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**NOVEMBER
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 keeps industry, NCAA licence holders, and the general public informed of safety-related occurrences, recommendations, and initiatives 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 analysing key events and processes through appropriate metrics, we can move closer to achieving maximum safety levels and minimising undesirable events.

November 2025

The report rate remains steady with 54 occurrence reports in November, including:

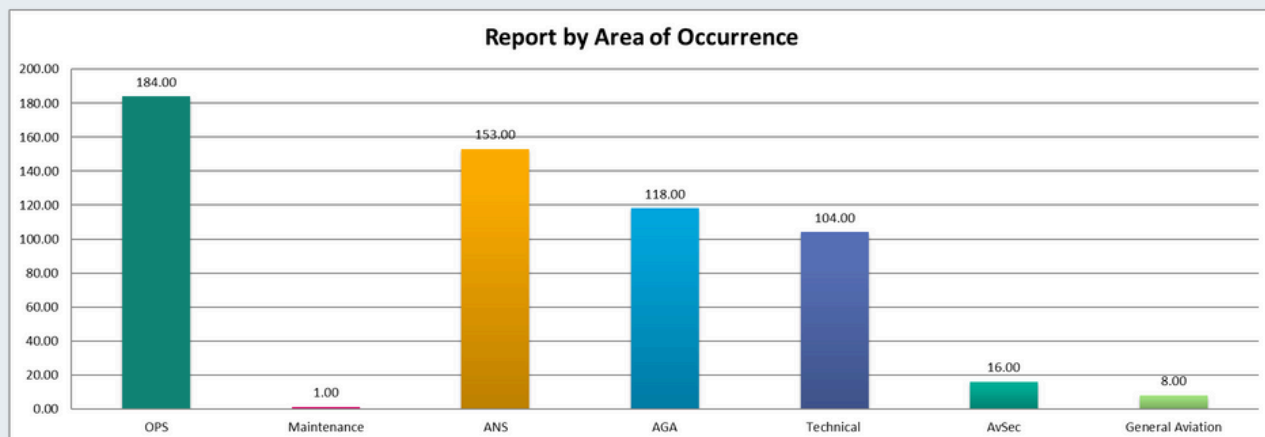
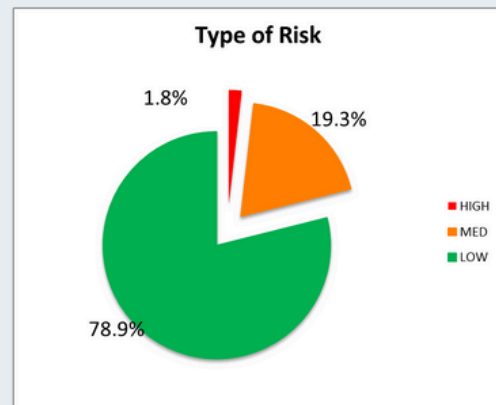
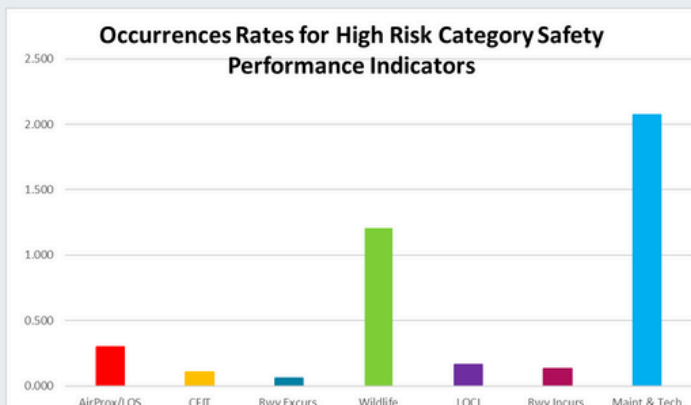
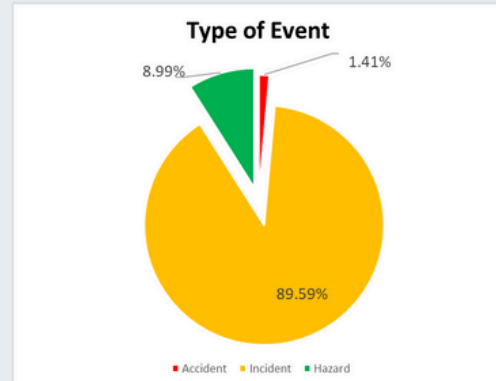
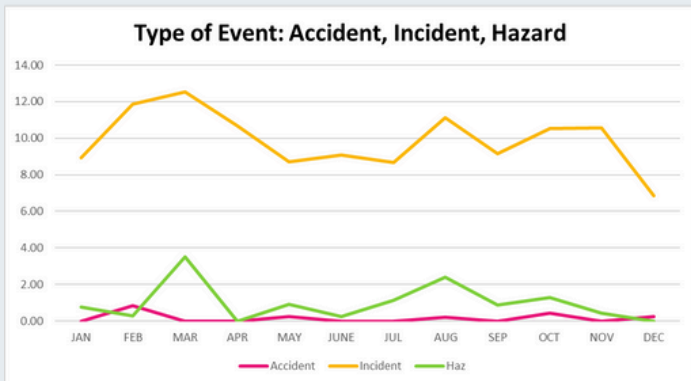
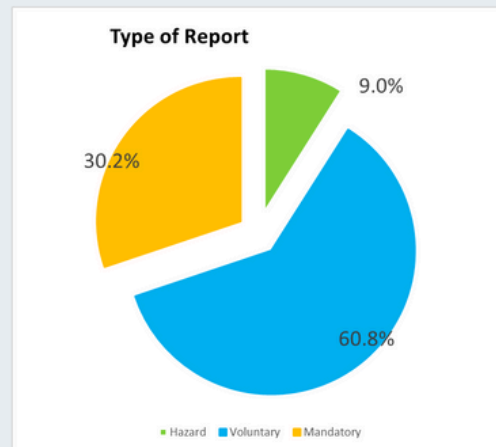
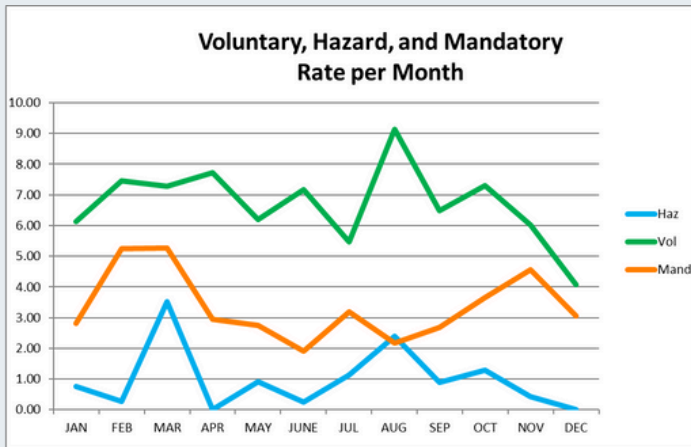
- 22 mandatory events, and of the 32 voluntary reports, there were 2 hazard reports. The running total is 30.3% voluntary, 9.0% hazard, 60.7% mandatory.
- 14 medium-risk events, including 7 bird strikes, and one high-risk event, resulting in a reduction to 1.8% high risk, 19.3% medium risk, and increase to 78.9% low risk.
- There were no accidents in November.



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 information 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 Statistics



Safety Dashboard

Safety Performance Indicators November 2025

While it appears there is a disturbing trend in runway incursions, it is noted again that 2024 was uncharacteristically low. The rates are similar to 2023 - not higher, however, this will be a targeted metric for improvement. All other parameters were below alert levels and 5 of the 7 categories below target.



	AirProx/LOS	CFIT	Rwy Excurs.	Wildlife	LOCI	Rwy Incurs.	Maint & Tech
12 mth avg	0.300	0.105	0.061	1.208	0.165	0.133	2.073
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 '25	0.223	0.000	0.223	0.893	0.223	0.223	1.117
OCT '25	0.430	0.000	0.000	0.645	0.215	0.430	1.934
NOV '25	0.427	0.000	0.000	1.067	0.000	0.213	1.707
DEC '24	0.000	0.509	0.000	0.000	0.254	0.000	2.799
Target 2025	0.248	0.123	0.111	1.454	0.099	0.112	1.958
Avg 2024	0.269	0.116	0.148	1.151	0.038	0.018	2.823
SD 2024	0.295	0.201	0.167	1.043	0.086	0.060	1.318
Alert 3	0.564	0.317	0.314	2.195	0.125	0.078	4.141
Alert 2	0.860	0.518	0.481	3.238	0.211	0.137	5.459
Alert 1	1.155	0.720	0.647	4.282	0.298	0.197	6.777



Safety Thought for the Month

"If we don't learn from our mistakes, we are bound to repeat them until they become fatal."
- Anon

Stay Safe!

Reporting

Dear Stakeholders,

Year End Message from the Executive Director

As we reach the close of another significant year for the Namibia Civil Aviation Authority, I extend my sincere appreciation to every staff member, stakeholder, and industry partner who has contributed to our continued progress. This year has tested us in new ways, yet it has also demonstrated the strength, professionalism, and resilience that define Namibia's aviation sector.

We continued strengthening regulatory oversight, enhancing compliance, and advancing our modernisation initiatives. Our teams worked tirelessly to uphold the highest safety and security standards, ensuring that Namibia's skies remain among the safest in the region. Internationally, our participation and leadership within ICAO and regional bodies have positioned Namibia as a respected voice in shaping the future of aviation.

I want to acknowledge the positive stakeholder relations achievements with participation in CARTAP, the National Airspace Committee, and the State Safety Programme Steering Committee to name a few. Your dedication assists with our credibility as a regulator and reinforces public confidence in our mandate.



As we enter the new year, our focus will continue to be on efficiency, accountability, innovation, and service excellence. With your continued support, I am confident we will reach even greater milestones.

Thank you for your hard work and professionalism. I wish you and your families a safe, restful, and joyful festive season, and a prosperous year ahead.

Yours in safety, Ms. Toska Sem



**Year End Message from the General
Manager: Safety and Security**

Dear Stakeholders,

As we close the year, I want to extend my sincere appreciation to all colleagues, service providers, and industry partners who have contributed to strengthening aviation safety and security across Namibia. This year demanded vigilance, cooperation, and a proactive approach to risk management and together, we delivered.

We advanced our oversight programmes, enhanced risk-based surveillance, and strengthened collaboration with operators and service providers. Our teams maintained a high standard of professionalism in audits, inspections, investigations, and certification activities. These efforts directly support our mandate and contribute to safeguarding the travelling public.

We also saw positive growth in reporting culture and safety communication. Your engagement with the SSP processes, whether through identifying hazards, submitting reports, or participating in safety discussions, meetings, and workshops—has helped build a stronger safety culture across the aviation system.

Looking ahead, we will continue improving our processes, enhancing our capabilities, and aligning with emerging global best practices. Our focus will remain on effective oversight, timely risk mitigation, and continuous improvement in both safety and security domains.

Thank you for your hard work throughout the year. I wish you all a restful festive season and a successful year ahead. With your continued commitment, we will keep strengthening Namibia's aviation safety and security performance.

- Ericsson M. Nengola

Ms. Hilma Leonard



Year End Message from the Head of Air Navigation Services

Dear Stakeholders,

This year has been one of significant achievement and growth for Air Navigation Services. As we conclude the year, I want to express my gratitude to every controller, technician, engineer, supervisor, and support staff member whose dedication has kept our ANS operations safe, reliable, and efficient.

We have navigated operational pressures, implemented system improvements, and continued strengthening our Safety and Quality Management Systems. Our teams ensured uninterrupted service delivery while advancing key projects that enhance surveillance, communication, and navigation infrastructure. These achievements are the result of teamwork, professionalism, and an unwavering commitment to safety.

I am especially proud of how we continued to build a culture of shared responsibility—where reporting, continuous learning, and collaboration have become part of daily practice.

In the coming year, we will focus on capability development, technology upgrades, and strengthening our human capital. We will continue driving performance improvements and aligning ANS services with global standards.

Thank you for your discipline and professionalism throughout the year. I wish you and your loved ones a safe and peaceful holiday season, and I look forward to building an even stronger ANS team in the year ahead.

-Ms. Hilma Leonard



A HEALTHY SMS

An effective Aviation Safety Management System (SMS) can be compared to a healthy human body, where each component plays a vital, interconnected role in overall wellbeing.



Safety culture is the heart of the system. Just as the heart circulates blood to sustain life, safety culture pumps attitudes, values, and behaviours through the organisation, ensuring that every decision prioritises safety above operational pressure. Without a strong heart, the body weakens; likewise, without a positive safety culture, the SMS becomes ineffective.

Reporting is the backbone, providing structure, support, and stability. A strong backbone allows the body to function, move, and respond; similarly, a robust reporting system allows hazards, incidents, and concerns to be captured, analysed, and acted upon. If reporting is weak, the entire SMS collapses, because risks remain hidden.

Risk management acts as the brain, processing information, identifying threats, and deciding appropriate actions. It analyses reports and data to create strategies that keep operations safe, much like the brain interprets signals to protect the body.

Safety assurance is the body's immune system, constantly checking for weaknesses, monitoring performance, and ensuring corrective actions are effective.

Finally, training is the muscles, building strength, competence, and resilience across the organisation.

Together, these elements form a healthy, living SMS that protects and enhances aviation safety.

Regular measurement combats subjectivity, evens out opinion, and helps us with CANI - constant and never-ending improvement.

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



SAFETY OCCURRENCES

NOVEMBER 2025



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

There were eight wildlife events reported this month, seven bird encounters and one tortoise. It is important to note, again, that bird strikes were included on the mandatory reporting list on the latest promulgation of Part 140.

Wildlife	Events and near misses		
No.	AD	Phase	Details
3	FYWH	Takeoff	unknown
2	FYWE	Takeoff	Guinea Fowls, Bird unknown
1	FYWB	Climb	Bird unknown
1	FYSM	Climb	Bird unknown
1	FYWE	RTO	Tortoise

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	0.447	0.645	1.067		61
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	1.538	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

NOVEMBER 2025



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

There were nine technical events reported this month, including one engine failure due to fuel starvation, detailed on page 16.

No.	Fault	Type
1	Radio Communications Failure	Piston
3	Tyre burst	Turbine
1	Engine failure (see page 16)	Piston
2	Brake failure	Piston
1	Broken axle	Piston
1	Unspecified	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 ensure to submit the closure report from the AMO when there is a technical event, either via the PRAM or directly from the AMO.

SAFETY OCCURRENCES

NOVEMBER 2025



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

The following 12 Air Traffic Services and Meteorological events occurred, including 8 events that resulted in nil MET information.

No.	Fault	Area
4	No MET officer	FYWB, FYKM, FYWH
4	MET equipment failure	FYWH, FYWB, FYOA
2	Telephone lines unserviceable	FYWF, FYOA
1	Radar fault	FYWF
1	CCTV failure (cameras for manoeuvring area)	FYOA

Work is ongoing with Namibia Meteorological Services to improve services, with escalation to the board for liaison with the line ministry.

SAFETY OCCURRENCES

NOVEMBER 2025



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

A hazard report was raised over the possible unauthorised construction of a new powerline in the near vicinity of FYLZ.

NCAA is looking into this matter.



Airport Security
We ALL Contribute

See it. Hear it. Report it.



 083 235 2000 info@ncaa.na www.ncaa.com.na

SAFETY OCCURRENCES

NOVEMBER 2025



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

The following table shows go-around and diversion events.

No.	Details	Intended
1	Go around due to unstable approach	FYWH
3	Go arounds due to windshear	FYWE, FYWH
1	Go around due to weather	FYWE
2	Go arounds due to traffic	FYWE
6	Diversions due to weather	FYWE, FYWH, FYGK
1	Diversion due to operations	FYTF

With a large number of weather diversions, we are reminded of the significant hazard the beautiful summer convective weather brings with it, both diversions and windshear. Remember, when CBs are in the VC, if FYWE is IMC there is a good chance FYWH is also IMC, always ensure you have fuel for the best alternate.

SAFETY OCCURRENCES

NOVEMBER 2025

RUNWAY INCURSION (MANDATORY, MEDIUM RISK, OPS)

An aircraft crossed the holding point hold short line without authorisation while another aircraft was on final. The aircraft on final performed a go around.

An investigation is underway.



TAXIWAY INCURSION (MANDATORY, LOW RISK, OPS)

An aircraft taxied from the apron towards the Northern hangars at FYWE without a clearance. The pilot later called the tower on frequency and apologised for the mistake.

If this happens to you, always file a report explaining what happened, as is required by Part 140, so everyone can learn from the mistake to avoid repetition!

SAFETY OCCURRENCES

NOVEMBER 2025

ENGINE FAILURE (MANDATORY, MEDIUM RISK, OPS)

An aircraft was cleared left downwind runway 19 at FYWE under night conditions. The aircraft was observed routing for runway 01. The controller asked them to route for final 19. Shortly after the aircraft declared a MAYDAY and reported a power failure, requesting runway 01. The aircraft landed safely. After landing the pilot suspected he had run one tank dry; thereafter switching tanks which enabled further taxi to the apron. Due to being low-level the pilot only completed fault finding on the ground, prioritising flying the aircraft. He noted that he had flown on one tank slightly longer as the aircraft seemed to have an imbalance. The aircraft was checked after landing and fuel starvation was confirmed.

Fuel gauges in light aircraft are often unreliable, meaning that strict adherence to time-tracking on tanks is crucial. The pilot is commended for prioritising "fly the aircraft" and the resultant safe outcome.

FUELLING ERROR (MANDATORY, MEDIUM RISK, OPS)

A pilot uploaded a quantity of fuel in litres equivalent to what they required in pounds. This resulted in approximately 60% more fuel than planned. Because of the extra fuel, the aircraft departed outside the mass and balance envelope. The aircraft landed safely and another pilot picked up the mistake and reported it.

It is important to be meticulous in your fuel calculations and uplift, check your figures at least twice and ensure what is on the gauges is what you planned to have on board, where possible. Fortunately, the flight did not result in any harm, however, it could have been far worse if the error was reversed or if the payload was higher.

SAFETY OCCURRENCES

NOVEMBER 2025

NEAR CABIN FIRE (MANDATORY, **HIGH RISK**, OPS/ANSSO)

A water bottle in the rear baggage compartment acted like a magnifying glass resulting in burns to the canvas and carpet and almost resulted in an in-flight cabin fire.

All operators are recommended to ensure water bottles are covered from direct sunlight, not only, and most critically, preventing a fire, but also preventing breakdown of the plastic over time that can cause harmful toxicity in the water. NCAA issued an immediate hazard bulletin which was shared with last month's bulletin and on social media.



NO CUSTOMS AND IMMIGRATION (MANDATORY, **LOW RISK**, AVSEC)

A flight departed for Botswana without passing through customs and immigration. ATS on instruction from the airport authority called the flight to return.

AvSec is looking into the matter .

SAFETY OCCURRENCES

NOVEMBER 2025

LOSS OF SEPARATION (MANDATORY, MEDIUM RISK, OPS)

An aircraft was cleared to line up runway 19 at FYWE, while another was downwind and was requested to report turning final. The reporter then heard the aircraft calling going around (due to the traffic on the runway).

We are all each other's safety nets, keep a good lookout and listen out in the circuit, particularly at FYWE where there is a mix of high and low performance, private, commercial, and training flights.



LOSS OF SEPARATION (MANDATORY, MEDIUM RISK, OPS)

Two aircraft, on a standard Sossusvlei scenic route, observed a foreign registered aircraft in close proximity (approximately 3nm) in the opposite direction. No radio calls were heard on the SRA or on TIBA frequencies.

The SSP has identified a trend in the number of air-prox events involving foreign registered aircraft, particularly along coastal scenic routes. An operational guidance document has been prepared to inform foreign pilots about the dangers and will be circulated for approval soon and thereafter disseminated to schools and to SACAA. If you would like to provide input before finalisation of the content, contact spg@ncaa.na before 15 January 2026.

SAFETY OCCURRENCES

NOVEMBER 2025

DRONE CONFLICT (VOLUNTARY, **LOW RISK**, ANSSO)

An RPAS temporary danger area was approved overlapping an existing RPAS danger area, introducing the possibility of a mid-air collision.

ANSSO is investigating the matter.

CABLE JAMMED (MANDATORY, **MEDIUM RISK**, OPS)

A cable became caught during a helicopter hoist training exercise. The resultant damage required the aircraft to be grounded pending repairs.

ARMED GUARDS ENTERED AIRCRAFT (MANDATORY, **MEDIUM RISK**, OPS)

On a scheduled flight carrying a national VIP, four armed security officers attempted to access the cabin without surrendering their firearms. After some negotiation the pilot received the firearms from two security officers, however he suspected they had others that were concealed.

The NCASP States: "No person other than a person duly designated, authorised and approved in writing by the Executive Director and the Inspector General of Police to act on board any aircraft as an in-flight security officer may carry a weapon on board the cabin of an aircraft registered in Namibia." The pilot did well to ensure the officers surrendered their weapons.

Operators shall have clear guidance in their FOM regarding the procedures for dealing with attempted armed entry into an aircraft to protect the crew and passengers.

SAFETY DOESN'T HAPPEN BY ACCIDENT



And....Safety **shouldn't** happen by accident!
Be proactive in identifying hazards before they become a statistic.

SAFETY FEEDBACK

NOVEMBER 2025

CUSTOMS PROCEDURES - AIRCRAFT PARTS

The Namibia Revenue Agency have confirmed they have strengthened procedures to ensure imported aircraft parts are properly authorised following proposed recommendations of the accident of ZS-FIW. This was demonstrated in two recent import cases which NCAA was informed of and proper paperwork was obtained.

FG



compliance: your aviation safety net



STRIVE TO COMPLY!

if you see or hear of a non-compliance
fill in a confidential report at www.ncaa.com.na
or email incidents@ncaa.na



INTERNATIONAL OCCURRENCES

NOVEMBER 2025

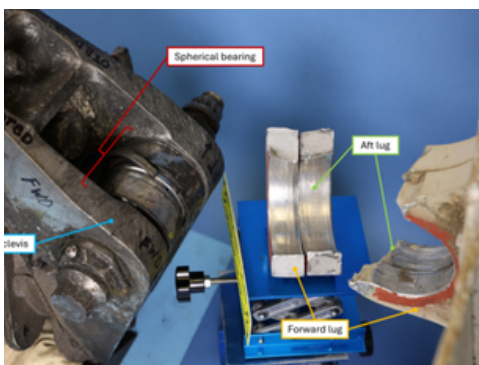
UPS 2976 - FATAL ACCIDENT

UPS Airlines Flight 2976, a McDonnell Douglas MD-11, was a scheduled domestic cargo flight in the United States from Louisville Muhammad Ali International Airport on November 4, 2025. The aircraft suffered a separation of its left engine, followed by a fire on the left wing during its takeoff roll and crashed into an industrial area seconds after liftoff from the runway, at about 5:13 p.m. local time. The crash killed fourteen people, including all three crew members on board the aircraft.

Initial flight data showed the aircraft had reached a maximum speed of 183 knots and a maximum altitude of approximately ten feet above ground level.

On Nov 8th UPS, Fed-Ex, and another operator grounded their fleets out of caution. On Nov 9th the FAA issued an EAD grounding the MD11 fleet pending approved OEM guidance for reinstatement, and subsequently on the 14th for the DC10 without the usual consult and comment period permitted when it is deemed “impracticable or contrary to the public interest”. The duration of the grounding remains uncertain.

The NTSB preliminary report on the accident, issued on Nov 20th stated that the cracks had been found in the left pylon resulting from metal fatigue.



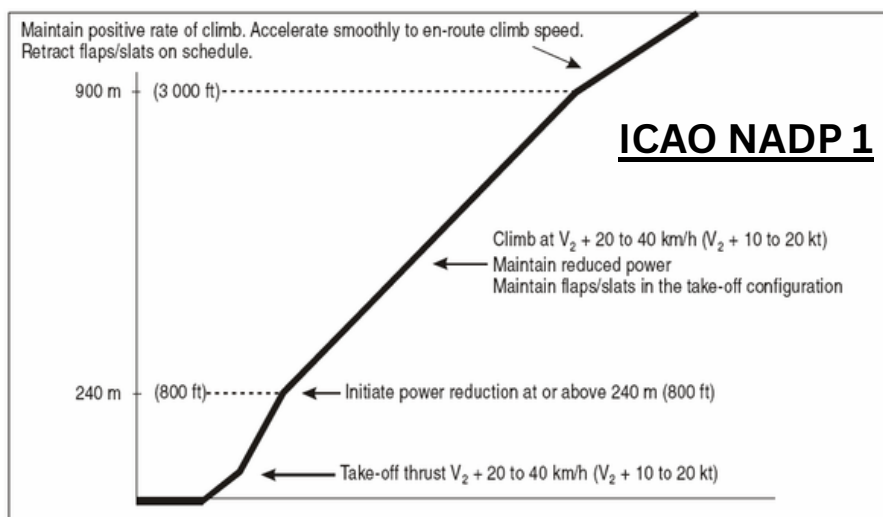
SAFETY ARTICLE

BIRD STRIKE: GUIDANCE FOR FLIGHT CREWS

It is worth noting that the impact of a birdstrike is proportional to the speed squared. Additionally, 95% of bird strikes occur below 3000ft. With these factors in mind, there are a few strategies that can help you reduce the impact of a birdstrike.

Crew Guidance:

- If departing from an airport with known bird problems or reported bird problems, climbing on the ICAO Noise Abatement Departure Profile 1 will minimise the time and reduce the distance travelled to reach 3,000'
- Birds tend to turn away or dive when confronted with an aircraft. If encountering birds and sufficient speed is available, pull up. This strategy will cause you to pass over the birds, reduce your speed to minimise impact damage and limit flight at lower, bird rich, altitudes
- If operating in an area of known bird activity use safe operating speeds during climb. Slower aircraft speeds will reduce impact force and the probability of damage in a collision.
- When possible, maintain above 3000ft until the point a 3 degree descent to land can be made.
- If birds are encountered at approach thrust settings and landing can be made with that thrust setting, continue through the flock and complete the landing - a go-around attempt (high engine rpm) which enters the flock is more likely to result in serious engine damage and loss of thrust.
- Be ready to transition to instrument conditions in case of the windscreen becoming obscured.



SAFETY ARTICLE

BIRD STRIKE: GUIDANCE FOR FLIGHT CREWS

Operator Guidance:

1. Ensure that flight crew are provided with appropriate guidance on response to the hazard. Particular attention should be given to engine ingestion for both the short final case (do not attempt a go around) and the take off roll case (do not attempt a rejected take off at high speed unless it is positively assessed that it is unlikely that it will be possible to get safely airborne.) [Tactical mitigation of unexpected bird hazard is an important element of risk management - many accidents and serious incidents have resulted from inappropriate flight crew responses to bird encounters].
2. Have unequivocal guidelines in place for appropriate levels of maintenance inspection after any flight during which actual or suspected bird strike has occurred, especially if engine ingestion is or may be involved. These should be founded upon an operating culture which achieves a flight crew entry in the aircraft Technical Log after any such occurrence and clear procedures on the necessary authority to clear or defer such an entry. [Aircraft have been hazarded by the operation of further flights after engine ingestion events where inspection has failed to identify damage]
3. Even if there are no applicable ATC speed restrictions, apply a Company Maximum Speed below FL100 / 10000 feet of 250 KIAS for both climb and descent. [This will ensure that damage from any impact with the larger birds that increasingly predominate at higher altitudes is minimised]
4. If a particular airport, used by pure jet engined aircraft, is identified as having an above average risk of bird strike during initial climb then consideration should be given to introducing an SOP for that airport to fly the ICAO Noise Abatement Departure Procedure 1 (NADP 1) [This will minimise the probability of strikes at low level where bird density is highest because of the high climb rate and will also minimise the extent of any damage if birds are ingested due to the minimum climb speed]

Further Reading

- Air Carrier Flight Crew Guide - Bird Strike Mitigation - UK CAA.
- Strategies for Prevention of Bird Strike Events, R. Nicholson, W. Reed, Boeing AERO magazine, Q3 2011.
- Incidents in Air Transport - Wildlife Hazards Bureau d'Enquêtes et d'Analyses - France.
- ICAO Electronic Bulletin: 2008 - 2015 Wildlife Strike Analyses, 2017

INFORMATION

GLIDING SEASON FACTS AND UPDATES

Statistics for the last international competition season (2024/2025):

- Number of visiting gliders: 77
- Number of visiting pilots: 410
- Number of launches: 3050
- Number of flying hours: 19800
- Total distances flown: 2.14 million km
(54 times around the globe)
- Average duration of a flight: 6.5 hours.



Overflight and landing clearances have been obtained for all gliders and are renewed on a 30 day basis. All glider pilots are members of the Soaring Society of Namibia (SSN), as is required by law.

As of this year, all gliders will now maintain transponders switched on at all times. SSN was able to institute this new directive to pilots as a result of the rapid advances in battery technology with the result that the risk of batteries depleting has been mitigated. Additionally, all gliders are equipped with Powerflarm, which is a traffic alert and avoidance system.

As from last year, gliders are allowed to fly up to FL 195 to the North of the Windhoek TMA. Prior to 2024, this was only allowed in the South. The application was approved based on a comprehensive safety study, which included hazard identification, safety risk analysis, safety risk assessment and mitigation measures.

Over the 90 day period of the last season, SSN recorded only three minor airspace violations in the Windhoek TMA. In one instance, a pilot faced disciplinary action. In the other two instances, the violations were consequent to software updates on the gliders' instrumentation. This aspect is now incorporated in the daily briefings prior to flight operations.

A NOTAM regarding downgraded airspaces for gliders has been published.

Pilots are cautioned to keep a good lookout in uncontrolled airspace up to FL195, avoid areas of high convection, and remember, when there is one glider there is a good chance there are more.

YEAR END MESSAGE

A message from SSPQ:

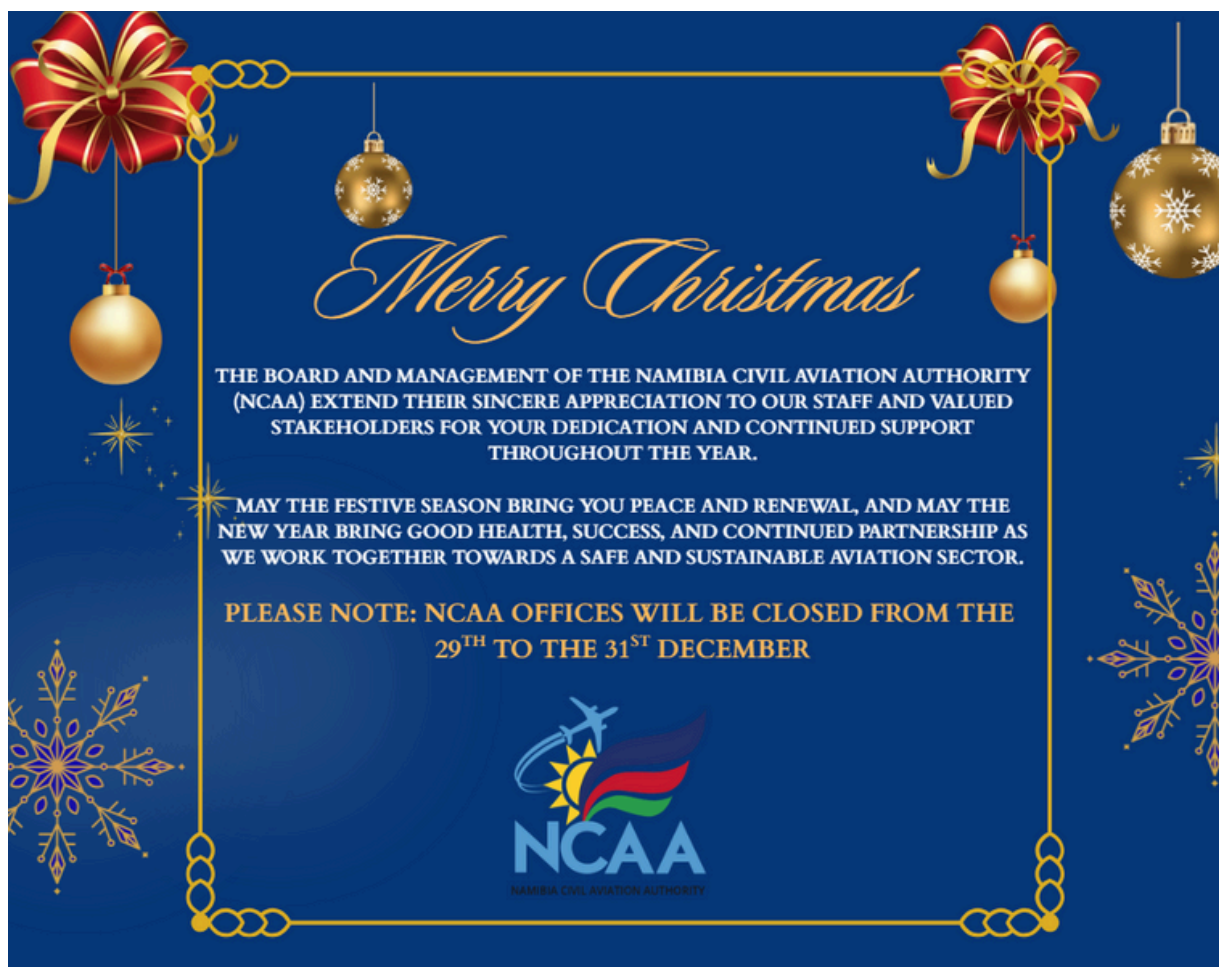
As the year is coming to a close, we wish to thank all those that made this bulletin a truly interactive experience. Not only those that contributed, but also all of our readers, many of whom provided valuable feedback, and a big thanks to those who shared the publication far and wide.

SSPQ is proud to say that 2026 will be the 5th year of consistent and on time publication and we appreciate all those that helped make this happen.

We look forward to a safe and productive 2026, with the primary aim of improving our safety systems, harnessing pre-cursor events and hazards, and overall reducing rates of incidents and accidents.

Stay Safe!

SSPQ



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 revised Minimum Heights AIC was approved and published to align with the new regulations and to clear guidance on the dangers of low flying for pilots to make informed decisions.
 - A Foreign Pilot Guide is in the final stages of approval, addressing the significant number of loss of separation incidents involving foreign pilots.
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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.		