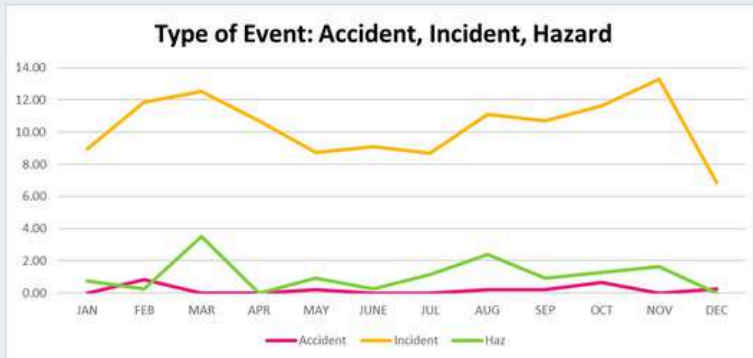
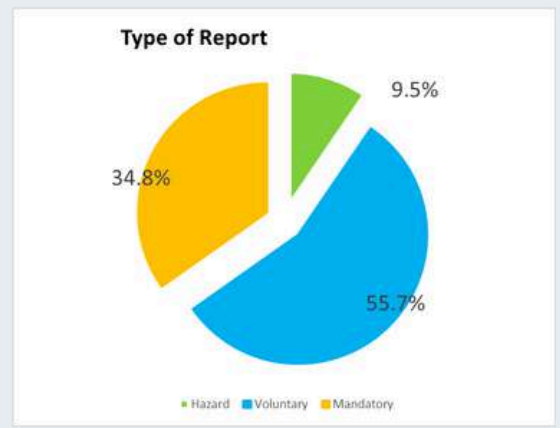
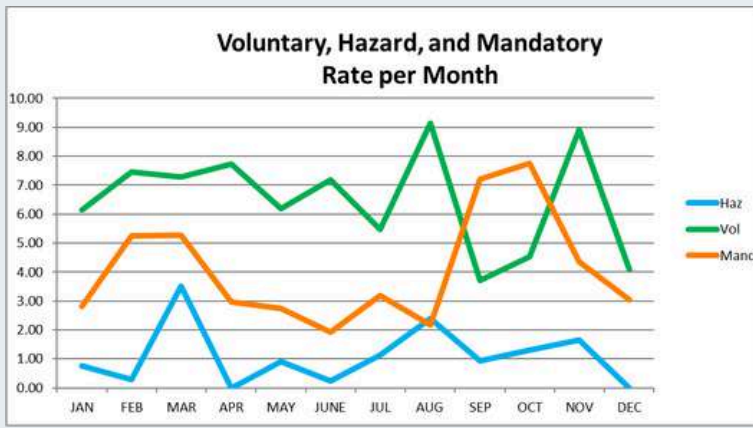
There were 65 occurrence reports in August, showing a positive 20% increase over the same period last year, including:

- 15 mandatory events, and of the 50 voluntary reports, there were 11 hazards. An increase of approximately 50% over the previous month's hazard reports. This resulted in 34.8% mandatory, 55.7% voluntary, 9.5% hazards.
- 13 medium-risk events, of which 5 were bird strikes, 2 engine faults, and two air-prox events, there were no high-risk events, resulting in 2.6% high risk, 18.7% medium risk, 78.5% low risk
- An equal number of reports were received from aircraft operators and ANS, additionally a small number of reports were received from AMO and GA sectors.
- There was one accident involving a collision with wires, fortunately there were no injuries.



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 August 2025

SPIS

There was a minor runway incursion involving a vehicle at an unmanned aerodrome. Two loss-of-separation events occurred — one in the Namib Naukluft Desert Special Rules Area (SRA) and one at FYWE. A CFIT accident (collision with wires) was recorded. Maintenance events were slightly above target. All other high-risk counts (HRCs) remained within limits.

	AirProx/LOS	CFIT	Rwy Excurs.	Wildlife	LOCI	Rwy Incurs.	Maint & Tech
12 mth avg	0.298	0.181	0.116	1.394	0.128	0.079	2.505
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	1.377	0.459	0.000	1.377
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	0.436	0.218	0.000	1.307	0.000	0.218	1.960
SEP '24	0.000	0.697	0.464	0.464	0.000	0.000	4.180
OCT '24	0.216	0.216	0.216	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






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

"Don't shortcut the checklist - your life depends on it!"
- Anon

Stay Safe!

Reporting



From the ED's Desk:

Toska Sem
Executive Director



Dear Stakeholders,

This month, with deep sadness the NCAA family mourns the loss of Ms. Veeze Star Tjombonde, my cherished Personal Assistant. Star was more than a colleague—she was a trusted companion in the daily mission of advancing aviation safety. Her warmth, professionalism, and unwavering dedication touched everyone she worked with. Her passing leaves a deep void in our hearts, and we honour her memory by continuing the work she supported with such grace.

Even in this time of sadness, the Authority continues to focus on strengthening safety. NCAA recently rolled out extensive ANS Team Resource Management (TRM) training provided by the Performance Development Centre in Windhoek. The training began with ATS, and thus far, 23 of the 44 ATS personnel have completed the training. The TRM training is intended for all ANSP staff members, including HANS, AIM, CNS, and the Project Manager.

Again on the ANSP front, all the conventional navigation aids were successfully calibrated in August and the FLYZ instrument approach procedure was approved for operators to apply for an exemption.

In addition, the NCAA successfully hosted an industry-wide Quality Management Systems (QMS) workshop, which brought together service providers and stakeholders. The workshop reinforced the critical link between quality assurance and safety, and provided a valuable platform for sharing experiences and best practices.

As we move forward, let us draw strength from both our achievements and the legacy of those we have lost. Safety remains our shared responsibility and highest priority.

Stay safe, stay engaged, and keep reporting.

Yours in safety, Ms Toska Sem, Executive Director



Ms Veeza Star Kandjii-Tjombonde



Sunrise 10 October 1971 - Sunset 15 August 2025



REPORTING: COMMON MISTAKES

Safety reporting is the backbone of our safety system, yet many hazards, errors, and near misses still go unreported. The reasons are common and understandable, but each needs to be addressed for our systems to grow. Herein are some common reasons for not reporting and recommended remedies.



- **“I’m sure someone else has already reported it.”** This assumption creates dangerous gaps, as every individual’s perspective adds valuable detail and paints a bigger picture of the problem. One report might be considered an isolated event, when it is reported several times the need for action is escalated.
- **Solution:** Emphasise that duplicate reports are useful, not redundant, and reassure staff that every report strengthens the safety picture.
- **“I reported before and no action was taken.”** When feedback is lacking, staff lose confidence in the system. **Solution:** Organisations must close the loop by acknowledging receipt, sharing lessons learned, and demonstrating visible change.
- **“I don’t have time”.** Busy schedules and fatigue push reporting down the priority list. **Solution:** Simplify reporting tools, make them mobile-friendly, and allow brief, “quick capture” reports that can be expanded later. Emphasise to staff that you do not have time not to!
- **“It’s not important.”** Incidents that seem minor may reveal larger patterns when combined with other reports. **Solution:** Train staff that even small issues matter, using examples where trivial reports prevented major accidents.
- **Fear of Blame.** Despite the best safety culture fear is still a possibility for someone reporting an occurrence. **Solution:** Just culture needs to be visibly endorsed. Honest mistakes must be elevated as learning opportunities, where staff see you are walking the walk and are encouraged to self-disclose.

By addressing these barriers through clear communication, accessible tools, and supportive culture, aviation organisations can ensure reporting systems work as intended: turning individual observations into collective safety improvements.

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

AUGUST 2025



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

There were ten maintenance events this month. One gear fault resulted in damage but was not classified as an accident.

No.	Fault	Type
1	Stall warning fault	Turbine
1	Chip in propeller	Piston
2	Engine faults (see page 15)	Piston
1	Flat tyre	Piston
1	Door seal fault	Jet
1	Gear fault (see page 16)	Piston
1	Crack in horizontal stabiliser (see page 15)	Helicopter
1	Transponder fault	Piston
1	Stuck manual elevator trim	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

AUGUST 2025



WILDLIFE STRIKES (VOLUNTARY, MEDIUM RISK, AGA)

There were seven wildlife events this month. Additionally, a bird was ingested into an engine in May, resulting in an engine change; which was only reported in August.

Wildlife	Events and near misses		
No.	AD	Phase	Details
3	FYWH	Landing	Bird unknown, owl
1	FYWH	Enroute	Bird unknown
1	FYGT	Takeoff	Bird unknown
1	FYKM	Ground	Goats
1	FYWH	Landing	Porcupines

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	1.377					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

AUGUST 2025



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

The following fourteen Air Traffic Services and Meteorological events occurred.

No.	Fault	Area
9	No MET information	FYWF, FYWH, FYWE, FYWB
1	AFTN strip printer failure	FYKM
2	Power failure	FYLZ, FYWB
2	Shift unmanned	FYWB, FYLZ

Investigation into the recent increase in MET failures is ongoing. New equipment has been procured and contracts for installation are being finalised. NMS additionally attended a QMS workshop held at NCAA to improve their quality system for safer, more accurate, and more reliable service to customers.

SAFETY OCCURRENCES

AUGUST 2025



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

Several hazards were reported related to runways in August, which are being addressed, demonstrating improved safety management from reporters and operators:

The magnetic bearing at FYAR was reported as incorrect, with a suspected change in magnetic bearing from 100/280 to 093/273. *The airfield operator has been approached to confirm the situation and if confirmed, amend the necessary documentation and markings.*

The potential closure of Runway 16/34 at FYWH was raised as a hazard. *NAC is in the consultation phase and the situation will be monitored.*

An additional report on inaccuracies with runway location indicators and associated coordinates was received. *AGA is looking into the duplicates, correct coordinates, and the possibility of republishing the AIC which contained coordinates to assist with accurate flight planning.*

Vehicles on the taxiway at FYSM remain a frequent hazard. *The operator and airport association have been contacted to investigate.*

SAFETY OCCURRENCES

AUGUST 2025



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

The following table shows go-around and diversion events. Of note were large numbers of unseasonal weather diversions. *Pilots are reminded of the importance of alternate planning*

No.	Details	Intended
1	Go around due to unstable approach (see page 16)	FYRN
1	Go around due to technical fault (overweight)	FYWH
3	Go arounds due to traffic (no parallel ops)	FYWH
1	Go around due to windshear	FYWH
1	Go around due to vehicle on runway	FYWA
10	Diversions due to weather	FYAR, FYMW, FYSM, FYSL, FYHV, FYGK
1	Diversion due to operations	Not reported
2	Diversions due to technical	Not reported
1	Diversion due to VIP	FYWE

SAFETY OCCURRENCES

AUGUST 2025

COLLISION WITH WIRES (ACCIDENT, MEDIUM RISK, OPS/PEL)

A gyrocopter, practicing a simulated forced landing, collided with power lines. The pilot reported being fixated on the chosen landing site and aborted the approach too low during the exercise.

Pilots are reminded of the importance of a thorough lookout before beginning the descent for practiced forced landings and precautionary landings; always select a minimum go-around altitude in advance.



FUEL BOWSER NOT CALIBRATED (VOLUNTARY, LOW RISK, OPS)

An operator reported the fuel bowser calibration decal had expired.

The operator contacted the fuel supplier and the situation was rectified immediately. It is noted that ground services are not certified and should be regularly audited by the users as a third-party supplier.

SAFETY OCCURRENCES

AUGUST 2025

ENGINE FAULT - UNSPECIFIED (MANDATORY, MEDIUM RISK, AIR)

A pilot of a non-type certified aircraft (NTCA) took off, thereafter requested return for landing due to an engine fault. The pilot took off again and then declared a Mayday, aborting the takeoff.

Engine faults are serious events and should always be checked out thoroughly by an engineer or, in the case of NTCA an authorised person prior to further flight.

ENGINE FAULT - BROKEN VALVE (MANDATORY, MEDIUM RISK, AIR)

After take-off a pilot experienced severe engine vibrations and immediately returned for landing. Reduction in power alleviated the vibrations slightly, but when pitch was selected full fine for landing the vibrations became severe again, only reducing once idle power was set.

Maintenance checked the aircraft and found a broken valve.

CRACKED STABILISER RIB (MANDATORY, MEDIUM RISK, AIR)

During a daily inspection the engineer observed a crack in the tail stabiliser of a helicopter. The manufacturer was contacted and appropriate repairs were completed. *The engineer is commended for thorough checks.*



SAFETY OCCURRENCES

AUGUST 2025



GEAR FAULT (MANDATORY, **LOW RISK**, AIR)

After departure from FYHN the gear failed to fully retract. The pilot attempted to lower the gear several times without success enroute to FYSM. Overhead FYSM the pilot circled and continued to troubleshoot the problem without success. Eventually the pilot had to conduct a gear up landing, which was completed successfully without injury to the occupants.

The event was not classified as an accident by DAAI. Maintenance is looking into the cause of the fault.

UNSTABLE APPROACH (VOLUNTARY, **LOW RISK**, OPS)

The pilot's wind observation approaching the field was 10-15kts crosswind, gusting. The pilot elected to add 5kts to the approach speed to allow for the wind. During the flare the aircraft floated and the pilot realised they would land after their pre-selected go around point. Thus, they initiated a go around and landed safely off the second approach.

A pre-selected go around point for landing or an abort point for takeoff is an excellent barrier against runway excursions and an important concept for training and SOPs. Additionally adding a small speed margin for gusty conditions is recommended practice, however, particularly in the case of crosswind this can result in longer landing distance.

The pilot is commended for self-reporting that others can learn.

SAFETY OCCURRENCES

AUGUST 2025

NO LICENSE AT SECURITY SCREENING (VOLUNTARY, **LOW RISK**, AVSEC)

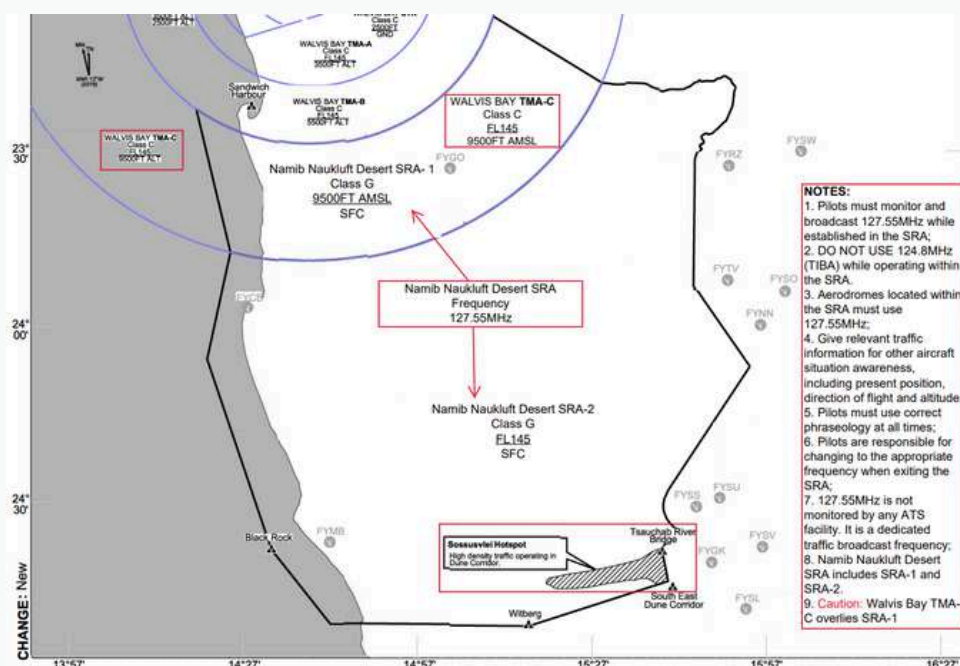
A pilot was stopped at a screening point because they did not have a license nor an airport permit for the airport concerned.

AvSec confirmed that airport security shall accept either a license or a crew card as identification for airside access.

NO COMMUNICATIONS IN SRA (MANDATORY, **HIGH RISK**, OPS)

An aircraft reported opposite direction traffic in the Namib Naukluft Desert Special Rules Area (SRA), without having heard any radio broadcasts.

Pilots are reminded of the crucial hear and be heard, along with see and be seen. Regular broadcasts are essential, especially in congested uncontrolled airspace. Two Cessna 210s have a closing rate of around 300kts and visual acquisition is estimated at 3 to 5 nm, so radio contact is of vital importance.



For details of the Namib Naukluft Desert Special Rules Area see: ENR 2.2-5 and AIC A 09/2020

SAFETY OCCURRENCES

AUGUST 2025



IBS ISSUES (HAZARD, **LOW RISK**, ANSSO)

A request was received as to whether the IBS system can allow for printing of the ATS flight plans, enabling a more complete set of flight documents onboard and for retention.

AIM is looking into the matter to determine if it can be done.

An operator reported that during IBS down-time several flight plans filed by email and confirmed telephonically were not in the system.

AIM noted that reference must be provided when filing manually.

NON-COMPLIANCE (MANDATORY, **MEDIUM RISK**, ANSSO/OPS)

An aircraft requested priority handling and initially refused to comply with ATC instructions for the runway in use, requesting the opposite runway repeatedly. The crew later complied.

The matter is under investigation and only one side of the report has thus far been received. An update will be made once available. However, it is important to note, that crew are not always aware of the bigger picture which ATC are dealing with and thus compliance is needed unless doing so is unsafe.

SAFETY OCCURRENCES

AUGUST 2025

DANGEROUS BEHAVIOUR (VOLUNTARY, MEDIUM RISK, OPS)

A fuel truck driver failed to give way and drove dangerously close to an aircraft under tow. When confronted, the driver demonstrated aggression, poor airmanship, and a general disregard for safety. The behaviour was confirmed by video footage.

This matter is being investigated.

NO TAKEOFF CLEARANCE (MANDATORY, MEDIUM RISK, OPS)

An aircraft began the takeoff roll and then aborted, realising there was no takeoff clearance issued.

Always write down clearances and for two crew operations both pilots must confirm all instructions.



INTERNATIONAL OCCURRENCES

AUGUST 2025

CHECKLIST OMISSION - A NEAR FATAL MISTAKE

A B737 on an international night freight flight under EDTO in poor weather, omitted a checklist item requiring the centre tank fuel pumps to be turned on prior to departure. The crew approached the airport in marginal weather, fortunately landing off the first approach, as immediately after landing the main fuel pump low pressure light illuminated and a go-around would have potentially ended up in a double engine failure with all remaining fuel still in the centre tank. It is noted that two previous flights diverted so the worst was very narrowly avoided.

The Findings of the investigation were formally documented as follows:

- The flight crew omitted to turn on the centre fuel pumps before starting the aircraft and did not detect that the fuel in the centre tank had not been used until after landing when a main fuel pump low pressure light illuminated.
- The requirement to re-programme and re-plan their departure due to a runway change and the approaching 0100 airport closure added to the pressure the flight crew were under and very likely contributed to distraction when they were completing the 'Before Start' checklist.
- If the aircraft had flown a go-around, it is likely that the fuel (remaining) in the main tanks would have been exhausted during the manoeuvre.
- The operator's OCC staff did not provide updated weather forecasts or flight plans to the crew prior to Extended Diversion Time Operation (EDTO) sectors as required by the operator's OCC Manual.



INTERNATIONAL OCCURRENCES

AUGUST 2025

CHECKLIST OMISSION - A NEAR FATAL MISTAKE

- The flight under investigation and one of the operator's other flights that night both departed with flight plans in which nominated destination and EDTO alternates were not compliant with regulatory or company flight planning requirements.

En route fuel checks were conducted but were based on the flight management computer (FMC), rather than the fuel gauges, which was reportedly "normal practice." It was noted that the operations manual (OM) specified that fuel checks should be carried out but did not make any mention of fuel distribution.

The crew are commended for self-reporting so others can learn.

Lessons learned:

- Be extra vigilant when there are distractions and/or time pressures during checklist implementation. These types of pressures push your risk window into the critical range and counter measures must be in place.
- FOM guidance and SOPs in respect to cross-checks of critical quantities such as fuel must be explicit and ensure redundancy. During a low workload time in the cruise, checking of the physical gauges rather than relying on the flight management computer would have closed one of the holes in this event.

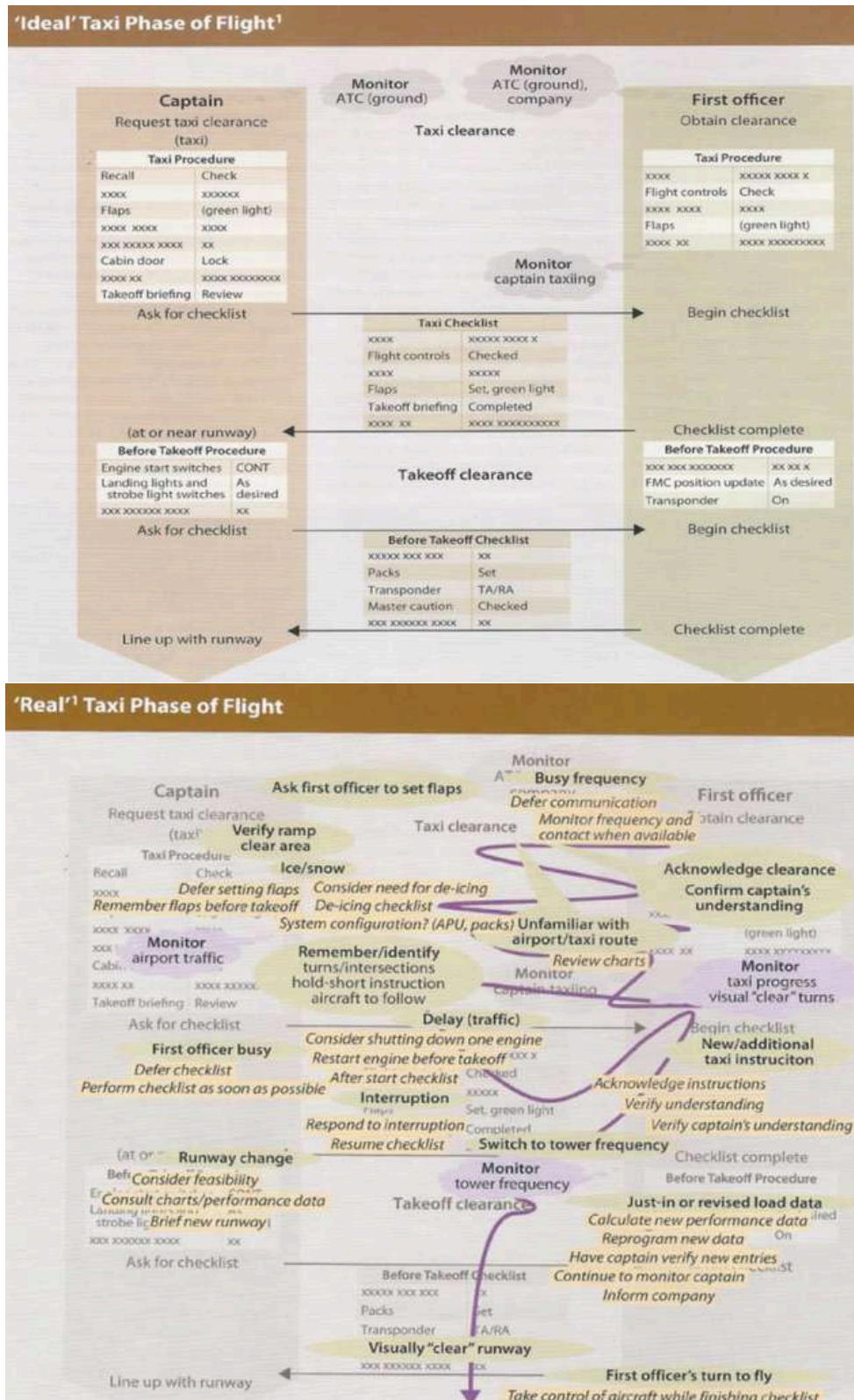


INTERNATIONAL OCCURRENCES

AUGUST 2025

CHECKLIST OMISSION - A NEAR FATAL MISTAKE

Consider the below in a planned versus actual situation for before takeoff duties and be aware of all the inherent hazards each flight!



SAFETY ARTICLE

MENTAL HEALTH FOR AVIATION PROFESSIONALS

Aviation demands precision, focus, and responsibility under conditions that are often unpredictable and high pressure. While physical fitness has long been a regulatory requirement, mental health is only now gaining the recognition it deserves. For pilots, controllers, engineers, and cabin crew, protecting mental wellbeing is both a personal necessity and a cornerstone of safety.

The Unique Pressures of Aviation

Aviation professionals face stressors rarely matched in other industries: irregular hours, fatigue, time zone shifts, disrupted sleep, and long periods away from family. Controllers operate under sustained concentration, engineers work under strict time pressures, and crew balance safety and service. Many hesitate to seek help, fearing stigma or career repercussions, which can worsen conditions like anxiety, depression, or burnout.

Common Mental Health Challenges

- **Stress and Burnout** – High responsibility and performance demands lead to exhaustion, reduced motivation, and impaired decision-making.
- **Sleep Disorders** – Disrupted circadian rhythms contribute to fatigue, irritability, and long-term health impacts.
- **Anxiety and Depression** – Isolation and pressure heighten vulnerability to these conditions.
- **Substance Misuse** – Alcohol or medication may be used to cope, creating additional risks.
- **Post-Traumatic Stress** – Critical incidents can leave unresolved trauma without structured support.



SAFETY ARTICLE

MENTAL HEALTH CONTINUED

Why Mental Health Matters for Safety

Psychological wellbeing directly influences judgement, situational awareness, and communication. Fatigue or strain increases error likelihood and weakens emergency response. Recognising this, EASA and ICAO have issued guidance to encourage monitoring, support, and destigmatisation. ICAO, with IATA and IFALPA, developed [Fitness To Fly](#), an informative publication which addresses mental health, sleep, and substance use among other health topics.

Breaking the Stigma: Key Approaches

- **Peer Support Programmes** – Trained colleagues offer confidential assistance. In Europe these are mandated; in Southern Africa, [MayDay](#) provides a 24-hour helpline (RSA number).
- **Access to Professional Help** – Confidential counselling, hotlines, and employer services ensure timely support.
- **Fatigue Risk Management** – Scientific roster planning and adequate rest reduce fatigue-related risks.
- **Training and Awareness** – Industry-wide training helps staff recognise early signs of distress; events can mirror TRM/CRM but focus on mental health.
- **Leadership Engagement** – Managers must normalise conversations and respond with compassion.

Practical Steps for Aviation Professionals

- **Prioritise Rest** – Build healthy sleep routines to counter fatigue.
- **Stay Connected** – Maintain supportive family and peer relationships.
- **Physical Health** – Exercise, nutrition, and hydration reinforce resilience.
- **Mindfulness and Stress Management** – Techniques like meditation or journaling help manage stress.
- **Seek Support Early** – Reaching out to professionals or peer networks is a sign of strength.

Safety in aviation depends not only on machines and procedures but also on people. Recognising mental health challenges, dismantling stigma, and providing structured support protects individuals and strengthens industry reliability. A healthy mind is as critical as a steady hand—both in the skies and on the ground.

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

NCAA

HUMAN FACTORS WORKSHOP

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

23rd October

- Content includes:
 - Mental health
 - Substance abuse
 - Conflict
 - Personality, attitude, motivation
 - Personality styles, social styles quiz, interpersonal skills
 - Case study

may be subject to change depending on subject matter experts

- Venue: NCAA HQ and online
- Time: 0900 to 1600

SAFETY STARTS WITH YOU!

THIS IS A FREE EVENT!

Book Now ☎ 083 235 2468 ✉ spq@ncaa.na 📍 4 Rudolf Herzog Street

NCAA

Watch this space for upcoming events!

We successfully hosted five courses thus far and just a few places on the human factors workshop, 23rd October - register your interest as soon as possible!

QMS - Update

As with all our workshops thus far, we had an excellent mix from seasoned professionals through to new entrants to spark fruitful debates and contribute to meaningful exercises.



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

An AIC and NOTAMs on Lüderitz approach procedures were issued, noting the changes to minimum heights and magnetic direction, which need hand amendment, development of procedures, and training before operational use. For this reason, all operators/pilots are required to obtain approval from the Executive Director prior to use of the Lüderitz approach procedures.

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.	SRA	Special Rules Area – a designated airspace with additional rules or procedures applied additional to the standard rules of the air.
Doc 9859	ICAO Safety Management Manual – foundational guidance for States and service providers on SMS and SSP	SSP	State Safety Programme – the national programme for managing aviation safety.
HIRM	Hazard Identification and Risk Management – a proactive safety management approach.	TWG	Technical Working Group – an expert team working under the SSP to analyse safety data.
ICAO	International Civil Aviation Organization – UN body that sets global aviation standards.	UTC	Universal Coordinated Time – standard aviation time reference, sometimes referred to as GMT or Z
MEFT	Ministry of Environment, Forestry and Tourism – required for approvals in protected areas.	WHV	Hosea Kutako International Airport VOR
NAMCATS	Namibian Civil Aviation Technical Standards – technical regulatory requirements in Namibia.		