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FEBRUARY
2026

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.

February 2026

There were a very positive 78 occurrence reports in February, the highest ever to date, and even more impressive given the shorter month. These included:

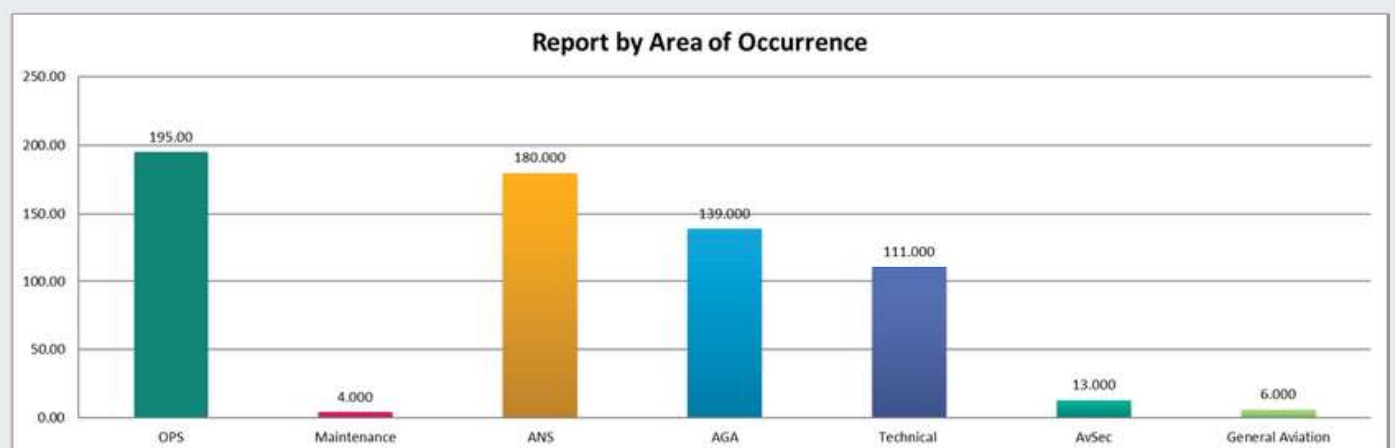
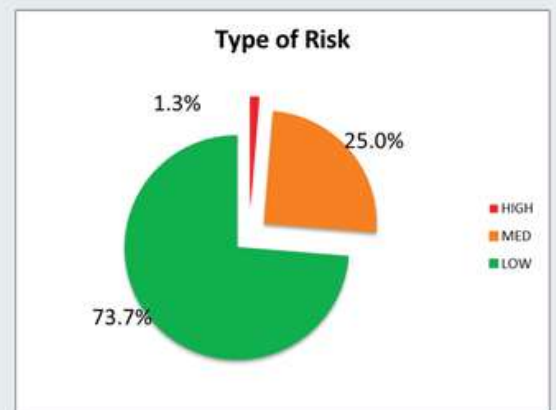
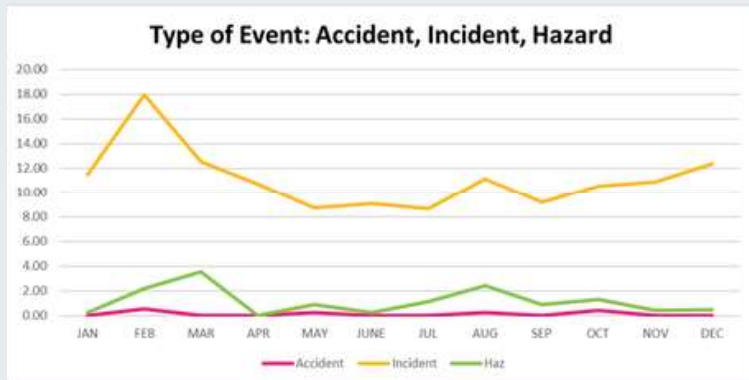
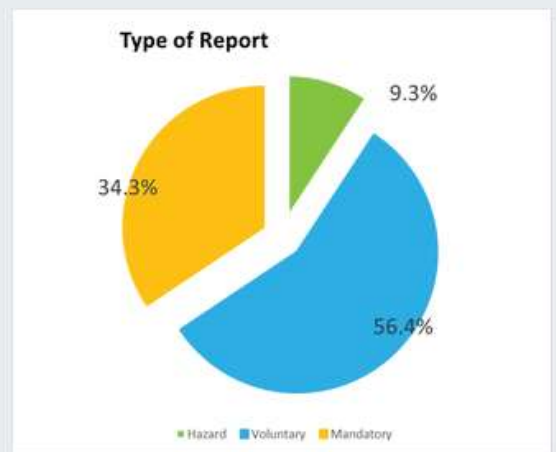
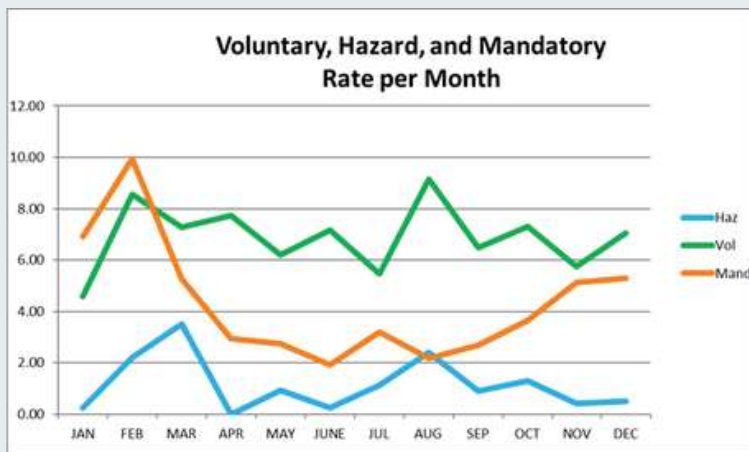
- 36 mandatory events, and of the 34 voluntary reports, there were 8 hazard reports. The running total is 56.4% voluntary, 9.3% hazard, 34.3% mandatory.
- 24 medium-risk events, including 13 bird strikes, and 2 high-risk events, resulting in a reduction to 1.3% high risk, 25% medium risk, and 73.7% low risk.
- There was one accident in February and one occurrence where minor damage was sustained.



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 February 2026

Bird strikes remain high at FYWH. Maintenance events were also high, and there was one air-prox, one LOC-I (cause to be determined), and one runway incursion (pedestrian).

SPIS

	AirProx/LOS	CFIT	Rwy Excurs.	Wildlife	LOCI	Rwy Incurs.	Maint & Tech
12 mth avg	0.429	0.018	0.059	1.902	0.097	0.133	2.295
JAN '26	0.517	0.000	0.000	4.396	0.000	0.000	1.810
FEB '26	0.272	0.000	0.000	3.541	0.272	0.272	4.086
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	1.921
DEC '25	0.756	0.000	0.252	3.023	0.000	0.000	2.015
Target 2026	0.327	0.111	0.100	1.308	0.129	0.120	1.842
Avg 2025	0.363	0.062	0.082	1.460	0.144	0.133	2.047
SD 2025	0.277	0.114	0.121	0.760	0.260	0.150	1.221
Alert 3	0.640	0.176	0.203	2.220	0.404	0.283	3.267
Alert 2	0.916	0.290	0.324	2.980	0.664	0.433	4.488
Alert 1	1.193	0.403	0.446	3.740	0.924	0.584	5.709

Safety in the NAMIBIAN FIR

Lookout for the new publication on the NCAA website or get your hard copies from HQ, and **STAY SAFE!**

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

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Safety Thought for the Month

"Aviation safety fails first in the mind - when procedures become familiar enough to feel optional." - Anon

Stay Safe!

Reporting

Dear Stakeholders,

As we progress through 2026, I am pleased to highlight several important engagements that reinforce our commitment to aviation safety and international cooperation.

During February, the International Civil Aviation Organization Eastern and Southern African Office (ESAF) conducted an oversight engagement with the Namibia Civil Aviation Authority. During this time the NCAA, with the ICAO ESAF RD as an esteemed guest, hosted a poignant women in aviation evening. Such interactions are valuable in strengthening alignment with global standards and enhancing the effectiveness of our State safety oversight system.

We were also honoured to host a delegation from the Civil Aviation Authority of Zimbabwe as part of regional collaboration initiatives and benchmarking. These exchanges promote knowledge sharing and mutual strengthening of regulatory frameworks. We look forward to an upcoming benchmarking visit from the Eswatini Civil Aviation Authority, which further demonstrates the importance of regional cooperation in advancing safety performance.

These engagements reaffirm that safety excellence is achieved through transparency, collaboration, and continuous improvement. I thank all staff for their professionalism and dedication in hosting our esteemed colleagues.

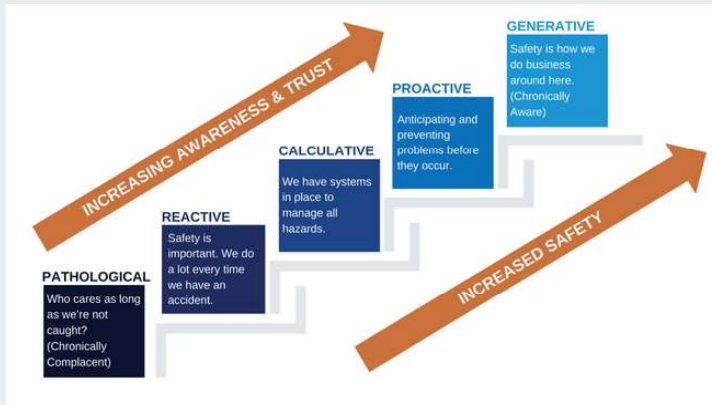
Remember, safety remains our shared responsibility. NCAA does not work in isolation but relies on the collaborative and contributory actions of every service provider.

Yours in Safety, Ms. Toska Sem



SMS: SELF-INVENTORY

We have talked a lot in this column about the health of our Safety Management System, this month we will look at some tools and methods for assessing the state of your SMS. First is a tool for assessing your risk FSS-GEN-FORM-604-02B, knowing where you are in terms of risk profile can help you address weak areas.

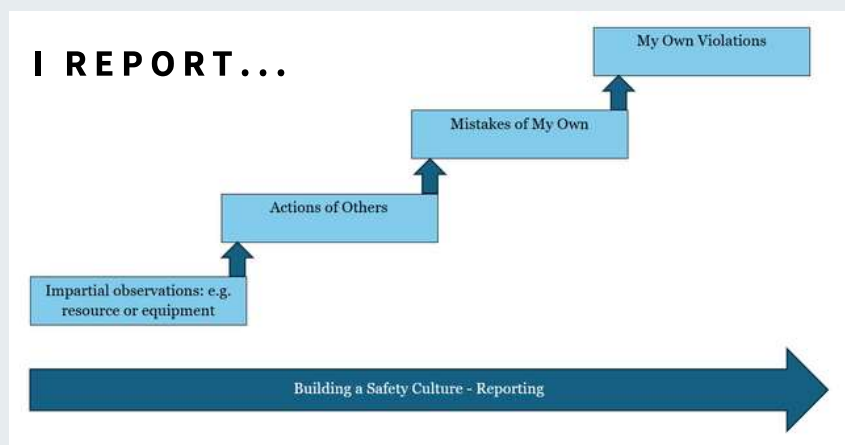


Once you know your risk profile, it is a good idea to conduct a self-assessment to determine where your organisation stands on a scale from pathological to generative. Your own self-assessment is critical, be honest, it doesn't help to lie to ourselves when it comes to aviation safety.

Following the estimation, Transport Canada has a useful checklist to quantify your estimate. Were you where you thought? This is critical for both insight into self-assessment and a more methodical means of measuring your performance

As we know, reporting is the backbone of our SMS, driving our SDCPS, SPIs, and SPTs. Without reports, our SMS is in the dark. Knowing where you are on the scale from not reporting at all / only reporting impartial observations, through to reporting mistakes of others, your own, to the ultimate pinnacle of reporting your own violations.

With healthy self-assessment backed up by quantitative surveys, questionnaires, and checklists, you can have a well-established inventory of your SMS - showing you where your strengths and most importantly, where weaknesses lie.



The graphics in this article also make a fun interactive poll for safety meetings with tools such as Mentimeter. Answers are anonymous and can be incredibly insightful for the host and the attendees.

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

FEBRUARY 2026



WILDLIFE STRIKES (VOLUNTARY, MEDIUM RISK, AGA)

High numbers of bird strikes continue, notably falcons, along with kites, and pigeons, in the past month, all at FYWH.

Wildlife	Events and near misses		
No.	AD	Phase	Details
10	FYWH	Takeoff	Falcon, pidgeon, kite, unknown
3	FYWH	Landing	Bird unknown

The table below shows rates of bird and wildlife reports per 1000 movements for the past three years.

YEAR	JAN	FEB	MAR	APR	MAY	JUNE	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
2026	4.396	3.541											61
2025	1.533	1.104	1.505	2.956	1.148	0.957	0.913	1.377	0.447	0.645	1.067	3.023	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

SAFETY OCCURRENCES

FEBRUARY 2026



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

There were thirteen technical events reported this month.

No.	Fault	Type
2	Engine faults	Turbine, jet
1	Engine gauge fault	Piston
1	Flap failure	Jet
1	Air-Ground switch fail	Jet
2	Alternator failure	Piston
1	Gear fault	Piston
1	GPS Failure	Turbine
1	Multiple control systems failure (AP, HYD, RUD)	Jet
1	Spark plug fault	Piston
2	Unspecified	Piston, turbine

AMO personnel are again reminded of the critical importance of the elements in NAMCATS Part 140 Appendix A, for identification of trends that an individual AMO may not detect and to ensure proper closure of those trends. AMOs, ATOs, AOCs, always ensure to submit the closure report by the AMO when there is a technical event, either via the PRAM or directly from the AMO.

SAFETY OCCURRENCES

FEBRUARY 2026



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

The following fourteen Air Navigation Services events occurred.

No.	Fault	Area
4	Outside duty limitations	FYWF, FYLZ
3	No MET	FYWH
3	Radar faults (See also page 13)	FYWF
2	Relay failures	FYKM, AIM
1	Frequency bleed of APP on FYOA	FYOA
1	No flight plan from FNLU	FYWF

A concerning trend has emerged for non-compliance with NAMCAR Part 65 duty limitations with respect to ATS. There were three reports and two findings, however, analysis of rosters showed there were many more events undetected. ATS personnel are urged to report non-compliances, confidentially where required. Short-term solutions are extremely difficult to apply; consultation with HR is underway to ensure solid long-term solutions are in place.

SAFETY OCCURRENCES

FEBRUARY 2026



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

The following aerodrome events occurred:

- The runway edge lighting failed at FYWH
- The power to the runway lights failed at FYWH
- The PAPIs failed at FYOA
- A grader was on the runway without NOTAM at FYMO
- A tree was reported infringing the approach path runway 01 at FYWE

All technical events were rectified by airport maintenance technicians shortly after occurrence. FYWE is addressing the trimming of the trees. There will be more publicity on NOTAMs for AD operators.

SAFETY OCCURRENCES

FEBRUARY 2026



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

The following table shows go-around and diversion events.

No.	Details	Intended
5	Go around due to windshear/tailwind	FYWH
4	Diversion due to weather	FYLZ, FYWH, FYWE
1	Go around due to training	FYWE
1	Diversion due to technical	FYWE
1	Diversion due to fuel	FYKM
1	Diversion - unspecified	FYWE
1	Diversion due to fire at destination	FACT

A number of windshear and tailwind events were recorded this month, a common hazard with convective weather, as storm cells move past the approach or climb out. Pilots to exercise caution.

SAFETY OCCURRENCES

FEBRUARY 2026

LOSS OF CONTROL (MANDATORY, MEDIUM RISK, OPS)

A non-type-certified aircraft was completing a low-level runway inspection when, on the climb out, the aircraft suddenly banked left. The pilot applied right rudder, but the situation could not be corrected, and shortly after, the aircraft impacted the ground with the left wing first. The pilot was uninjured and the passenger sustained minor injuries

The cause of the loss of control is undetermined.

COLLAPSED NOSE WHEEL (MANDATORY, MEDIUM RISK, OPS)

On landing, a circuit trainer experienced a collapsed nosewheel, resulting in a propeller strike and blocking the runway. There were no injuries.

NO COMMUNICATIONS (MANDATORY, LOW RISK, OPS/ANSSO)

A vehicle started up and taxied to the hangars without contacting ATC.

The reason was undetermined.

DRONE SIGHTINGS (MANDATORY, LOW RISK, OPS)

There were two sightings of unauthorised drones. One on a farm where it was suspected that the operators were poachers. MEFT was contacted. A second sighting was in controlled airspace at approximately 3000ft AGL.

Publicity on the dos and don'ts of RPAS operations is in progress.

SAFETY OCCURRENCES

FEBRUARY 2026

RADAR FAULT (MANDATORY, MEDIUM RISK, ANSSO)

The TopSky radar surveillance system in the Area Control Centre (ACC) was displaying multiple false warnings, resulting in ATC warning fatigue. The high number of warning messages are displayed both in the Warning Window and on the aircraft labels. These warnings include DUPE and STCA, amongst others. ATC's focus was diverted from active controlling to cancelling false warnings; the warnings sometimes covered critical aircraft information, and increased complacency, potentially leading to a real alert going unnoticed, removing this very important safety net.

The unclear information on this report is when CNS was notified and how long the situation went on before someone reported. Complacency in the "someone else probably reported" attitude seems evident and may have caused delays in rectifying the situation.



SAFETY OCCURRENCES

FEBRUARY 2026

PARK BRAKE ON (VOLUNTARY, **LOW RISK**, OPS)

An aircraft was given line up clearance, however there was a delay in issuance of the takeoff clearance. During this delay the crew set the park brake. There is no checklist after line-up and before takeoff, thus no possibility to check the brake was released. The crew rejected the takeoff after sluggish acceleration and on exiting the runway realised the mistake.

The crew is commended for self-reporting so others can learn. Always take care when setting items that involve an element of memory. Sometimes a memory aid can be set, for example putting the checklist between the power levers, enabling a visual reminder that something is not set correctly or needs to be monitored (such as fuel transfer).

PEDESTRIAN ON RUNWAY (MANDATORY, **LOW RISK**, AGA)

An airport ground staff with a wheelbarrow apparently working on the apron, transgressed onto the runway. The airport security staff were notified and the pedestrian was briefed about the responsibility to stay clear of manoeuvring areas.

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

A departing flight to FAOR crossed an arriving flight from FAOR within 4nm instead of the required 5nm.

The investigation report indicated fatigue and false alerts to be the main contributory factors, see also page 14 and 10.

SAFETY OCCURRENCES

FEBRUARY 2026

WRONG CIRCUIT (VOLUNTARY, **LOW RISK**, OPS/PEL)

A student pilot on final approach to runway 24 at FYSM failed to obtain contact with the runway until close to overhead the field. On observing the runway to their left, the student pilot turned right to downwind - contrary to the circuit procedure in the AIP which requires a left circuit.

The student is commended for self-reporting. If you find yourself in a position requiring a manoeuvre contrary to published procedures, ensure adequate radio communication is made to advise other traffic of the situation.

NO CONTACT FOR SAR (VOLUNTARY, **LOW RISK**, OPS)

An aircraft was handed over at the FBGR FIR. No contact was made with the aircraft, and ATC began SAR action, INCERFA, followed by ALERFA. The aircraft was reported safe on the ground by FNGI tower approximately 2 hours after the failed contact.

It is possible that the aircraft, an agricultural aircraft, was too low for radio communication. However cancelling search and rescue on arrival is crucial to avoid unnecessary SAR action or to create a sensitisation from absence of calls. Communicate on arrival if you had nil comms with ATC enroute either by phone or to ATS when available.



SAFETY OCCURRENCES

FEBRUARY 2026



PARACHUTE ON CLIMB OUT (VOLUNTARY, **LOW RISK**, OPS)

An aircraft on departure from FYSM scanned the area for any conflicting traffic prior to takeoff, none was observed. After takeoff they observed a skydiver with a parachute close to the climbout.

A reminder that traffic in the vicinity of FYSM should be aware of the parachute traffic and keep a good lookout. Training jumps can often drift off course and end up in the flight paths.



NO CONTACT FOR FYM (HAZARD, **LOW RISK**, OPS)

On conducting a pre-flight self-briefing, a pilot, on reviewing the NOTAM on the active FYM-401, attempted to contact the responsible authority to find out more about the airspace as required by the AIP. The contact numbers provided did not yield any response.

AIM was notified and they are looking into the matter.

**100% of CFIT
accidents happen
below MSA**



**Maintaining vertical and
horizontal awareness is vital to
avoid becoming a statistic**

SAFETY FEEDBACK

FEBRUARY 2026



REPORTING (HAZARD, MEDIUM RISK, SSPQ)

In two separate events, the notification of a service difficulty reached the regulator some weeks after the event, leading to ineffective handling of the matter. Service Providers are reminded of the importance of reporting, and self-reporting is also strongly encouraged.

VFR CHARTS (HAZARD, MEDIUM RISK, ANSSO/OPS)

The VFR maps are significantly outdated, AIM is working on a solution, currently engaging third-party contractors to complete the work while in-house capacity is being developed.

FYMO FREQUENCY (HAZARD, MEDIUM RISK, AGA/ANSSO/OPS)

A hazard was raised about frequency separation, causing a conflict between the traffic at aerodromes surrounding FYMO on 124.8 and Mokuti on 123.5.

After extensive consultation, a risk assessment was completed and a submission has begun circulation for consideration of reverting the FYMO frequency to 124.8.

INTERNATIONAL OCCURRENCES

FEBRUARY 2026

AIR PROX - REJECTED TAKEOFF

Staggered simultaneous operations were in place, where landings were being made on runway 14 and takeoffs on runway 10. The tower controller was working on shift alone.

A CRJ200 initiated a go-around from runway 14 after failing to receive a landing clearance. A B737 cleared for takeoff was then given the command to reject the takeoff at high speed to avoid conflicting with the traffic going around crossing runway 14 shortly after liftoff. The controller on duty was working without a supervisor and had become task overwhelmed, resulting in poor coordination between tower and approach.

The main recommendation from the report was that the air navigation services provider ensure adequate manning of shifts with supervisors to prevent task overload. Additionally, the SOPs for simultaneous runway operations needed to be reviewed and improved.

The incident is a reminder of how critical ATS staffing levels are to safety.



LOSS OF CONTROL IN FLIGHT

Loss of control in flight (LOC-I) has been one of the most significant causes of fatal aircraft accidents for many years and is one of five global high-risk categories of occurrence identified by the International Civil Aviation Organization (ICAO). Loss of control usually occurs because the aircraft enters a flight regime that is outside its normal envelope, usually, unexpectedly, thereby introducing an element of surprise for the flight crew involved.

Causes

The causes of loss of control in flight, whether transitory or terminal, are many and include:

- Loss of situational awareness (especially through distraction but also through complacency),
- Low-level wind shear or higher-level clear air turbulence (CAT),
- Structural, flight control, or multiple power plant damage caused by, for example, a Bird Strike, exposure to severe turbulence, or collision with another aircraft.
- Intended or unintended mishandling of the aircraft,
- Attempted flight with total load or load distribution outside of safe limits
- Unintentional mismanagement of aircraft systems, for example, flaps
- An attempt to take off without ensuring that critical parts of the airframe are (or will be at rotation) free of both frozen deposits and previously applied ground de/anti-icing fluids
- The effects of high levels of airframe ice accumulation or a significant loss of power on all engines attributable to engine icing
- Attempting to manoeuvre an aircraft outside its capabilities to resolve a prior problem (including mis-navigation).
- Fire in the air
- Mishandling of fuel exhaustion or starvation
- False instrument readings displayed to the flight crew
- Wake turbulence, especially if recommended spacing is not maintained
- Pilot induced oscillation
- Malicious interference

On the next page are some real-life practical examples. Remember, awareness is key to prevention, and always remember - number one: fly the aircraft.

SAFETY ARTICLE

LOSS OF CONTROL - CONTINUED

Typical Scenarios

- VFR single engine aircraft on a cross country flight has failed to check the weather forecast and plan en route alternates. When a lowering cloud base is encountered, *continued flight is initially made in hilly terrain*, but by the time the decision to turn back is made, there is *hardly sufficient space to carry out a 180 degree turn in the valley and when the aircraft is stalled inadvertently*, the necessary height to recover is not available.
- The holds of a freight aircraft are *incorrectly loaded*. The error is not noticed before flight and when the trailing edge wing flaps are lowered during final approach the aircraft rapidly pitches up and stalls with no height to achieve a recovery.
- Whilst using a quiet time in the cruise to investigate a minor INS fault which involves changing the selected INS system, the pilots fail to note that their planned action will cause autopilot disconnection and when it does, they fail to hear the disconnect alert. Since they are *both heads down*, they then fail to notice a *slowly increasing bank angle* and heading change until the attitude of the aircraft is extreme and recovery is not achieved.
- Severe weather is entered at night during the cruise with the autopilot engaged; the rate of *airframe ice buildup* is not monitored, with the result that there is a sudden autopilot disconnect into uncontrolled flight from which recovery is not achieved before terrain impact.
- After take off in a multi engine transport aircraft, the PF copilot calls for 'landing gear up' but the PNF *selects flaps up instead and neither pilot notices*.

As the flaps reach the 'up' position, the trigger criteria for stall warning changes and a warning is generated. Instead of immediately following the prescribed recovery drill, the pilots begin discussing why the warning has occurred and a full stall occurs for which there is insufficient recovery height above the rising terrain below.



HIRM

NCAA again, invites all stakeholders to keep a lookout and report any hazardous observation, attitudes, or precursor events. The greater our awareness of hazards, the more effectively our system can move from reactive to predictive safety management. **Together we can make the skies safer!** And don't forget you can report online or via email.

Updates

The publication now named Safety in the Namibian FIR, initially intended for foreign pilots to address numerous air-prox events, was approved for distribution and is available in soft copy on the NCAA website and in hard copy at NCAA headquarters. Also available are hard copies of the recently approved reporting pamphlet.

Updates to the AIP were published, including significant changes to FYSM, FYWB, and the Enroute chart.

Invitation to Contribute

Service providers and users are invited to contribute topics, ideas, articles, or questions to NCAA SSPQ 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: +264 83 235 2468



GLOSSARY

Term / Acronym	Meaning / Description	Term / Acronym	Meaning / Description
AGA	Aerodromes and Ground Aids – ICAO-	NAMCATS	Namibian Civil Aviation Technical
AIP	Aeronautical Information	NAMCAR	Namibian Civil Aviation Regulations
AMO	Approved Maintenance	NTCA	Non-Type Certified Aircraft – aircraft
ANSSO	Air Navigation Services and Safety	OCC	Operations Control Centre – typically
AOC	Air Operator Certificate –	OPS	Flight Operations Section –
ATO	Approved Training Organisation – an	PRAM	Person Responsible Aircraft
ATS	Air Traffic Services – includes services	QMS	Quality Management
AVSEC	Aviation Security – the part of aviation	RPAS	Remotely Piloted Aircraft Systems –
CARTAP	Civil Aviation Technical Advisory	SDCPS	Safety Data Collection and
CHT	Cylinder Head Temperature	SMS	Safety Management System – a
CNS	Communication, Navigation,	SPI	Safety Performance Indicator – a data-
Doc 9859	ICAO Safety Management	SPT	Safety Performance Target – a specific
HIRM	Hazard Identification and	SSP	State Safety Programme – the
ICAO	International Civil Aviation	TWG	Technical Working Group – an expert
MET	Meteorological Services – aviation	UTC	Coordinated Universal Time –
MEFT	Ministry of Environment,	WHV	Hosea Kutako International Airport