



4 Rudolf Herzog
Street
P/Bag 12003
Ausspannplatz

Safety, Security
Promotion and
Quality Department

spq@ncaa.na
Ph. +264 83 235 2511
or +264 83 235 2468



APRIL
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

April 2026

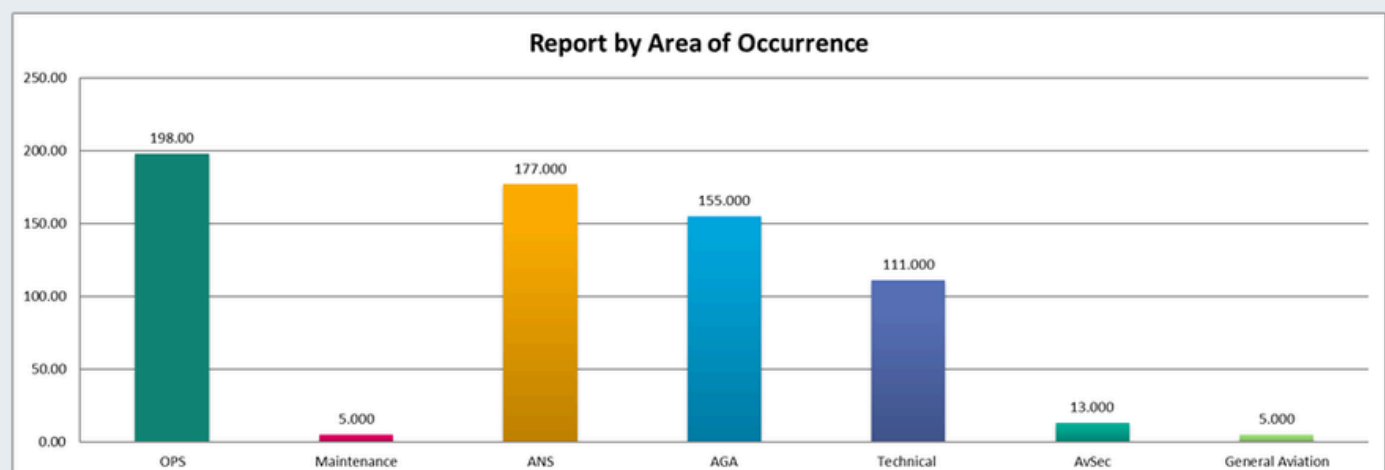
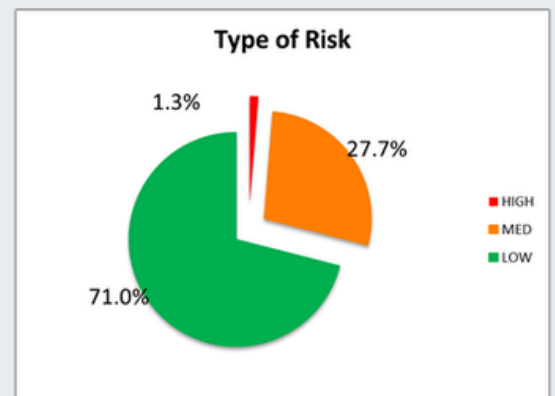
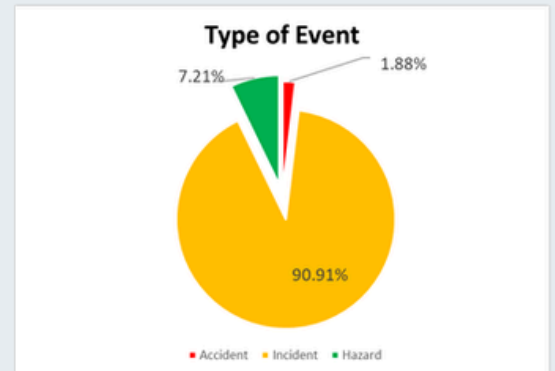
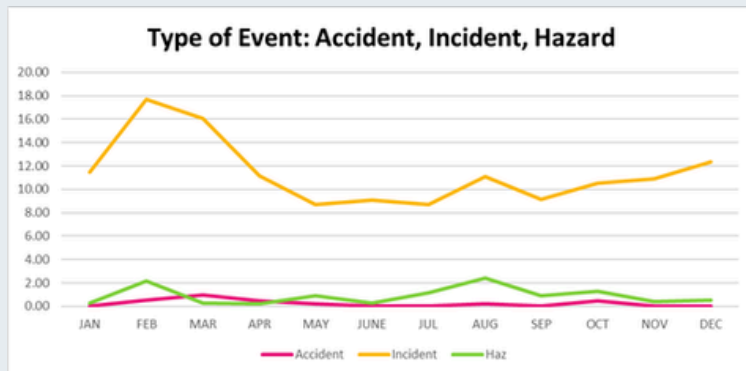
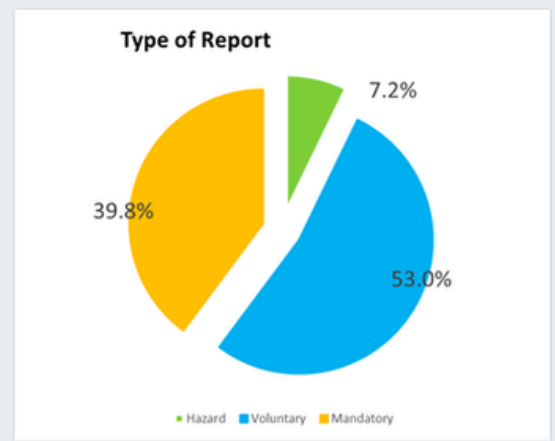
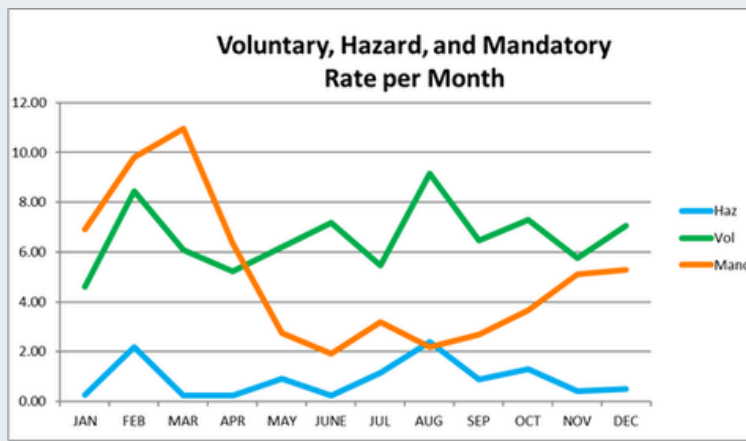
There were 52 occurrence reports in April, while three were not in the Namibian FIR, but involved a V5 registered aircraft. The reports included:

- 28 mandatory events, 24 voluntary reports, including 1 hazard report.
- 14 medium-risk events, including 9 bird strikes, and two high-risk events.
- There were two accidents in April, fortunately not fatal accidents, however the increasing trend is under serious review.



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 April 2026

Bird strikes recovered to a more acceptable figure at FYWH with the dry season setting in. There were two runway incursions, both not confirmed and may have been precursors, and one Air Prox, CFIT, and Runway Excursion.

SPIS

	AirProx/LOS	CFIT	Rwy Excurs.	Wildlife	LOCI	Rwy Incurs.	Maint & Tech
12 mth avg	0.451	0.037	0.078	2.167	0.097	0.171	2.298
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	5.602	0.000	0.000	5.845
APR '26	0.227	0.227	0.227	2.043	0.000	0.454	2.043
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

"There are no stupid questions in aviation, except the one that was not asked" - Anon

Stay Safe!

Reporting



Dear Stakeholders,

April saw a very busy month with two crucial conferences and two training events.

Mid April I attended the Global Implementation Support Symposium. The conference in Marrakech, brought together 1,450 participants from 101 States to strengthen global aviation systems in accordance with ICAO's strategic plan for 2050, which includes a commitment to "No Country Left Behind" and envisions air transport for all, with zero fatalities and net zero carbon emissions. Additionally Ministers reaffirmed their commitment to strengthening governance and institutional capacities, unlocking aviation growth and development through adequate funding and financing of aviation, empowering the next generation of aviation professionals and ensuring collective implementation and accountability.

Aviation Week Africa successfully concluded, bringing together influential speakers, including the Minister of Works and Transport, the Minister of Defence, and our Honourable President, making strong commitments to the advancements of air connectivity in Namibia. NCAA solidified its partnership with Aviason Global, a leader in aviation safety and quality training, through signing an MoU.

Our safety and quality training programme also kicked off, with Aviason Global presenting the first two courses in the last weeks of April to approximately 50 participants, enhancing the growth and development of our aviation sector through high quality courses for which I have received very positive feedback.

Yours in Safety, Ms Toska Sem.



UPCOMING TRAINING

NCAA announces some minor changes to the 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	Fee per person (NAD)
Safety Management Systems (SMS)	11 – 15 May 2026	Aviason	12,667
Surveillance of Service Providers	1 – 5 June 2026	Aviason	15,833
Resolution of Safety Concerns	8 – 12 June 2026	CAAS	30,780
Quality Management Systems (QMS)	22 – 26 June 2026	Aviason	12,667
Human Factors	6 – 10 July 2026	Aeroclass	13,680
Air Cargo Certification	27 – 31 July 2026	Aviason	12,667
Oversight of Aircraft Leasing (OPS)	3 – 7 August 2026	Aviason	13,680
Aircraft Accident and Incident Investigation	31 August – 4 September 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

PROACTIVE SAFETY MANAGEMENT

The proactive approach in the safety management is based on following a risk management strategy that includes identifying hazards before they materialise into incidents or accidents and taking the necessary actions to reduce the safety risks. Components of a proactive safety management strategy are:

- Unambiguous safety policy, ensuring the senior management commitment to safety;
- Hazard identification and risk assessment using state-of-the-art risk assessment methods;
- Safety reporting, systems used to collect, analyse and share operational safety related data;
- Competent investigation of safety occurrences with sole purpose of identifying systemic safety deficiencies;
- Safety monitoring and safety oversight aimed to assess safety performance and eliminate problem areas;
- Dedicated safety training for personnel
- Safety lesson dissemination and sharing best practices among operators and service providers;
- Building a corporate safety culture that fosters good safety practices and encourages safety communications in a non-punitive environment

None of these components will, on their own, meet expectations for improved aviation safety management. An integrated use of all these components will increase a system's resistance to unsafe acts and conditions. The consistent integration of the components of proactive safety management is commonly referred to as a Safety Management System (SMS).

The growing recognition of the role and importance of safety management has led to the progressive implementation of safety management systems by service providers



Improving safety performance by proactively managing the safety is increasingly recognised by all aviation sectors as a prerequisite for sustainable business management and operational growth. If safety is expensive - accidents are far more so!

- Article courtesy of Skybrary

For incident, accident, and hazard reporting, email both incidents@ncaa.na and daaii@mwt.gov.na. For voluntary, confidential, or anonymous reports, follow the secure [Confidential Reporting Link](#).

SAFETY OCCURRENCES

APRIL 2026



WILDLIFE STRIKES (VOLUNTARY, MEDIUM RISK, AGA)

Bird strikes were closer to target this month, while crews ATS are still advised to utilise avoidance techniques year-round.

Wildlife	Events and near misses		
No.	AD	Phase	Details
3	FYWH	Takeoff	Pidgeon, falcon, unknown
3	FYWH	Landing	Unknown
2	FYWE	Landing	Unknown
1	FYHO	Takeoff	Sand grouse

While numbers have finally receded with the cold, dry weather arriving, NAC is continuing to work on bird control measures to be ready for 2026/7 rainy season, including a comprehensive wildlife assessment, which is a year long process.

The below table shows historical statistical data for wildlife strikes:

YEAR	JAN	FEB	MAR	APR	MAY	JUNE	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
2026	4.396	3.541	5.114	2.043									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

APRIL 2026



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

There were eleven technical events reported this month.

No.	Fault	Type
1	Engine fault (See page 15)	Turbine
3	Engine indication faults	Jet
2	Electrical failures	Piston
1	Oleo fault	Piston
1	Windshield coating deteriorated	Jet
1	Strobe damage	Piston
1	Environmental failure	Jet
1	Unspecified	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

APRIL 2026



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

The following five Air Navigation Services events occurred.

No.	Fault	Area
1	Surveillance failure (see page 16)	FYWF
1	No MET information, MET observer not contactable	FYWH
1	Telephone lines U/S	FYOA
1	Power failure	FYLZ
1	ATC not on shift (see page 16)	FYWE

There was a surveillance failure causing downgrading of the airspace, and a shift unmanned primarily stemming from staffing capacity issues.

Participants are reminded to continue to report MET breakdowns, without data NMS cannot make a strong case for additional staff or new equipment.

SAFETY OCCURRENCES

APRIL 2026



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

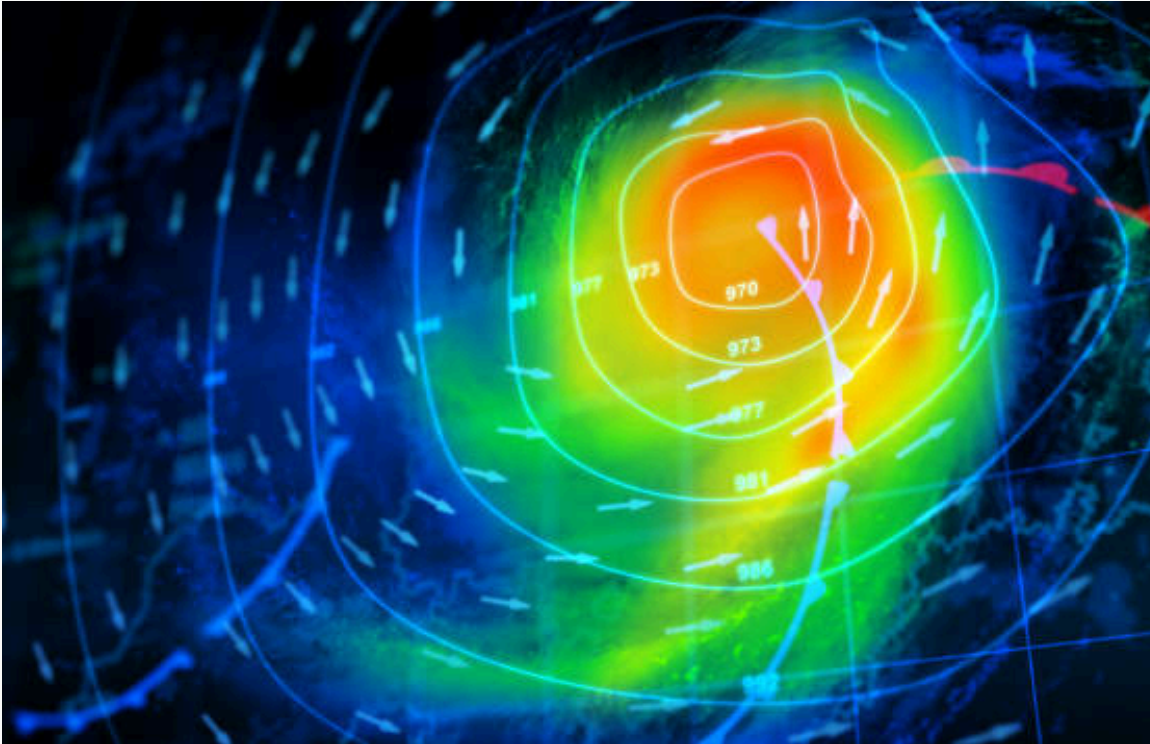
The following aerodrome events occurred:

The crash alarm at a scheduled airport gave several false alarms. The airport manager has contracted repairs and in the interim the standby crash alarm is being utilised.

A crane was erected close to the departure/approach path at a busy airport without NOTAM. Before the investigation could begin the crane was removed

SAFETY OCCURRENCES

APRIL 2026



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
1	Go around due to unstable approach	FYWH
1	Go around due to traffic	FYWE
1	Go around due to birds	FYWE
3	Go arounds due to weather	FYWE
1	Diversion due to operations	FYWE
3	Diversions due to weather	FYWE, FYBY

Crew are advised always be go around and diversion orientated to counteract the inherent get-there-itus, prevalent in our goal orientated make-up, so as to be vigilant about weather and other related hazards.

SAFETY OCCURRENCES

APRIL 2026

LOC-I - WINDSHEAR (ACCIDENT, **HIGH RISK**, OPS)

A helicopter conducting a private game scouting operation, orbiting low level above the game. The helicopter entered a downwind turn and encountered an un-commanded loss of height. Collective pitch was increased in attempt to arrest the descent; however, this resulted in a decay in rotor rpm. Recovery of the rotor RPM was not achieved and the helicopter subsequently made contact with the ground, resulting in substantial damage.

Wildlife operations carry inherent risks and require special training and a specific qualification, and even then, events like this still may occur. There have been two accidents in the past year from windshear low level in helicopter game survey operations.

RUNWAY EXCURSION - WINDSHEAR (ACCIDENT, **HIGH RISK**, OPS)

A NTCA kit-built tail dragger aircraft experienced windshear on landing. At approximately 20 feet above the runway and all parameters in the slot, a wind gust pushed the aircraft to the right, rudders and aileron were ineffective. As a result there was a hard touchdown on the left wheel, which broke off, causing the aircraft to slide to a stop off the runway. The aircraft was substantially damaged.



SAFETY OCCURRENCES

APRIL 2026

ENGINE FAULT (MANDATORY, MEDIUM RISK, OPS/AIR)

A turbo-prop aircraft experienced an involuntary shut-down followed by smoke from the engine. The pilot (instructor) called for ARFF assistance and both the pilot and student pilot evacuated the aircraft.

Investigation into causes is still in progress.

VFR INTO IMC (MANDATORY, MEDIUM RISK, OPS)

Two VFR aircraft and an IFR aircraft which had cancelled IFR status entered the control zone at FYWE while conditions were IMC. A third aircraft was denied access and held outside the control zone. Once the storm passed all aircraft landed safely.

Flight into thunderstorm conditions is very dangerous. Always wait it out or divert. Note that if FYWE is in IMC due to storms there is high chances that FYWH has similar weather and a second alternate is highly recommended. Finally, VFR into IMC is a recipe for CFIT and should be avoided at all times.

COLLISION WITH VEHICLE (MANDATORY, MEDIUM RISK, OPS/AGA)

A vehicle was parked close to a helicopter while refueling. After refueling the operator started the vehicle, causing it to reverse and collide with the Helicopter.

Always take extreme care when operating vehicles in close proximity to aircraft.

SAFETY OCCURRENCES

APRIL 2026

SHIFT UNMANNED (MANDATORY, **LOW RISK**, ANSSO)

FYWE did not contact ACC to report the shift on watch, subsequently the ACC phoned the rostered ATC and it was discovered there was a missed communication about the roster change. The early scheduled arrivals landed safely unmanned.

It is noted that there would normally be two controllers rostered to work FYWE avoiding issues such as this. Late roster changes may also contribute. Both causes are related to the understaffing which is being reviewed as a matter of urgency. On this matter, NCAA is pleased to report, that the first bursary intake will have departed for their training journey by the time of publication.

RUNWAY/TAXIWAY INCURSION (MANDATORY, **MEDIUM RISK**, OPS)

A suspected runway/taxiway incursion was reported at FYWB during unmanned operations.

The matter is under investigation.

As noted above, NCAA is prioritising recruitment for full manning of all airports.



SAFETY OCCURRENCES

APRIL 2026

DRONE SIGHTINGS (MANDATORY, **LOW RISK**, OPS/ANSSO)

There were three reported drone sightings that were unauthorised. All took place on private property without authorisation. One was in the city limits, without CAUA or RLA, the second two were on a farm land, one suspected of poaching and one suspected to be mining prospectors, operating at night.

RPAS operators require approval to operate on another person's property, a RPAS Letter of Approval for all operations, and a CAUA to operate in controlled airspace or near an aerodrome. All illegal operations should be reported.



CLEAR AIR TURBULENCE (VOLUNTARY, **LOW RISK**, OPS/ANSSO)

A scheduled flight experienced a repeat overspeed in a case of clear air turbulence. Power was reduced and seatbelt signs were switched on for the remainder of the flight. Jetstreams were forecast in the vicinity but not in the area where the CAT was experienced.

Turbulence is an “Other Global Risk Category” in the new GASP which has been domesticated in the upcoming NASP. While not a mandatory report, unless there is injury or suspected damage, these greatly assist trending in the new SPI category and are thus greatly appreciated.

SAFETY OCCURRENCES

APRIL 2026

NO CERTIFICATE OF REGISTRATION OR CAUA (MANDATORY, **LOW RISK**, OPS)

A drone operator has applied for a CAUA for operations in Rhino Park, however the pilot took a different drone than the one specified and the drone did not have a certificate of registration. Further the boundary of the CAUA space was very close to the City Police HQ no-fly zone, which may have been transgressed.

The Police confiscated the drone while the matter is under investigation and the situation was thus outside of NCAA jurisdiction.

NO HYDROPHOBIC COATING (MANDATORY, **LOW RISK**, AIR)

During heavy rain, an approach was more difficult as it appeared the hydrophobic coating on the windshield had deteriorated. The matter was brought to the attention of the AMO.

It is noted in this situation the weather at the alternate, FYWH, was very similar limiting options for a diversion.

SKYDIVER INJURY (MANDATORY, **MEDIUM RISK**, AIR)

A skydiver had a spinning malfunction on deployment (above minimum altitude). Once the reserve opened the skydiver was outside the airport boundaries and had to land out. The best option for a safe landing was downwind and on the high speed touchdown the skydiver broke their foot.

While it may have been unavoidable in this incident, the ARO is ensuring safety messages about landing into wind are emphasised in training and at seminars/workshops.

Take Care RUNWAY MARKINGS

Always use frangible materials

While NAMCAR Part 139 Subpart 5 details specific requirements of Category D aerodromes, it also makes sense that operators should follow the guidance provided in other subparts where practicable.

Objects surrounding the vicinity of the runway should be frangible where at all possible. Fences and windsocks should not be close to the edge but rather placed a significant distance away. Markers on the edge of a runway should be small enough not to cause loss of control to an aircraft which departs the runway due to technical malfunction, windshear, or other reasons.

If you see or hear of an aerodrome where obstacles are considered a hazard, report it to incidents@ncaa.na.



WWW.NCAA.COM.NA
SPQ@NCAA.NA
083 235 2000



SAFETY FEEDBACK

APRIL 2026



PILOT PROFICIENCY (HAZARD, **MEDIUM RISK**, AGA)

An incentive driven pilot proficiency programme has been drafted. On circulation it was considered best to conduct consultation with the flight schools and AROs to determine if the programme will be feasible.

The programme is a voluntary programme based on the FAA Wings programme, whereupon completion earns recognition and incentives such as discount services, and the increased level of competency reduces the chance of skill based accidents. The accident rate in the GA sector remains approximately double that in the commercial sector, and the percentage of skill based accidents is nearly four times higher. The proficiency programme aims to elevate skills above the minimum regulatory level to improve resilience against accidents.

Those wishing to see a copy of the draft programme can reach out to spq@ncaa.na.

INTERNATIONAL OCCURRENCES

APRIL 2026

HANGAR FIRE

A Diamond DA42 twin-engine aircraft crashed into a hangar shortly after take-off at Parafield Airport, Adelaide, South Australia, at approximately 14:00 local time on April 30, 2026, penetrating the hangar roof, igniting a post-impact fire. There were two fatalities, identified as the pilot and passenger.

Ten individuals inside the hangar were injured, including airport staff, with one sustaining life-threatening burns and transported to Royal Adelaide Hospital, while others were treated for burns and smoke inhalation across multiple facilities as thick smoke spread over the airfield and surrounding areas.

The impact disabled the hangar's fire hydrant and sprinkler systems, complicating firefighting efforts before around 60 Metropolitan Fire Service personnel contained the blaze within 20 minutes; the site remains under investigation with involvement from air safety authorities.

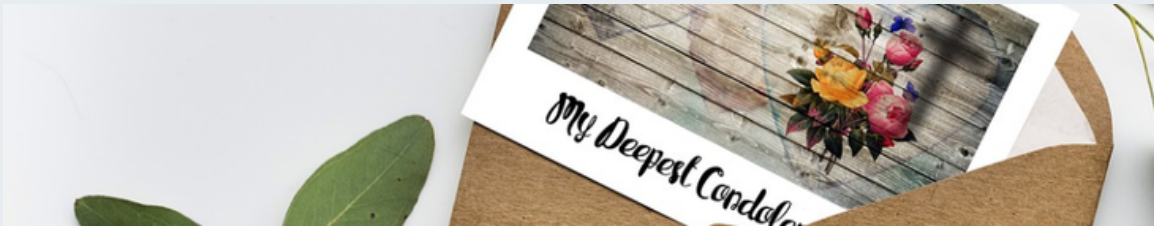
A stark reminder to always ensure your ERP is clear, up to date, and has efficient coordination mechanisms with external service providers such as ARFF and municipal fire services.



SAFETY OCCURRENCES

APRIL 2026

FATAL ACCIDENT OF V5-KER (MANDATORY, **HIGH RISK**, AIR/OPS)



NCAA would like to express our sincere condolences to the families and friends of the pilot and passengers involved in the tragic accident on the 10th May 2026. Our hearts go out to those grieving and our thoughts are with you.

NCAA is working closely with the Directorate of Aircraft Accident and Incident Investigation (DAAII) to uncover details that will lead us to address any safety considerations related to the accident.

Again, our heartfelt sympathies are expressed to the families and friends affected by this tragic event.

We will communicate further once the facts have been established.



SAFETY ARTICLE

DECISION MAKING MODELS

Decision making models (DMM) are a practice that is common in airlines, however, has not always filtered down to charter operations, and is practically never in private or training operations, where it is needed the most due to the lack of support mechanisms. There are many options, in this article we will look at one of the common models, FORDEC.

A DMM is a methodical process aimed at reaching a solution based on all the available facts. Most important, in the decision making model, are the methodical decision making processes along with the evaluation loop - monitoring the decision to see if it meets the desired effect or if another change may be needed.

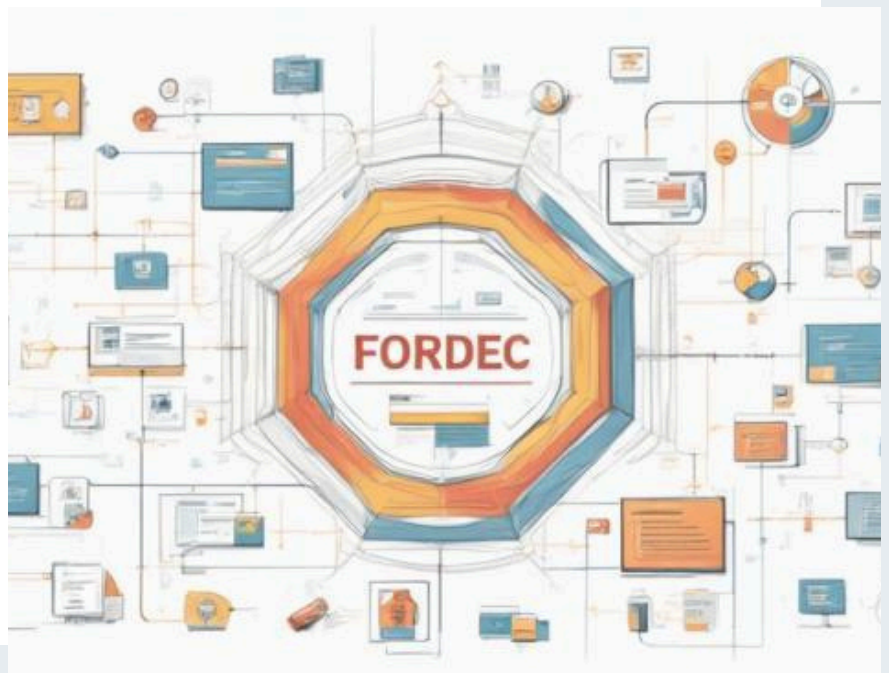
The steps in FORDEC are explained below. Following the steps we will look at a real world example from recent reports.

FORDEC

- Facts - outline all the information you know about the situation
- Options - explain the options available
- Risks and benefits - for each of the options list the benefits and risks.
- Decision - the option with the most benefits and least risks
- Execution - carry out the steps of the best option
- Check - most importantly after the decision is made continue to check if the plan is working out.

The more you practise decision making models, the more effective they will be. If you or your company do not have a DMM - consider adopting one and keep using it for TEM during training, testing, and in real life scenarios when they arise.

On the next page is an example of the model in use



SAFETY ARTICLE

DECISION MAKING MODELS (CONT'D)

EXAMPLE

Enroute to your destination you have an alternator failure.

Facts:

You will lose your electrical system once the battery is depleted. If you have an operations service they may be consulted at this stage to obtain all the facts.

Options:

You have the option of continuing to your destination (FYAA), diverting to a maintenance base (FYBB), or landing at an enroute alternate (FYCC).

Risks/Benefits:

FYAA: the runway is short, there is a risk of overrun if the flaps are not working, it is not a maintenance base which will delay repairs, however it would benefit your guests to land at destination and there is an overnight so an engineer can be flown out.

FYBB: The runway is long, maintenance is available, your guests can be taken by another plane to their destination since your operator also has aircraft based there. The traffic circuit is busy and no radio poses a risk, however you can notify ATC in advance of the radio failure.

FYCC: The close proximity our electrical load would last until a successful landing, there is a lodge close by where passengers could wait, an engineer could be flown out.

Decide:

For safety and passenger considerations FYCC seems best, FYCC would allow the safest option in terms of electrical load, not busy airspace, and inconvenience to passengers would be minimal. An option which might not have come up if you didn't list all the options and the risk/benefits of each.

Execute:

An important step to process, recalculate routing, notify ATS, inform your operations, inform the passengers (FATSO of communication: flight crew, ATC, Talk to passengers, Services, Operations).

Check:

Ensure to get updates on weather, recalculate ETAs, and check back with operations on transport. While there is a decision made, the alternatives may be still options if conditions change such as the weather at destination or the battery status.

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 National Aviation Safety Plan (NASP) and State Safety Programme (SSP) Manual was endorsed by the SSP Steering Committee and will therefore continue circulation for signatures.

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