



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



JUNE
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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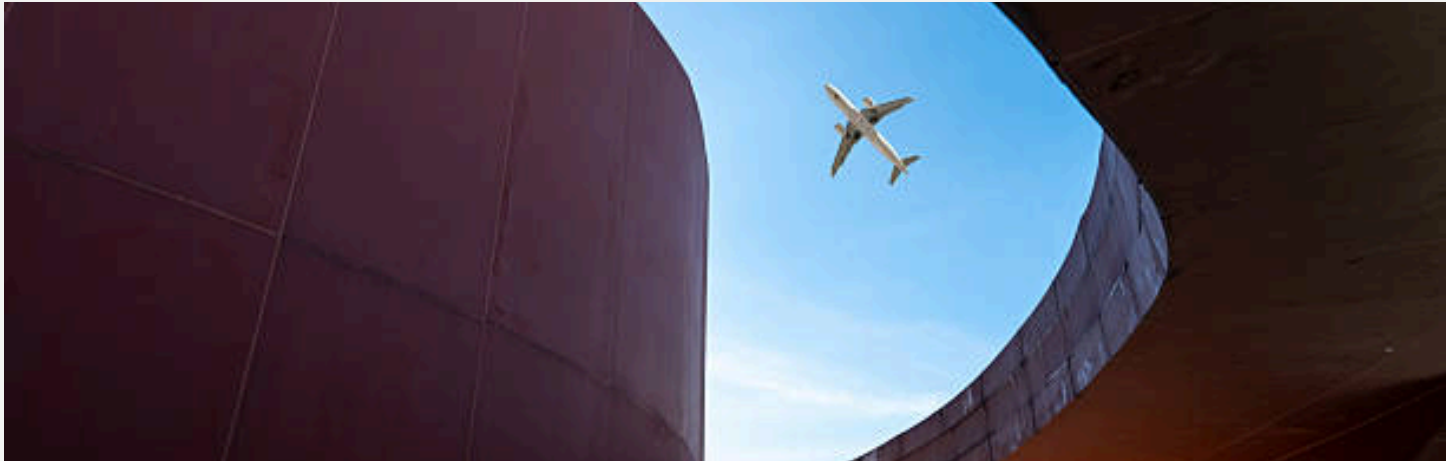
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Safety data trending is essential in aviation safety. Only with adequate data on proactive and reactive mechanisms, can we move towards prediction. By analysing key events and processes through appropriate metrics, we can move closer to achieving maximum safety levels and minimising undesirable events.

Safety Statistics

June 2026

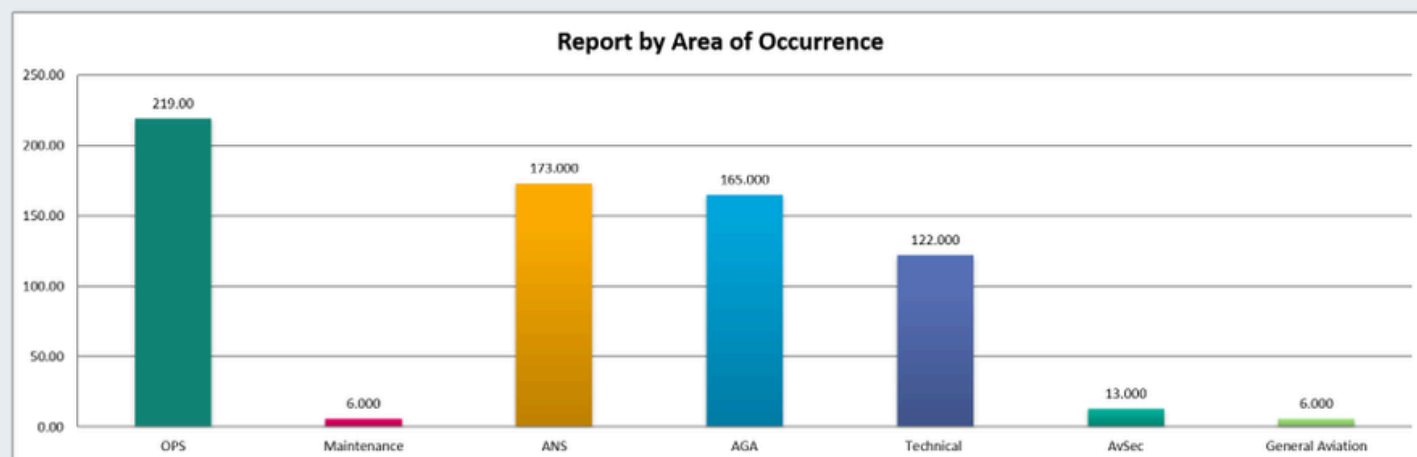
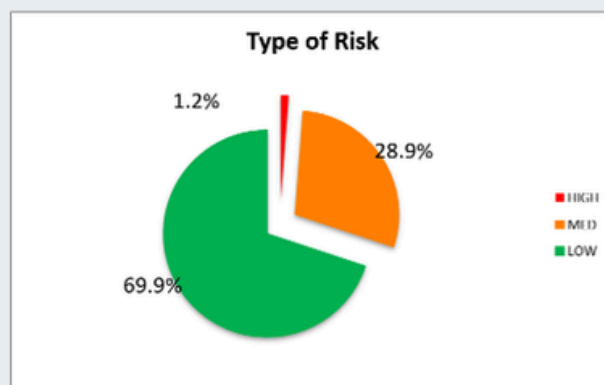
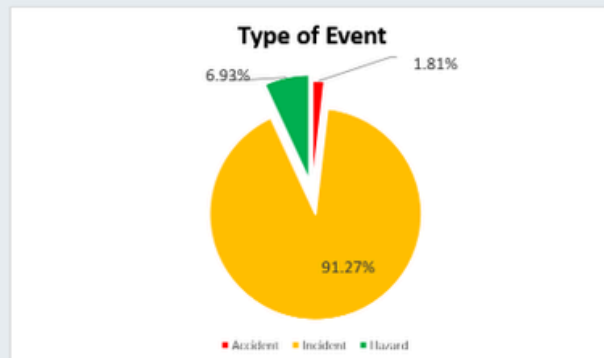
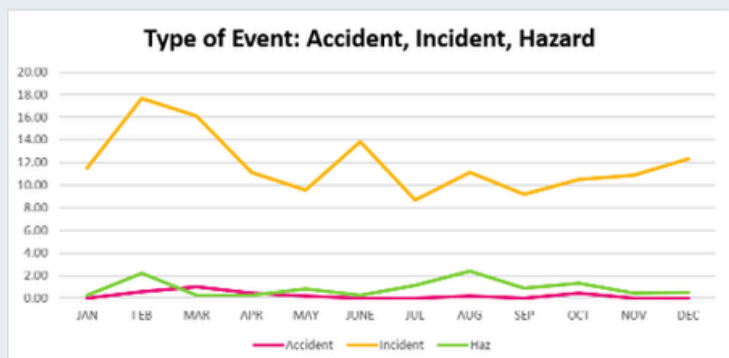
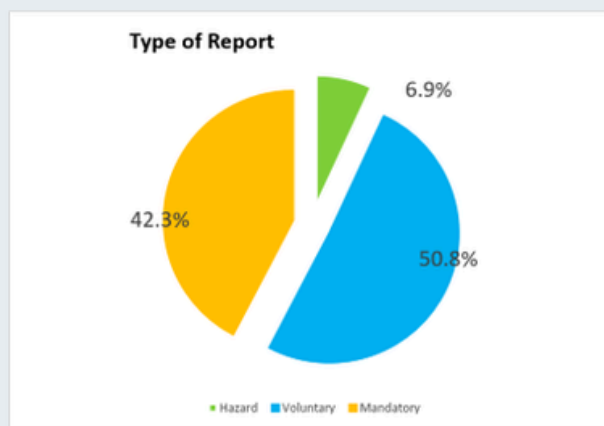
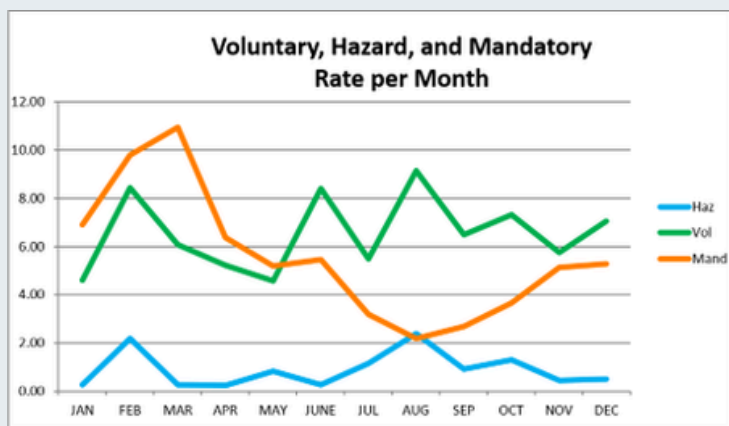
There were 61 occurrence reports in June, maintaining our trend of over 10% YoY increase, in this case nearly 50% over June 2025. The reports included:

- 19 mandatory events and the remaining voluntary reports included one hazard report.
- 17 medium-risk events, including 6 bird strikes, and no high-risk events.
- No accidents were recorded in June.



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.



Statistics

Safety Performance Indicators June 2026

This month saw continued high numbers of air-prox or loss of separation events along with several runway incursions, involving both manned and unmanned aerodromes. Promotion of read back hear back, runway safety, and traffic awareness will be re-emphasised.

SPIS

	AirProx/LOS	CFIT	Rwy Excurs.	Wildlife	LOCI	Rwy Incurs.	Maint & Tech
12 mth avg	0.523	0.058	0.079	2.290	0.076	0.189	2.530
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 '26	1.036	0.000	0.000	2.073	0.207	0.207	1.866
JUN '26	1.237	0.247	0.247	1.980	0.000	0.247	4.207
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

compliance: your aviation safety net



STRIVE TO COMPLY!

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



Safety Thought for the Month

"If you make a mistake, own up to it! We are all human, and sharing your experience is key to helping prevent others make the same mistake, with potentially worse consequences" - Anon

Stay Safe!

Reporting



Dear Stakeholders,

June was an exciting month for safety with many important events taking place.

Our Safety, Security Promotion and Quality team took part in the Global Aviation Safety Plan Study Group (GASP-SG) in Montreal, gaining first hand input and insight into the 2029-2031 GASP. The team contributed to both OPS and ORG subgroups, while attending the plenary sessions for background and conclusions.

The safety and quality training programme continued with Resolution of Safety Concerns presented by the Civil Aviation Authority of Singapore and Quality Management Systems presented by Aviason, each with approximately 25 participants.

The ICAO ESAF ASBU / GANP workshop was hosted to approximately 70 participants at the Drombos event centre. Our ANSP team updated the dashboard recording progress in this critical aspect of air navigation and airport infrastructure for safer skies.

The manager ANSP SQA and SSPQ Safety Specialist attended the ICAO AFI Safety Management Subgroup meeting in Dakar, taking part in Safety Oversight and SDCPS Project teams, again positioning Namibia at the forefront of safety oversight in the region, with Namibia being nominated tentatively as a champion State for implementation of SDCPS, a formal confirmation is expected to follow.

A task force was convened to look into the accident rate spike, convening members from NCAA, DAAll, industry, and AOPA. Initially a pilot proficiency incentive scheme is potentially on the cards, similar to the FAA Wings programme, and anyone interested in participating in the development of this scheme should contact spq@ncaa.na.

I am pleased to note that the Part 62 CARTAP continued during June with some positive discussions and the draft is expected to be completed for distribution and comment very soon.

I look forward to continued collaboration - so that together we keep our skies safe and secure.

Yours in Safety, Ms Toska Sem.

UPCOMING TRAINING

At the time of writing, the first five courses have been completed successfully. There is still some space on Oversight of Aircraft Leasing and Air Cargo Certification, get in touch with spq@ncaa.na if you want to attend. Interested participants may also join the waiting list for the remaining three courses and this will help with planning for 2027.



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

REPORTING 101

Reporting is our number one campaign at NCAA - since reports are the backbone of the safety system, be it SMS or SSP. There can never be enough reminders about reporting and the odd question on reporting procedures prompted another article on the basics of our State safety reporting systems.

To begin, it is essential that users are reminded that there is voluntary and mandatory reporting.



There are two easy ways to report, one applying to mandatory and one for voluntary, plus a third option to those having an SMS.

For voluntary reports, use the [incident reporting link](#), normally provided on this page as a QR code, top right, and on the website via the icon bottom left. These reports are confidential. While just culture says we should not be afraid to put our name on a report, there are times we just feel we cannot, and the occurrence management team accepts anonymous reports on this channel. Anonymous reports are difficult to investigate, but the safety message is still received. Voluntary reports can also be submitted using the second and third methods below, note in the narrative that the report is voluntary and/or confidential.

For mandatory reports the reporting channel is via email to incidents@ncaa.na and daaii@mwt.gov.na. Mandatory reports cannot be anonymous, but protection of the data source is still provided as far as possible within the confines of the State safety system. Mandatory reports can be submitted on the form FSS-GEN-FORM-014 (version 20-22). It's a long form, but in most cases only the first page is compulsory, since the narrative is the key component.



The third option for reporting is via your internal SMS reporting system forms, emailed to the same addresses above. This applies to all certificated entities, including aviation recreational organisations, some users may find the forms more convenient and it avoids duplication.

So remember, for mandatory 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

JUNE 2026



WILDLIFE STRIKES (VOLUNTARY, MEDIUM RISK, AGA)

The below six bird encounters and two wildlife encounters were experienced in June.

Wildlife	Events and near misses		
No.	AD	Phase	Details
1	FYDN	Landing	Sparrow
1	FYWE	Takeoff	Unknown
1	FYWE	Landing	Unknown
3	FYWH	Landing	Unknown, falcon, owl
1	FYRW	Landing	Springbok
1	FYKM	NA	Jackal

Crews, ATS, and aerodromes are advised to utilise avoidance techniques year-round - namely minimise time in the bird strike window, clear runways before arrivals, perform runway inspections at uncontrolled aerodromes, and keep a good lookout at all times. A 12 month wildlife assessment programme is underway at FYWH.

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	2.073	1.980							72
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

SAFETY OCCURRENCES

JUNE 2026



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

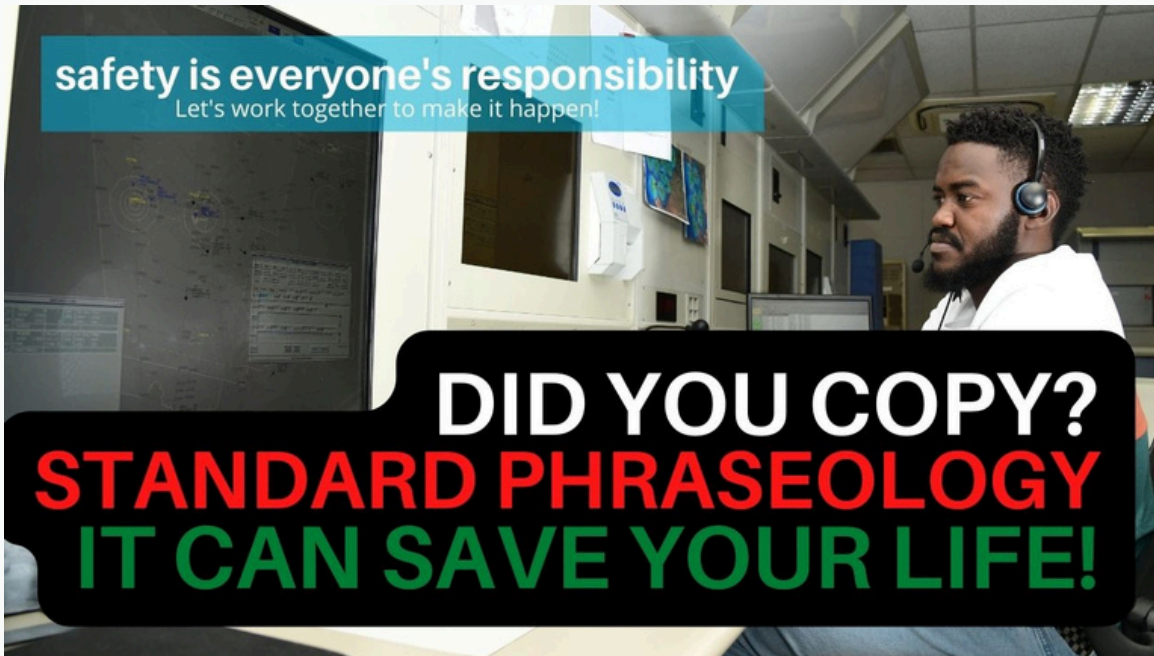
There were fifteen technical events reported this month.

No.	Fault	Type
2	PFD Failures	Jet
1	Flat tyre	Piston
1	Nose wheel shimmy	Piston
2	Engine indication faults	Turbine, jet
1	CO detected (see page 15)	Piston
1	AHRS misalign	Turbine
1	Engine mount failure (see page 15)	Turbine
1	Engine failure (see page 15)	Jet
1	Brake failure (see page 16)	Turbine
1	Fuel leak	Piston
1	Cracked horizontal stabiliser	Piston
1	Electrical failure	Piston
1	Unspecified	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, 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

JUNE 2026



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

The following three Air Navigation Services events occurred.

No.	Fault	Area
1	MET Screen U/S	FYWF
1	Telephone lines U/S	FYOA
1	No coordination on handover	FYWF

Users are reminded to continue to report MET breakdowns or unavailability. Without occurrence data, NMS is limited in its ability to justify additional resources and equipment.

SAFETY OCCURRENCES

JUNE 2026



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

The following table shows go-around and diversion events.

No.	Details	Intended
4	Go arounds due to unstable approach	FYWH, FYHO, FAOR*
2	Go arounds due to traffic	FYWH, FYWE
1	Go around for route training	FYMO
1	Go around due to cabin not sterile	FYWH
2	Diversions due to operations	FYMW
1	Diversion due to customs documentation	FYWE
1	Diversion due to VIP	FYWE
1	Diversion due to weather	FYMW

*Not in windhoek FIR but included for trending

Crews are advised to stay go-around and diversion minded at all times to counter get-there-itis and to remain vigilant for weather and other hazards. Always know your weather minima and stick to them.

SAFETY OCCURRENCES

JUNE 2026

AIRSPACE INFRINGEMENT (MANDATORY, MEDIUM RISK, ANSSO/OPS)

On two occasions a foreign registered aircraft climbed into controlled airspace without a clearance and there was no response on the primary frequency or on the emergency frequency 121.5.

The foreign CAA is being engaged on the matter.

LOSS OF SEPARATION (MANDATORY, MEDIUM RISK, OPS)

A fixed wing on final approach into FYSM came in close proximity (+/- 150ft) of a helicopter traffic crossing their path. The helicopter traffic indicated he had transmitted. There was what sounded like a double transmission a short time before the incident and it is suspected this blocked the transmission.

If you hear what sounds like a double transmission, call it out “double transmission”. There have been three other cases reported where a suspected double transmission led to a loss of separation. The pilot making the call won't know their transmission was blocked unless someone tells them.



SAFETY OCCURRENCES

JUNE 2026



RUNWAY INCURSIONS (MANDATORY, **MEDIUM RISK**, OPS/ANSSO)

Airport Vehicle

An airport maintenance vehicle requested clearance to cross the runway to the VOR and to report returning. ATC then observed the vehicle proceed back across the runway without a clearance. The vehicle indicated they were experiencing radio problems.

A cellphone is a great tool for vehicular operations experiencing a communications breakdown. Always have the tower number handy.

Unauthorised Movements

A helicopter entered the runway without clearance while a turboprop was on final approach.

A private flight landed without a clearance.

Always be vigilant of potential human errors such as these, particularly when there are distractions in the cockpit at critical times.

SAFETY OCCURRENCES

JUNE 2026

CO DETECTED (MANDATORY, MEDIUM RISK, AIR)

A charter flight diverted after reporting CO was detected.

A CO detector is an invaluable tool for piston engine aircraft. Ensure your aircraft has one and that it is not expired.

ENGINE MOUNT FAILURE (MANDATORY, MEDIUM RISK, AIR)

A pilot experienced an unusual noise from the drive train. As a precaution they discontinued the flight, took a video, and sent it to the AMO for review. The AMO advised to recover the helicopter by road.

On investigation it was discovered the noise was caused by a broken engine mount, possibly caused by a hard landing some time prior.

Always err on the side of caution when it comes to technical defects.

ENGINE FAILURE (MANDATORY, MEDIUM RISK, AIR)

A jet aircraft experienced an engine failure descending through FL070. The crew proceeded to climb above the safety window, ran the checklist, and successfully restarted the engine. On final approach there was a backfire, ignition was selected on, and the aircraft landed safely. After landing there was a no dispatch, exceedance message on the engine annunciator.

Always climb through the safety window to action checklists (10,000ft or MSA for jet/turbine, lower at pilot discretion for piston aircraft but recommended not below 2000ft AGL).

SAFETY OCCURRENCES

JUNE 2026

RUNWAY EXCURSION - BRAKE FAILURE (MANDATORY, MEDIUM RISK, OPS/AIR)

When backtracking the runway with a downhill slope and a strong tail wind the right brake lost all effectiveness, the pilot executed a tight left turn and taxied forward checking the brakes which were now working, and taxied slowly back to parking. The pilot shut down and inspected the brake and brake fluid level, all appeared okay.

After speaking to operations they recommended start up again and test brakes. The pilot ensured the brakes were working, then proceeded to backtrack testing the brakes intermittently as they proceeded. When slowing down to line up, which required considerable braking, both brakes failed resulting in a runway overrun.

On realising the aircraft would not stop on the runway, the pilot shut down and feathered the propeller.



SAFETY OCCURRENCES

JUNE 2026

WEATHER REPORT (MANDATORY, MEDIUM RISK, OPS/ANSSO)

A foreign registered aircraft inbound to FYSM, advised by FYWB ATC that FYSM was unmanned, called tower continuously. The apron office broadcast to the aircraft that FYSM was unmanned. The pilot then asked the apron office for weather and was informed by the airport officer that “there was fog but the aircraft could land”, while the reporter indicated the field was IMC.

Airport and lodge staff should only transmit when they have a valid radio licence and if asked for a weather briefing, only what is known should be provided and never guidance to an aircraft - for example avoid saying the weather is suitable for landing, the weather is good, or giving exact figures for base or visibility, always use the words “observer estimate”.

NOTAM FOR VIP (VOLUNTARY, LOW RISK, ANSSO)

The NOTAM for the VIP movement stated a sterile period of 15 minutes before to 15 minutes after the scheduled movement. ATS informed the traffic that the airspace must be sterile 30 minutes before up to 15 minutes after the scheduled NOTAM times, according to station standing instructions (SSIs).

It was subsequently confirmed that the SSIs indicate the sterile period is 30 minutes prior to departure to 15 minutes after and there was a slight error in the application of the times and the issuance of the NOTAM.

CUSTOMS DOCUMENTATION ERROR (VOLUNTARY, LOW RISK, AGA)

An aircraft had to return to base when they were alerted to a customs documentation error.

SAFETY OCCURRENCES

JUNE 2026

SEAT BELT OUTSIDE CABIN (VOLUNTARY, **LOW RISK**, OPS)

After departure the pilots experienced a loud clacking sound. They attempted to determine if it was a seatbelt but were unsuccessful and elected to return to the field. On the ground it was discovered that the noise was caused by a seat belt.

Always secure the rear seat belts when not in use to prevent inadvertent closure in the door.



FOOD POISONING (VOLUNTARY, **LOW RISK**, OPS)

Enroute during a charter flight the pilot-not-flying (PNF) suddenly became nauseous and began vomiting, passing out briefly. They reported feeling ill during the night, but in the morning there were no signs so elected to continue. Fortunately, this was a two-crew flight and the event was managed safely.

The pilots had different meals the night before. While unconfirmed as the cause, it's good practice for crew to choose different meals when possible — especially when meat, fish, or chicken is involved

SAFETY OCCURRENCES

JUNE 2026

NO SCREENING (MANDATORY, **LOW RISK**, OPS)

An aircraft swap was required after boarding due to a technical fault. Due to operational pressure, passengers were disembarked to private, unsecured facilities and re-boarded from the operator's apron without screening. Further the aircraft did not have a security search nor was the baggage re-screened, contrary to the company FOM/SOPs.

The operator is commended for self-reporting and the matter was thus considered appropriate to be handled within the scope of the operator's SMS. An investigation report will be submitted once available.

NO IDENTIFICATION (VOLUNTARY, **LOW RISK**, OPS)

An inspector accompanied by an on the job trainee requested access to the cockpit for ad-hoc inspection of a scheduled departure. While the inspector had adequate identification, the student did not. The pilot applied their FOM procedure in that only the inspector with credentials was permitted to board. This led to a small delay in boarding.

All personnel operating on the airside must have adequate identification and credentials.

ENGINE LIMIT EXCEEDED (VOLUNTARY, **LOW RISK**, OPS)

A helicopter experienced an engine over limit warning following excessive power application to lift a heavy underslung load. Maintenance was contacted for application of the appropriate inspection/correction procedure.

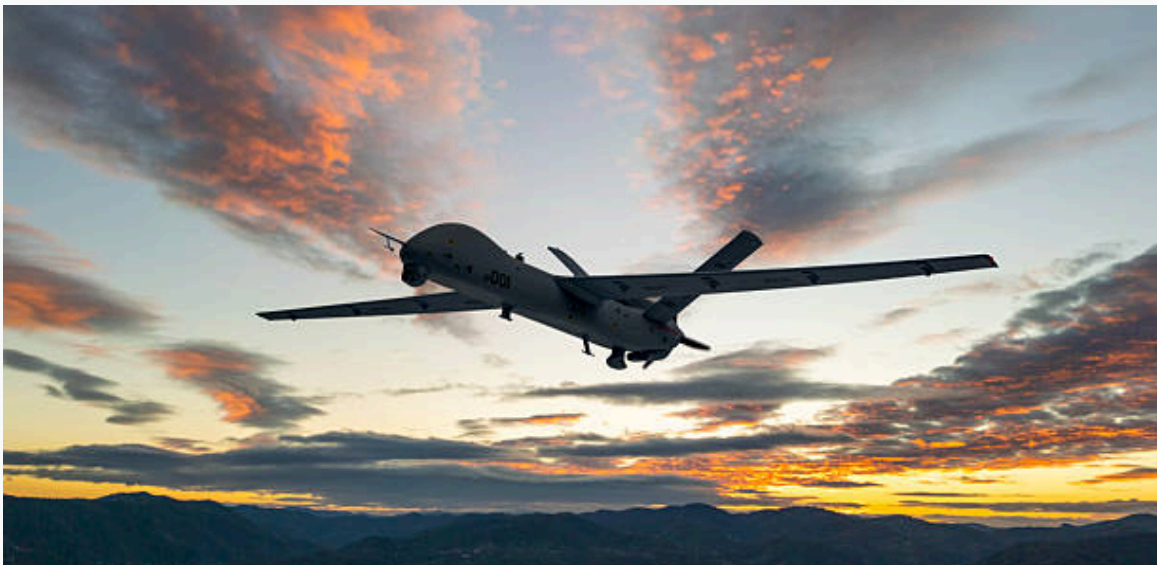
SAFETY OCCURRENCES

JUNE 2026

RPAS HAZARD (HAZARD, **MEDIUM RISK**, OPS/ANSSO)

The operation of a large RPAS drone by the Navy was NOTAM'd for operations in the FYWB TMA and the NND-SRA. The drone did not have radio contact as is required in the MBZ and ATC was unaware of where the drone was posing a significant hazard due to the size of the drone.

The unsafe situation arose due to the operation being carried out by the Navy rather than the Air Force. While there is a coordination mechanism in place with the Air Force to ensure civil-military interactions remain safe, no arrangement currently exists with the Navy. NCAA, as a matter of urgency, is setting up a meeting with the Navy to circumvent a repeat of this situation.



PARAGLIDER IN THE CIRCUIT (MANDATORY, **LOW RISK**, OPS)

A paraglider landed at a closed airport without any radio calls. The paraglider claimed to be a member of an ARO.

The matter is being investigated.

safety is everyone's responsibility

Let's work together to make it happen!



**AERODROME OPERATORS ARE
REQUIRED TO NOTAM ANY CHANGE IN
CONDITIONS, WORK IN PROGRESS,
BLASTING, OR HAZARDS TO NCAA: AIM**

**NOTAM?
IT'S YOUR RESPONSIBILITY
NEVER ASSUME!**

Forms are available <https://www.ncaa.com.na>,
email: aim@ncaa.na, phone: 061 702 080/1/2

Always ensure you have a receipt of your request

SAFETY FEEDBACK

JUNE 2026



RUNWAY INFORMATION (HAZARD, **MEDIUM RISK**, AGA/ANSSO/OPS)

The hazard of unavailable runway information has been raised more than once, and NCAA is addressing it, however, industry input on this task is critical to its success.

The critical issues are:

1. Incorrect location indicators, including duplicate indicators and indicators for closed locations.
2. Lack of available coordinate information in the AIP.
3. Inadequate aerodrome information, namely the current register includes approximately 100 aerodromes, estimated less than half of those in regular use.
4. Locations may be incorrectly marked on WACs (from point 1).

In response, NCAA is forming a task force to verify, add, remove, and correct the available information. The task force will also review obstacle data for WAC updates. This is a slow task, and industry assistance would help significantly.

With respect to the Category D aerodromes, our industry is requested to please spread the word to aerodrome operators about the need to register their aerodromes with NCAA, to assist in improving the information available. Email aga@ncaa.na for more information.

INTERNATIONAL OCCURRENCES

JUNE 2026

LOSS OF CONTROL - CELLPHONE

A Eurocopter EC120B helicopter with one pilot and 2 passengers on board, was on a flight to a private camp 100 nautical miles northeast of Val-D'or Airport (CYVO), QC. During the flight, the pilot checked his flight plan on his cellular telephone and the cellular telephone fell from its mount, slid along the right window all the way under the floor.

When the pilot reached his destination and started his approach to the landing pad, he realized the right pedal was stuck, and the helicopter was starting to turn. The pilot pushed on the collective to gain speed and applied a little pressure to the left pedal to get out of the situation. Once at a safe altitude, the pilot tried to retrieve the cellular telephone but could not reach it. After a few unsuccessful attempts at dislodging it, the pilot circled the area to find a clear path to land with a headwind.

Once an appropriate area was found, the pilot began his first approach. As the helicopter decelerated to 50 knots, it started to turn and the pilot terminated the approach and went around for a second approach. The same thing happened on the second approach. Before the third attempt, the pilot checked the fuel level and realized there was not enough to get to the airport or on the asphalt road.

The pilot continued with a third attempt, and upon nearing the ground, the helicopter started spinning again and he was unable to regain speed. The helicopter rotated for seven or eight laps, and the pilot decided to put the tail on a pile of wood to stop it spinning. During the landing sequence, the helicopter rolled over onto its side. There was no fire. There were no injuries. The helicopter was destroyed.



SAFETY ARTICLE

THREAT AND ERROR MANAGEMENT (TEM)

Continuing on our theme of aeronautical decision making (ADM) is the concept of threat and error management (TEM). TEM can be likened to a mini risk assessment which can, and should, be built into your pre-flight and in-flight planning and decision making. Once TEM becomes part of your every day flight procedures it will become second nature and you will begin to conform to the mantra of always using your superior judgement to avoid using your superior skill. Your risk window will be minimised and your chances of a serious incident or accident significantly reduced.



When to use TEM

TEM can be implemented during all phases of flight. Most effective for decision making in pre-flight and in-flight, it has its place in post-flight to determine what barriers were effective and/or what was missed. When we consider TEM it is normally part of a briefing, which can be a self briefing for single crew or a crew briefing for multi-crew.



Here is some guidance on where and how TEM can be built into the following routine flight phases:

- Preflight Briefing
 - TEM in weather briefing
 - TEM in NOTAM briefing
 - TEM in route planning, eg, traffic hotspots, terrain, complex airspace, complicated approach or departure
 - Crew TEM - "I'M SAFE"
 - Aircraft performance TEM, eg hot, high
- Emergency departure briefing
 - Escape routes or emergency landing sites for engine failure
 - Any system failure that may contribute to situation specific hazards, such as icing, GPWS, weather radar.

SAFETY ARTICLE

THREAT AND ERROR MANAGEMENT (TEM) (CONT'D)

- Departure and Approach briefings
 - Traffic hazards
 - Weather hazards
 - Terrain hazards
 - Complexity in routing
 - Performance constraints (surface conditions, equipment)
- Post flight TEM briefing
 - Were the threats and errors acceptably managed
 - Were there threats or errors not anticipated
 - Is there anything you can add to your TEM to improve the process.

While the list above focusses on flight operations, TEM should not be limited to this scope. Airport staff can apply TEM to pre-shift briefings, encompassing items such as work in progress (WIP), new taxiway routings, increased bird activity, crew experience and currency. Similar briefings would apply to ANS, for example NOTAMs, equipment failures, weather, shift experience and currency to name a few.

Threats and risk are a part of our operations and cannot ever be totally eliminated, however they can be managed to an acceptable level. The more we are aware of what the threats are, the better we are able to make an informed assessment of the risk and determine a decision on how to act therefrom. Likewise, if we review areas where potential for errors to creep in exist, we are equipping ourselves to avoid the errors, just like a checklist prevents omissions, a TEM briefing will assist to mitigate errors.

Practice makes perfect - if you start now and begin to build TEM briefings into every flight or shift, you will improve our collective safety and security.



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 amended NAMCAR Part 187 (fees) became effective 17th July, while not in the reporting period, the effect is considered important to note.

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