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MARCH
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.

Safety Statistics

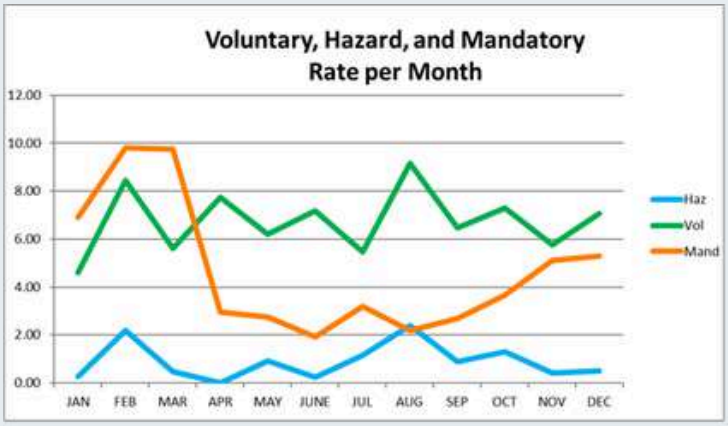
March 2026

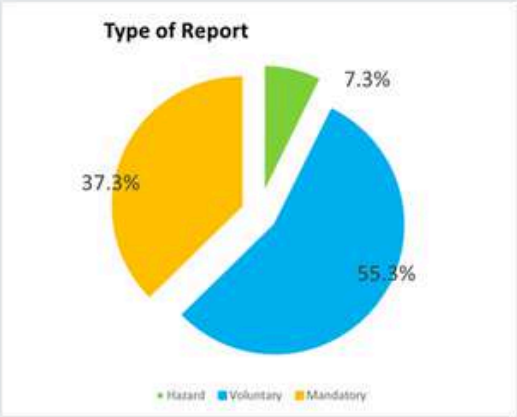
There were a very positive 68 occurrence reports in March, while three were not in the Namibian FIR, but involved a V5 registered aircraft. The reports included:

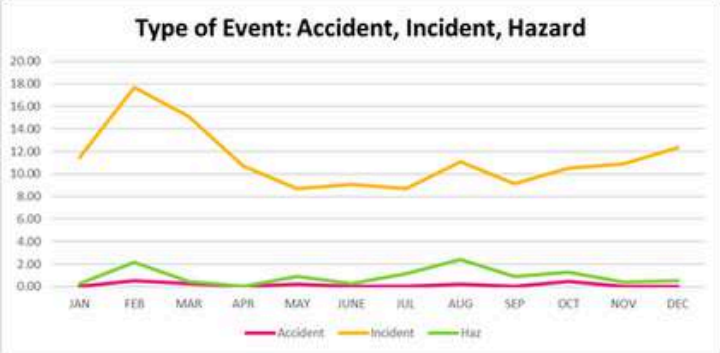
- 40 mandatory events, and of the 23 voluntary reports, there were 2 hazard reports.
- 27 medium-risk events, including 21 bird strikes, and no high-risk events.
- Tragically, there were four accidents in March, including two fatal accidents.
- 94% of reports came from ANS and Operators, 6% from Aerodromes.

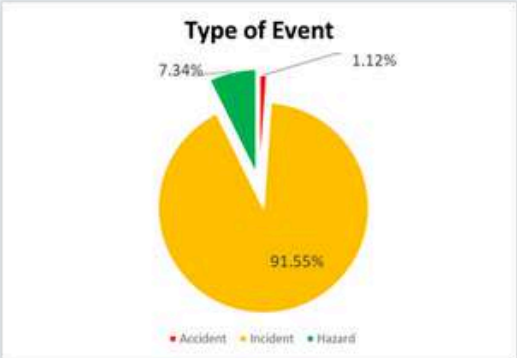
Detailed information is available in the occurrence section, and trends will be reviewed by the State Safety Programme Steering Committee (SSP Steercom) and the SSP Technical Working Group (TWG)

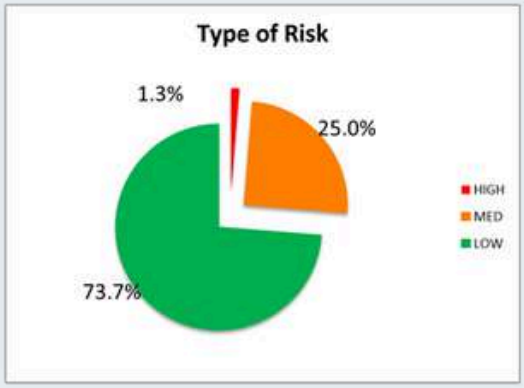
For more information about classifications of risk, see the definitions in Safety Bulletin 1-22. Graphs included in this document show 12-month rolling figures unless specified.

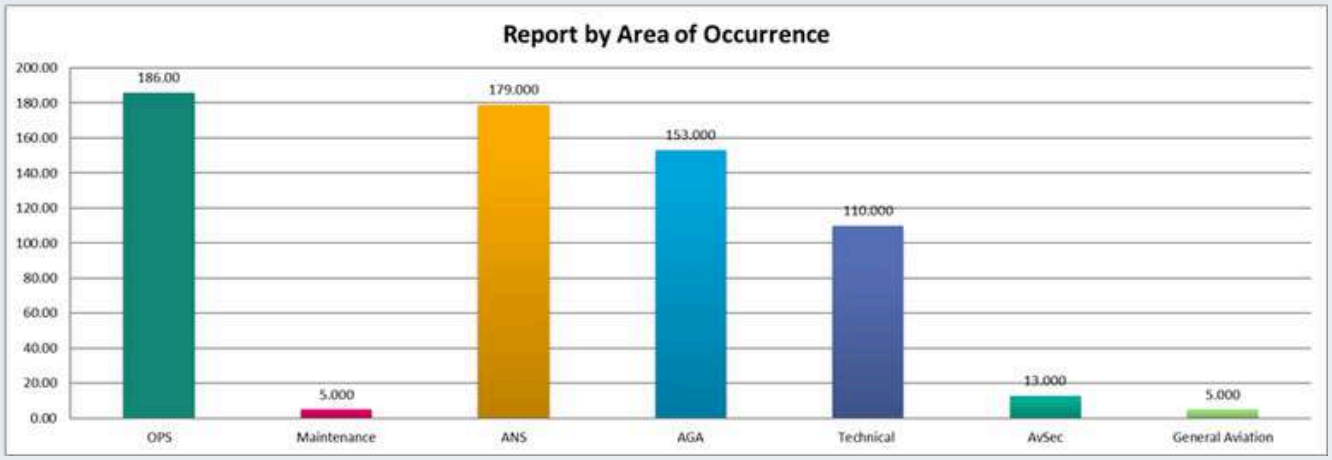












Safety Dashboard

Safety Performance Indicators March 2026

Bird strikes remain high at FYWH, the highest number recorded to date. Maintenance events were also high, which may be a reflection on increased reporting rather than increased events.

SPIs

	AirProx/LOS	CFIT	Rwy Excurs.	Wildlife	LOCI	Rwy Incurs.	Maint & Tech
12 mth avg	0.470	0.018	0.059	2.202	0.097	0.133	2.279
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	3.814
MAR '26	0.487	0.000	0.000	5.114	0.000	0.000	5.845
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 Thought for the Month

"Our passengers place their trust in us to get safely from A to B. Always live up to their expectations" - Anon

Stay Safe!

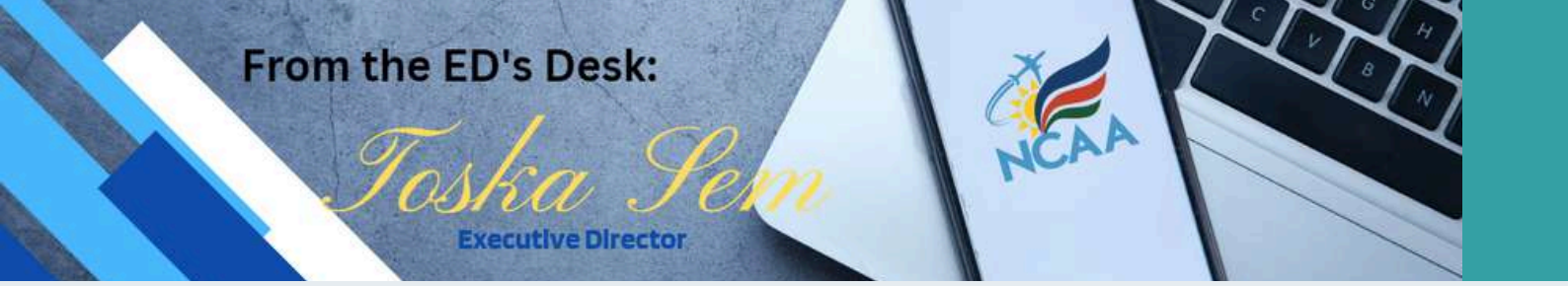
Reporting

Dear Stakeholders,

As we move into the next phase of the year, the Namibian aviation sector is presented with both significant opportunities and important reminders of our shared responsibility for safety.
A key highlight for the months ahead is the rollout of twelve (12) safety and quality training courses, delivered through ICAO TrainAir Plus partners. These programmes represent a strategic investment in strengthening industry capability and enhancing safety performance across the sector. I strongly encourage all stakeholders to take full advantage of these accessible and cost-effective training opportunities. Further details are provided elsewhere in this bulletin.

Our continued stakeholder engagement with sister Civil Aviation Authorities remains strong. This time, we had the pleasure of hosting a benchmarking visit from the Eswatini Civil Aviation Authority. The engagement was mutually beneficial, not only did we impart knowledge and best practices, but we also gained valuable insights. This exchange has further fostered greater regional cooperation across various sections, particularly in Air Navigation Service provision.

The industry is preparing to come together for Aviation Week Africa 2026, which will be hosted in Windhoek from 22 to 25 April 2026. This important gathering will provide a valuable platform for dialogue, innovation, and collective progress in a rapidly evolving aviation environment, while further positioning Namibia as a key player on the continental stage.



We also take pride in moments that reflect the progress of our industry. Namibia's commemoration of International Women's Day was marked by the arrival of an all-female-operated Ethiopian Airlines flight at Hosea Kutako International Airport. This inspiring event demonstrated the growing role of women in aviation and reaffirmed our commitment to inclusivity and gender diversity.

At the same time, we are reminded that safety must remain our priority. In March, we regrettably recorded two fatal accidents involving general aviation operations, as well as two additional accidents in the charter sector that fortunately resulted in no injuries. We extend our deepest condolences to the families and friends of those who lost their lives. Investigations into all occurrences are ongoing, and preliminary reports will be published on the DAAII website in due course. I urge all stakeholders to review these reports carefully and actively apply the lessons learned.

In advancing sustainability, Namibia successfully hosted the Sustainable Aviation Fuel (SAF) Feasibility Study Launch in partnership with the Swiss Government and ICAO. This milestone positions the NCAA and the country at large as active participants in shaping a more sustainable future for aviation.

As we look ahead, our focus remains clear: to strengthen safety oversight, foster a proactive safety culture, and work in close partnership with all stakeholders to ensure the continued safe and sustainable development of aviation in Namibia.

Yours in Safety,
Ms. Toska Sem

UPCOMING TRAINING

NCAA is pleased to announce the approval of safety and quality courses for 2026. Space is limited so, get in touch as soon as possible if you wish to attend or would like more details.

NCAA Presents

In-house Safety and Quality Training 2026

Course	Dates	Provider	NAD per person
Auditing Techniques	13 – 17 April 2026	Aviason	12,667
Trainair GSI-OPS	20 April – 7 May 2026	Aviason	33,250
Safety Management Systems (SMS)	11 – 15 May 2026	Aviason	12,667
Surveillance of Service Providers	25 – 29 May 2026	Aviason	15,833
Resolution of Safety Concerns	8 – 12 June 2026	CAAS	30,780
Oversight of Aircraft Leasing (OPS)	22 – 26 June 2026	Aviason	12,667
Human Factors	6 – 10 July 2026	Aeroclass	13,680
Air Cargo Certification	20 – 24 July 2026	Aviason	12,667
Quality Management Systems (QMS)	3rd – 7th August	Aviason	13,680
Aircraft Accident and Incident Investigation	24 – 28 August 2026	Aeroclass	15,580
Operational Risk Management	21 – 25 September 2026	Aeroclass	13,680
Cyber Security in Aviation	19 – 23 October 2026	Aeroclass	12,920

Bookings: RSVP to spq@ncaa.na

SMS - WHY NOT SHARE?

The safety system requires confidentiality to ensure the free flow of information. It is generally recommended to apply principles of protection and principles of exception to both mandatory and voluntary reports, a system which is promoted in the new ICAO USOAP SSP PQs and a recommended practice in Annex 19. However in a truly just culture, should we be afraid of sharing information? Truly confidential reports should be a rarity.

The concept of just culture needs to move from lip service to clear action. In doing so there needs to be a transition from sharing confidentially with the safety staff and sharing openly with line management without fear of reprisal. If the company embraces just culture there should be no fear of openly reporting. While there is of course always a place for confidential reports and anonymous reports they should be discouraged to ensure people feel secure in knowing honest mistakes won't be punished and reporting a hazard or incident witnessed is only meant to improve the system.

Only when we can openly share honest mistakes with our colleagues and management will the just culture become firmly embedded. This can also prompt quicker responses to reports and root causes being addressed in a timely way.

So consider when filing a report - to copy in your line manager and/or share the event openly at a safety meeting as an example to help others. When you are reporting to NCAA, it also helps expedite the process of investigation if the regulatory unit responsible, your principal inspector, or the ANSP is copied into the report and can respond immediately.

As always, remember, for incident, accident, and hazard reporting, email both incidents@ncaa.na and daaii@mwt.gov.na;

For voluntary, confidential, or anonymous reports, you may follow the secure Confidential Reporting Link.

SAFETY OCCURRENCES

MARCH 2026

WILDLIFE STRIKES (VOLUNTARY, MEDIUM RISK, AGA)

High numbers of bird strikes continue at FYWH, notably large flocks of falcons were reported this month.

Wildlife	Events and near misses		
No.	**AD**	**Phase**	**Details**
8	FYWH	Takeoff	Falcon, unknown
13	FYWH	Landing	Falcon, unknown

March recorded the highest number of bird strikes since monitoring began in 2021. While the rate was higher in the 2021 rainy season, due to the significantly reduced post Covid movement numbers, the number of bird strikes in March 2026 was higher and all took place at FYWH. NAC is addressing the matter with a sense of urgency, several specialists have been consulted, frequency of inspections increased, and additional scaring equipment is in the process of procurement.

YEAR	JAN	FEB	MAR	APR	MAY	JUNE	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
2026	4.396	3.541	5.114										51
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	0.786	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

MARCH 2026

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

There were twelve technical events reported this month.

No.	Fault	Type
2	Engine indication faults	Piston
1	Flap failure	Jet
1	Electrical failure	Piston
1	Gear fault / failure	Piston
1	Brake fault	Piston
1	Elevator misaligned	Piston
1	Fuel cap leaking	Piston
2	Flat tyres	Piston
1	False transponder signal	Jet
1	Door opened in flight	Piston

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, and AOCs should 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

MARCH 2026

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

The following eleven Air Navigation Services events occurred.

No.	Fault	Area
2	Failure of main communcations	FYOA, FYWH
5	No MET information	FYWH, FYWE
1	Strip printer failure	FYWF
1	Power failure	FYKM
1	Outside duty limitations	FYWH, FYWE
1	Bee infestation	FYWH

A stuck PTT and failure of the standby radio caused a total communications failure in FYOA while a power line fault affected the main radios at FYWH, the standby radios remained operational.

Met failures continue to be an issue. NCAA is working proactively with NMS to find solutions. Participants are reminded to continue to report breakdowns, without data NMS cannot make a strong case for additional staff or new equipment.

SAFETY OCCURRENCES

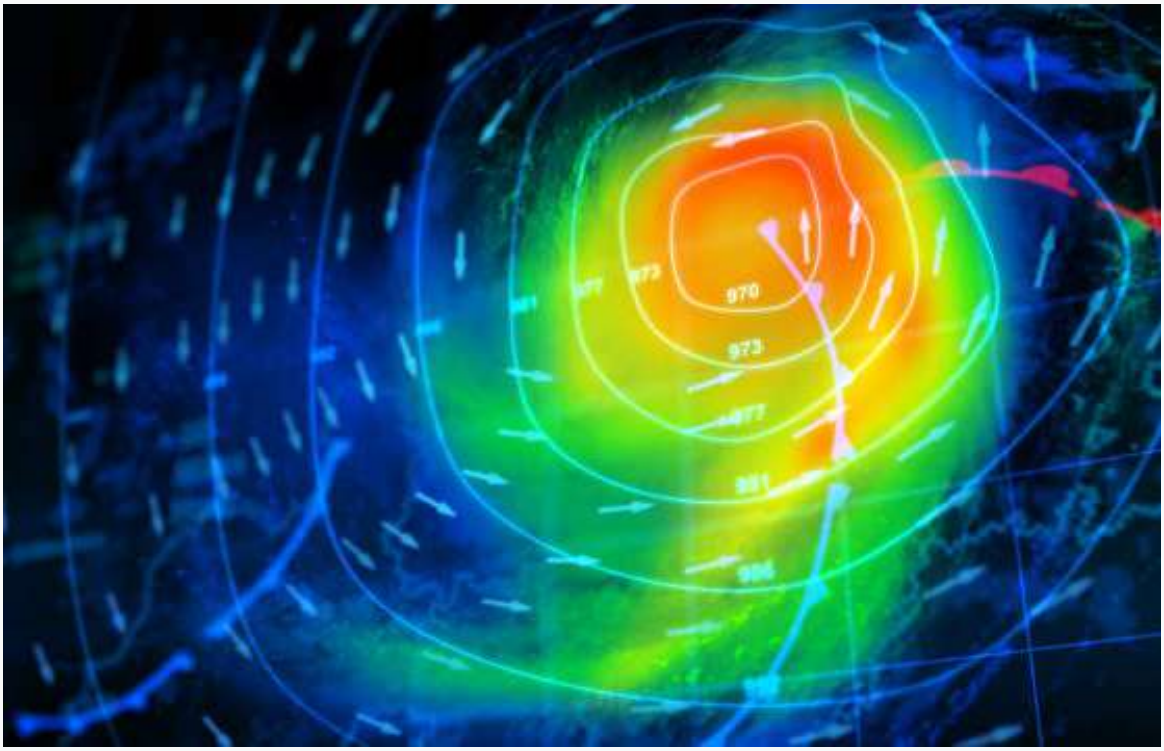
MARCH 2026

AERODROME RELATED EVENTS (MANDATORY, LOW RISK, ANSSO)

The following aerodrome events occurred:

Unauthorised vehicles were on the apron and runway at FYSO. The manager was contacted and stricter controls over film crews were put in place.

The scales were inoperative at a scheduled airport. It was noted that scales are not a mandatory requirement for aerodromes and operators who require this service at the terminal must have an SLA in place with the airport operator. However, once the situation was brought to the attention of the airport manager it was rectified.



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 windshear/tailwind	FYWH
3	Go arounds due to unstable approach	FYWE, FYWH
1	Go around due to traffic	FYWE
1	Go around due to wrong runway	FYTX
1	Diversion due to blocked runway	FYWE
2	Diversions due to weather	FYWE

A positive number of go arounds due to unstable approaches indicates the go around mindset is effective. Crew should always be go around orientated and never hesitate to make the decision anytime parameters fall outside those planned.

SAFETY OCCURRENCES

MARCH 2026

RUNWAY EXCURSION (ACCIDENT, MEDIUM RISK, AIR)

A commercial flight landed at FYOW and on touchdown the right main gear collapsed causing a prop strike and the aircraft to veer off the runway. There were no injuries.

COLLAPSED NOSE WHEEL (ACCIDENT, MEDIUM RISK, OPS)

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

COLLISION WITH POWER LINES (ACCIDENT, MEDIUM RISK, OPS)

A foreign registered light aircraft impacted powerlines resulting in a loss of control and impact with terrain. The passenger was fatally injured and the pilot seriously injured.

It is not clear why the aircraft impacted the powerlines.

UNCONTROLLED IMPACT WITH TERRAIN (LOC-I) (MANDATORY, LOW RISK, AIR)

A foreign registered NTCA operating in the Gobabeb area impacted terrain nose first, fatally injuring both pilot and passenger.

It is not clear why the aircraft lost control.

AIR-PROX VFR CIRCUIT (MANDATORY, MEDIUM RISK, OPS/ANSSO)

A light aircraft was told to extend downwind runway 01 at FYWE and sequence number two to a scheduled jet aircraft. The aircraft then reported that the tower had not provided sufficient spacing between the aircraft.

Pilots should never be afraid to speak up when the clearance is not suitable. Extending downwind at FYWE for runway 01 has limitations and ATC might not always be aware of your performance constraints. It might be pertinent, for example, to ask for an orbit if the clearance is difficult to comply with.

AIR-PROX MIDDAY AT FYWH (MANDATORY, MEDIUM RISK, OPS/ANSSO)

An inbound charter was sequenced on a converging path with an arriving schedule, when the aircraft requested to extend, the only safe option, they ended up being too close to a schedule landing behind resulting in a go around.

Sequencing traffic at FYWH during midday when a number of schedules arrive and depart, with the non-simultaneous movements, has inherent hazards. While solutions are being looked into, such as land and hold short, they also carry risks. Operators are cautioned, wherever possible, to plan flights slightly earlier or later than the published schedules.

AIR-PROX GOOY (MANDATORY, MEDIUM RISK, OPS/ANSSO)

A helicopter failed to read back a clearance to extend downwind while an IFR arrival was on final. The controller did not advise of traffic nor follow up on the failed readback. The crew of the IFR flight heard the failed readback and established visual contact with the traffic, now on a converging course, thereafter elected to go around.

Remember we are all each other's safety net. While in this case there were mistakes made by others, the vigilance of look out and listen out even under IFR was critical in avoiding a disaster.
While not in the Namibian FIR, the event brings important lessons worth sharing.

TAXIWAY EXCURSION (MANDATORY, LOW RISK, AIR)

An aircraft departed the taxiway after a stuck brake prevented the aircraft maintaining a straight path.

IMPROPER RELEASE TO SERVICE (MANDATORY, MEDIUM RISK, AIR)

An aircraft was released to service following maintenance without the log book entries being completed. A confidential report was provided to the operator alerting them of the mistake.

On another occasion, an aircraft was released to service without a mandatory item which fell within the 50-hour release being complete. The aircraft overflew the required inspection by approximately 15 hours and a defect developed related to the system omitted.

Post maintenance checklists are vital and must be completed carefully both for the operator (MCM) and the AMO (MOE). Investigation on these matters is ongoing.

MAKE YOUR WEATHER DECISION WHILE YOU STILL HAVE A CHOICE.

It's better to arrive a little late in this world, than early in the next!

BE A WISE PILOT.

BEFORE TAKEOFF

- Get all available weather information.
- Prepare for the worst and plan alternatives.
- File a flight plan or flight itinerary.
- Leave a margin for error or the unexpected—take ample fuel reserves.

WHILE AIRBORNE

- Keep an eye on the weather.
- Monitor broadcasts and ask for updates.
- Don't push your limits.
- Make your diversion or land decision early.

canada.ca/general-aviation-safety

TP 3795E

Transports Canada Transport Canada

Canada

HTTPS://TC.CANADA.CA/EN/AVIATION/GENERAL-OPERATING-FLIGHT-RULES/AVIATION-SAFETY-POSTER-GALLERY

OBSTACLES (HAZARD, MEDIUM RISK, AGA)

Powerlines in the vicinity of FYLZ are being assessed by NAC due to their impact on the obstacle limitation surfaces (OLS), approaches procedures, and the depiction in aerodrome charts and the AIP.

The industry is being asked to address specific locations where powerlines cross roads causing a hazard, this matter has been referred to the IOSG to collect data.

A number of unlit obstacles have been identified in the Swakopmund area - mostly communication towers, and CRAN is being approached to address the issue.

INTERNATIONAL OCCURRENCES

MARCH 2026

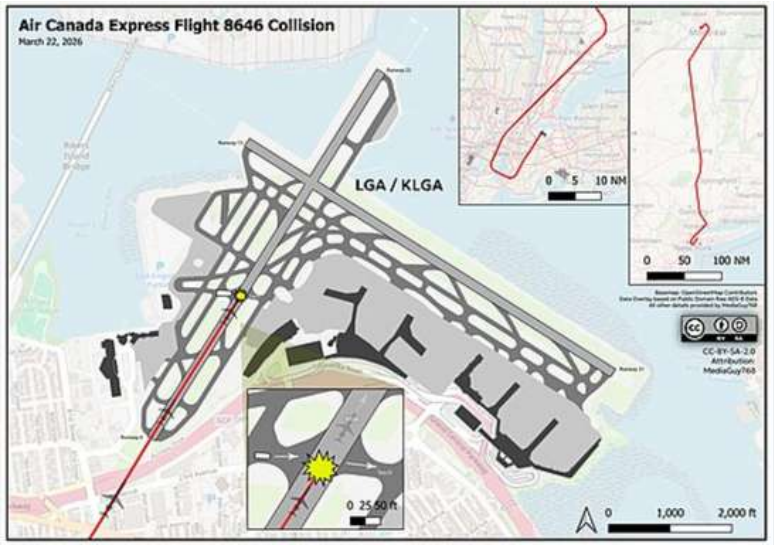
COLLISION WITH VEHICLE

Air Canada Express Flight 8646, inbound to La Guardia airport in New York, impacted with a vehicle, killing the two pilots and seriously injuring 38 passengers, two flight attendants, and the two vehicle occupants.

A departing flight aborted its takeoff after anti-ice warning lights came on, and declared an emergency after the crew noticed a foul odour in the cabin. Without an open gate for the United flight, an airport firefighting truck and a stair truck were dispatched to assist.

At 23:37, air traffic control (ATC) cleared "Truck 1 and company" to cross runway 4 at taxiway D while the Air Canada Express aircraft was on short final. The controller could then be heard telling another aircraft, Frontier 4195, to stop. Immediately thereafter, the controller issued multiple radio transmissions telling Truck 1 to stop, just seconds after clearing it across the runway where the collision would occur. Audio released captured the moment of the initial and the second call to Truck 1: "Frontier 4195, just stop there please. Stop, stop, stop, stop, Truck 1, stop, stop, stop. Stop, Truck 1."

The pilots were reported to have reduced the severity by braking extremely hard just after touchdown.



The preliminary statements indicate that the ground collision system failed to warn the air traffic controllers.

See more about ground safety practices in our January edition.

SAFETY ARTICLE

HOW TO APPLY WISE ADM TO NAMIBIA'S NEW MINIMUM HEIGHT RULE

Wise Aeronautical Decision Making (ADM) underpins every phase of flight, from preflight planning to enroute navigation to emergency situations. It's ultimately what separates a safe outcome from a preventable one. So with that in mind, let's turn our attention to a topic that puts ADM front and centre: low-level flying and the new NAMCAR Part 91 Minimum Height rules promulgated in October 2024.

Namibia's New Part 91 Minimum Height VFR Rules

NAMCAR 91.06.32 (Visual Flight Rules) now states:

(5) A VFR flight may not be flown -

(a) over the congested areas of cities, towns or settlements or over an open-air assembly of persons at a height less than 1 000 feet above the highest obstacle within a radius of 600 metres from the aircraft; or

(b) elsewhere than as specified in subparagraph (a), at a height not less than 500 feet above the ground or water **unless the flight can be made without hazard or nuisance to persons or property on the ground or water and the pilot-in-command operates at a height and in a manner that allows safe operation in the event of an engine failure,** except when necessary for take-off or landing, or except by permission from the appropriate authority.

Prepared by:
MATT TOTTEN JNR - AOPA CEO

SAFETY ARTICLE

HOW TO APPLY WISE ADM TO NAMIBIA'S NEW MINIMUM HEIGHT RULE - CONTINUED

What's Stayed the Same

As before, aircraft may not operate below 1,000 ft AGL above the highest obstacle when flying over congested areas, towns, settlements, or open-air assemblies of persons, except during takeoff or landing. And should your mission require circling over an open-air assembly, this can only be done at or above 3,000 ft AGL.

What's Different

The key change is a conditional allowance for flight below 500 ft AGL over non-congested areas, provided the flight poses no hazard or nuisance to persons or property, and the pilot-in-command can land safely in the event of an engine failure.

Why the Change?

This update is important as it enables critical missions that often require flight below 500 ft AGL, such as:

- Search and rescue operations;
- Aerial firefighting;
- National infrastructure inspections (e.g. NamPower powerline patrols);
- Wildlife conservation and game counting flights;
- Aerial surveys and private property inspections;
- Professional film shoots for our tourism industry; and
- Recreational operations like paragliding, hang-gliding, and certain microlight flying, which typically operate well below 500 ft AGL and were effectively rendered non-compliant under the old rules.

That said, just because the regulations now allow flight below 500 ft AGL in certain conditions does not mean it is wise to do so for the majority of pilots and missions. The recommended safe height over non-congested areas remains 500 ft AGL for several important safety reasons.

Surviving the Wires Environment

An important reason to maintain 500 ft AGL is the reality of the "wires environment". This term refers to the ever-growing network of power lines, communication towers, wind turbines, and unmarked obstacles that inhabit low-level airspace. Tower guide

SAFETY ARTICLE

HOW TO APPLY WISE ADM TO NAMIBIA'S NEW MINIMUM HEIGHT RULE - CONTINUED

wires can extend laterally up to 80% of a tower's height, making them nearly impossible to spot.

At typical flight speeds, most wires are invisible. Even when spotted, it can take up to 6 seconds for a pilot to detect and react to an obstacle, reaction time you simply don't have at low altitudes.

This risk is compounded in Namibia by the unfortunate lack of regularly updated sectional charts that map the current obstacle environment. Until that changes, Namibian pilots must treat the low-level environment with heightened respect and conduct thorough preflight ground reconnaissance wherever possible.

Altitude is Your Ally

Altitude buys you time: time to diagnose, decide, and act. In virtually every emergency scenario, height above the ground improves your chance of a safe outcome, and that matters even more when you have passengers on board or are flying over other people and their property.

Be a Good Neighbour

Flying at or above 500 ft AGL isn't just good airmanship, it's good citizenship too. Maintaining community trust is essential to the long-term future of general aviation.

When low-level flight is necessary, always secure property owner permission and any required permits beforehand (e.g. MEFT and conservancy approvals for game counting, or permits for professional film shoots). The new regulations are clear: **low-level flight must not create a nuisance or hazard to persons or property on the ground.** Respect this privilege through wise use of ADM.

SAFETY ARTICLE

HOW TO APPLY WISE ADM TO NAMIBIA'S NEW MINIMUM HEIGHT RULE - CONTINUED

Making Good Aeronautical Decisions

Every flight involves risk and it is every pilot's responsibility to mitigate those risks through wise ADM. Should your mission require low-level flying, **thorough high-level recon and preflight due diligence are non-negotiable.** Ask yourself:

- Have you identified and cleared the area for potential collision hazards from the ground and from a proper recon altitude?
- Considering Namibia's variable topography, have you ensured power lines aren't spanning the canyons, valleys, or rivers you intend to cross?
- Do you understand that familiarity with an area is no guarantee of safety from hazards?
- Have you secured permission from the affected property owners or relevant authorities?
- Have you reviewed applicable noise abatement procedures for the area?
- Are you truly prepared, your aircraft capable, and the surface manageable to allow for a safe landing should your engine fail at such low heights?

If you haven't assessed the hazards, mitigated the risks, or received the required approvals, good ADM compels you to remain at or above 500 ft AGL.

The Ultimate PIC Duty

As the saying goes, **"a superior pilot uses superior knowledge to avoid situations that require superior skills."** Pilots who exercise good ADM avoid stacking risks against themselves. So make sure you're not stacking the risks against yourself if you decide to go low.

Remember, NAMCAR 91.06.5 (Authority of Pilot-in-Command) states:
(1) **The pilot-in-command is responsible for the operation and safety of the aircraft and for the safety of all persons on board during flight.**

Let's make sure our aeronautical decision making, at every height, always reflects the gravity of that ultimate duty.

Prepared by:
MATT TOTTEN JNR - AOPA CEO

INTERNS

Meet

Our Interns

On what they enjoy most about the NCAA

Emily Batubaja
Data Science Intern
Dep: Air Traffic Services

"Honestly, it's the people and the learning environment. Everyone has been so welcoming, and I love how there's always something new to learn or figure out. It keeps things exciting and makes me feel like I'm growing every day. Plus, being part of a team that actually supports each other makes coming to work something to look forward to "

Marcelline Muhapili
Data Analyst Intern
Dep: Safety, Security and Quality Assurance

"I really enjoy the work culture. It's inspiring to see people express such genuine passion for their jobs, and the friendly staff make adapting to the work environment much easier"

Polla Kristian
Data Science Intern
Dep: Safety, Security and Quality Assurance

"I enjoy working in environments that allow me to collaborate with others and continuously learn new skills. So far, I have greatly enjoyed my work environment, which is dynamic and fosters curiosity. "

INTERNS

Cont...

Zenaune Kambueza
Human Resources Intern
Dep: Human Resources

"I admire the company's culture, I feel like NCAA is big on prioritising employees wellness and there is a feeling of togetherness within the organisation that makes me want to come to work everyday and be part of this organisation"

Selma Itana
Records and Archives Management Intern
Dep: Office of the ED

"The light moments of laughter we share on the 4th floor"

Ranolda Mpareke
Human Resources Intern
Dep: Human Resources

"Honestly, what I enjoy most is the overall experience of working at NCAA. The environment is great, there's always something new you learn. I thought HR would be all rules and serious faces plot twist, it's actually warm, welcoming and one of the most chilled teams to work with . Who am I kidding, I bet we all enjoyed getting breakfast and lunch when NCAA was hosting delegates from other organisations ".

INTERNS

Cont...

Katrina Andreas
Executive Assistant Intern: Office of the GM
Dep: Safety and Security

"Your word is the lamp to my feet, a light to my path Psalm" 119:105

As an executive assistant, I am not just handling schedules, but I am supporting leaders who shape national aviation policy. I find strength in every season of my life. No matter what challenges come my way I choose to grow, learn and rise. I take pride in embracing life lessons and turning them into opportunity for my personal growth."

Salimi Abed
Records and Archive Intern
Dep: Aviation Security

"I'd say I'm happiest when things are running smoothly and I'm getting things done. There's just something very satisfying about turning chaos into order."

Musiwa Precious Mainza
Legal Intern
Dep: Aviation Security

"The people are so welcoming and make my time at work far lighter and more enjoyable, healthy working environment top tier."

Safety Updates

HIRM

NCAA again invites all stakeholders to keep a lookout and report any hazardous observations, 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.

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.

Did you have an experience that taught you more about staying safe? Share it with others!

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