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Safety Promotion and
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MARCH
2022

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:

Shared Knowledge = Improved Safety



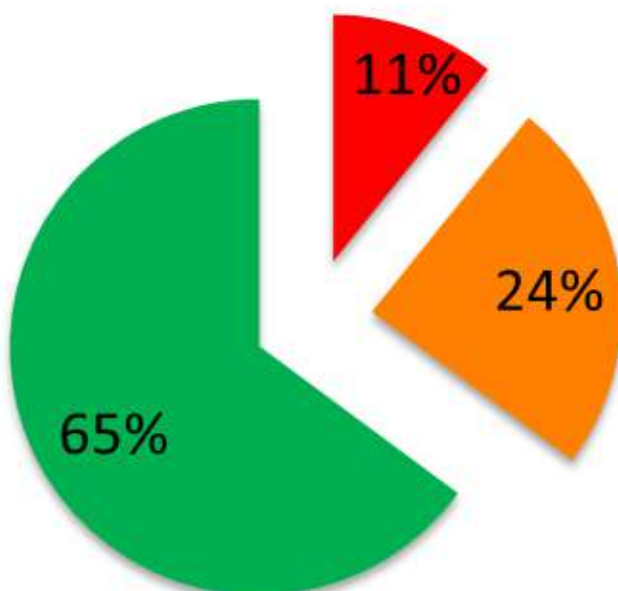
www.ncaa.com.na



This monthly publication will keep industry, NCAA, license holders, and the general public updated in terms of what has occurred in safety monthly 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 or in cases of enforcement for gross negligence or willful misconduct.

Safety Statistics

Type of Risk



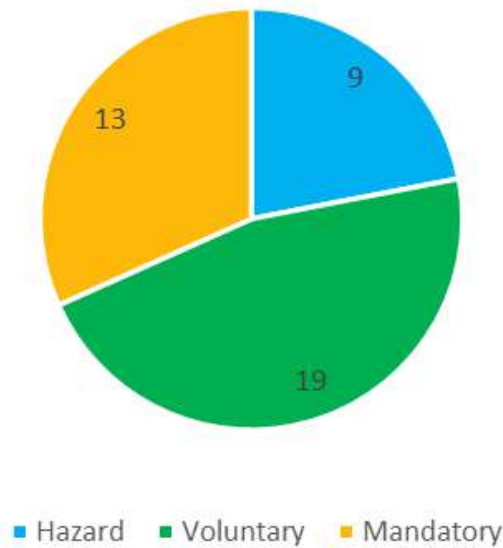
March 2022

In March we had 23 safety reports, of which 16 were low risk resulting in a total of 65% YTD, 7 were medium risk, and there were no high risk. For the first month this year we did not have any alerts in our seven monitored high risk category (HRC) safety performance indicators (SPIs) However we are still awaiting investigations to the occurrences from January and February. See more about specific incidents under occurrence reports.

For more about classifications of risk see the definitions in Safety Bulletin 1-22.

Graphs included in this document show year to date figures unless specified.

Classification of Occurrence

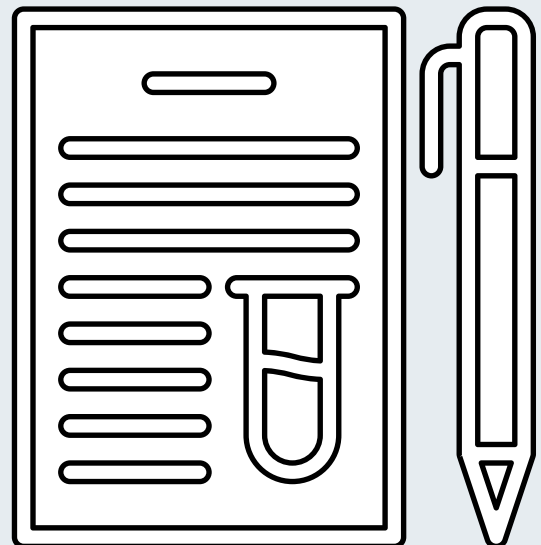


For the third month running, we had more voluntary occurrences and hazards than mandatory occurrences. Of the 23 reports, 5 were hazards, 11 were voluntary, and only 7 were mandatory. Our hazard reports are well above our target, as were our mandatory well below, however our number of voluntary reports is falling slightly short of the target rate of 10% above 2022 average.

For more guidance on what is a mandatory report please see NAM-CATS-SMS-140 Appendix A, but please see our recently released poster, remember we love hearing from you whether it is mandatory or not, and memorize the mantra: "if in doubt, report! "

EMAILS FOR REPORTING

Users should remember the two emails to send to us for incident and accident reporting, which are on the bottom of the reporting form, the latest version of which is 20-22 released this year. Always ensure to send to both as each department has a different mandate, on the following emails: incidents@ncaa.na and daaii@mwt.gov.na



	Airprox/LOS	CFIT	Rwy Excurs.	Wildlife	LOCI	Rwy Incurs.	Maint & Tech
Average	0.282	0.264	0.141	0.904	0.000	0.246	1.549
JAN	0.846	0.423	0.423	0.846	0.000	0.000	0.846
FEB	0.000	0.370	0.000	0.739	0.000	0.739	2.957
MAR	0.000	0.000	0.000	1.126	0.000	0.000	0.845
Target	0.307	0.061	0.031	1.994	0.061	0.222	1.871
Alert 3	0.769	0.239	0.120	4.749	0.205	0.419	3.285
Alert 2	1.198	0.410	0.205	7.282	0.342	0.667	4.492
Alert 1	1.626	0.581	0.290	9.815	0.479	0.915	5.698

Safety Performance Indicators

Of the seven selected and monitored HRCs of occurrence shown in the table above, we are pleased to report there were no further alerts for any of the categories in March.

CFIT Alert

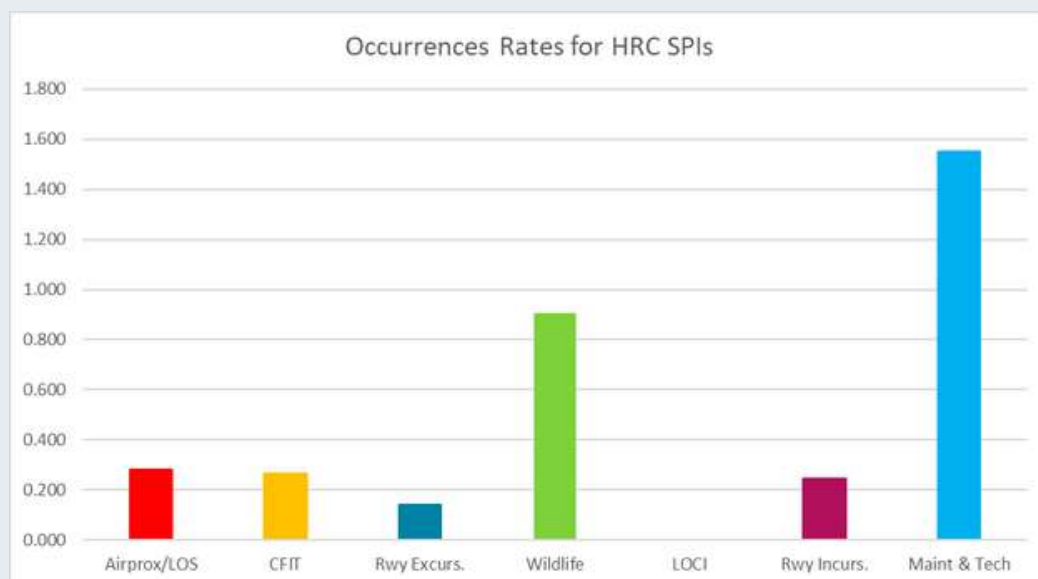
We are in the process of developing promotional material about CFIT. Remember CFIT is 100% preventable and flying below minimum safe altitudes or in unacceptable weather conditions, is not forgiving.

Runway Incursion and Excursion Alert

We have sent out some publicity in the February bulletin and as a separate email and published a Runway incursion poster online for more awareness of the dangers of runway incursions and the importance for everyone to lookout and listenout, not just rely on ATC.

Targets and Alerts

It is important to remember it is everyone's job to help us ensure that we reduce occurrences in the 7 key HRCs identified. Please help us with the awareness campaign by sharing awareness in your safety meetings, posting publicity material on your noticeboards, and keep improving your SOPs or SSIs to ensure there is a reduction in events.



SPIs



Joint Safety Division

SAFETY

WORKSHOP

RSVP NOW

spq@ncaa.na

16th May 2022

0900-1600 incl. Lunch

Also available online

SAFETY OCCURRENCES

MARCH 2022

DANGEROUS GOODS SHIPPING (MANDATORY, **LOW RISK**, OPS)

There were two events reported of two separate operators shipping dangerous goods without a dangerous goods approvals.

GIVING INSTRUCTION WITHOUT A MULTI RATING (MANDATORY, **MEDIUM RISK**, PEL)

An instructor was reported for giving multi-engine instruction for a student towards issue of his multi-engine instrument rating in a simulator without a multi-engine instructor rating. A preliminary report was concluded which determined the instructor operated contrary to the flight school procedures and instructions, and which required enforcement action.

EMERGENCY LANDING DUE WEATHER (MANDATORY, LOW **RISK**, OPS)

A helicopter executed an emergency landing due to poor weather. They resumed the flight once the weather cleared.

It cannot be stressed enough that continuing in bad weather is a recipe for disaster. Further good decision making before the flight based on weather reports should help prevent the need to turn back or land. An ongoing investigation is in progress on this event.

SEPARATION OF WHEEL (MANDATORY, **LOW RISK**, AIR)

On rotation the wheel separated from the strut. This event was confirmed by ATC and traffic. The pilot performed emergency checklists and procedures and landed safely with no further damage to the aircraft or injury to passengers.

See the full report of the handling of this incident on Page 11.

SAFETY OCCURRENCES

MARCH 2022

IN FLIGHT TURN BACK, INDICATOR FAULT (VOLUNTARY, **LOW RISK**, AIR)

A helicopter departed FYLZ for a destination offshore. Shortly after takeoff the helicopter reported returning to due to a minor technical. During cruise, engine 2 GOV amber light illuminated, and there was no torque indication on engine 2. The crew applied the emergency checklist and landed safely.

Maintenance performed a torque meter chain check performed according to the maintenance manual, checking and cleaning of the #2 torque meter connections harness a power control check was then performed according to the manual and the result was satisfactory. After ground run for check, failure not reproduced on the ground.

This was the second occurrence of this nature within a month, so AIR is investigating.

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

There was four bird strikes reported in March. This resultant trend after factoring movements was just below one per thousand movements, which is the recommended ICAO level, and we hope the trend will continue.

Active wildlife prevention programmes are in place at FYWE and FYWH, AGA is in liaison with Namibia Airports Company over continued mitigation means.

STATUS OF KATIMA AIRPORT (HAZARD, **LOW RISK**, AGA)

The condition of the runway, taxiway, and apron at FYKM was reported as in a bad condition, due to grass, large potholes, and termite mounds.

AGA has received a workplan from NAC for the repairs to the airport, work is starting immediately.

SAFETY OCCURRENCES

MARCH 2022

CONTAMINATION IN FUEL AT ORANJEMUND (MANDATORY, MEDIUM RISK, AGA)

The pre-fuelling sample before the first flight of the day from the fuel nozzle was seen to contain sediment. Repeated samples were of insufficient quality. Further samples from the mobile fuel unit and the fixed installation above ground tank also contained sediment. the operator refused to allow the fuel to be decanted into their aircraft

AGA is investigating,

WRONG LEVEL (MANDATORY, MEDIUM RISK, OPS/ANSSO)

An aircraft was cleared to flight level 250 however it was observed maintaining flight level 240. The crew were asked to confirm their level and they reported maintaining flight level 250. The discrepancy was reported to the handover FIR.

An investigation is ongoing, however, where there are discrepancies noted the relevant parties should check their equipment.

RUNDU AIRPORT MARKINGS (HAZARD, LOW RISK, AGA)

It was reported that there are no taxiway or runway markings at FYRU, and there is also no airport layout map in AIP. This creates a risk of runway incursion risk as situational awareness is severely affected.

ENTERING CTR WITHOUT A CLEARANCE (MANDATORY, MEDIUM RISK, ANSSO)

An IFR aircraft entered the FYLZ CTR without a clearance. They reported at 8nm routing HERSCH for an RNP Approach runway 22.

SAFETY OCCURRENCES

MARCH 2022

REQUESTING PRIORITY (MANDATORY, MEDIUM RISK, AIR/OPS)

A pilot insisted on landing runway 19 at FYWE while there was traffic in the 01 circuit, in contravention of the ATCs instructions.

OPS and ANSSO are investigating, non-compliance with ATC is considered a serious matter.

REPORTING FINAL (VOLUNTARY, LOW RISK)

A trainer was in the circuit on upwind whereupon the airport vehicle was cleared onto the runway for a runway and taxiway inspection. The trainer was asked to report final, however they reported short final over the golf course. There was consequently insufficient time to have the vehicle clear the runway and the trainer was asked to go around.

This was the second occurrence whereupon an aircraft was asked to report final and they reported short final. The occurrence in February resulted in a runway incursion. It should be noted that final refers to when the aircraft first turns final at approximately 500ft and it is important to report in a timely manner.

MET EQUIPMENT FAILURE WALVIS BAY MANDATORY, LOW RISK, OPS)

The meteorological equipment in the tower at FYWB failed completely. FYWB tower is required to contact the Meteorological Office for all meteorological information.

Namibia Meteorological Services owns the meteorological equipment in the tower. ANSSO is engaging with NMS to determine if the fault can be fixed as a matter of urgency.

RECOMMENDATIONS:

HANDLING A TECHINICAL FAULT

During the take-off roll close to rotation there was a single solid clunk sound followed by a scraping sound. This happened as the pilot was about to rotate so takeoff was continued. Another aircraft and ATC reported what appeared to be that the right hand wheel had come off. The pilot did a fly-past of the tower to double-check, then routed to Eros and requested a hold over Goreangab Dam. The pilot consulted the POH and decided to follow the procedure for landing with a flat main wheel. He got as many passengers as possible to sit on the left side of the cabin and burnt fuel from the right -hand tank to lighten the weight on the side of the aircraft with no wheel. Holding allowed the pilot to be fully prepared for the landing attempt. He asked the passengers to review the safety card. He then requested to land on runway 19 since the wind was predominantly easterly, allowing me to dip the left wing into the wind and land on the left wheel whilst maintaining runway track.

The uphill slope of the runway would also assist in stopping the aircraft, despite the light tailwind component. Attempting a landing on the opposite runway would have made it difficult to maintain runway track. During the hold, the pilot allowed two aircraft to depart from Eros before the aerodrome was closed for his landing attempt. On final approach, he commanded the passengers to brace, thereafter was able to land the aircraft on the left wheel only, applying left rudder and left brake to help stay straight once the right side made contact with the runway, and using reverse thrust to slow down. As the speed lowered, the aircraft started veering to the right-hand edge of the runway. The pilot then feathered the propeller and cut the fuel to shut down and secure the engine before possibly going onto the grass, but the aircraft came to a stop on the runway. He secured the aircraft further whilst the passengers evacuated out the rear-right door, and then evacuated as the final occupant. The fire and medical crew arrived on the scene immediately. Nobody was injured. The outer wheel hub of the wheel assembly and the tyre were missing (assembly bolts sheared off), and the only visible damage to the aircraft was to the remaining right inner wheel assembly.

Congrats!

**A JOB WELL
DONE**

Prepared by :
SPQ/OPS

It's not often we have positive case to share, and it is important that we do so others we can all learn about ideal handling of events. We are proud to share this very positive example of how an event should be handled.

SITUATIONAL AWARENESS

By request from our users we are addressing key safety topics in this section of the bulletin, beginning with the ever popular Human Factors issues that are almost always present in some form in occurrences.

Key to our human factors is situational awareness.

What does situational awareness mean to our user groups? It means clearing your mind of distractions and focusing on the task at hand including developing a mental picture of where you are at (perception), what you are doing (understanding), where you are going (projection), and how your position fits into the team when this applies.

A good mantra for situational awareness is "Wherever you are - BE THERE!" That means don't start to become distracted by what you want to do when you get home, what argument you may have had with your partner, what office politics or union issues may be affecting your job. You owe the fare paying passengers or public, whether you are an AME conducting maintenance, an ATC controlling traffic, a pilot, or an airport driver, or any other member of the aviation team, whatever you are doing in aviation BE THERE - 100%,

There are three levels of Situational Awareness that must be present at all times:

- 1) perception - you must be aware of what is happening
- 2) comprehension - you must understand what is happening
- 3) projection - use what is understood to plan future states

Another essential tool in developing SA is briefing. Remember in all your activities to ensure briefing is a fundamental part of creating a bigger picture and will increase your awareness so you can more easily prevent mistakes. Remembering we are all each others' safety nets in the bigger aviation picture.

Remember: clear your mind of distractions, keep a good mental picture, brief, perceive, comprehend, and project!

Human Factors

Safety Workshop May 16

The NCAA would like to draw the attention of industry and service providers to the inaugural NCAA Safety Workshop to be held on the 16th May 2022 from 09:00 to 16:00 including lunch. The following presentations are planned:

1. CFIT Awareness
2. Radio Phraseology
3. Wildlife
4. Runway Incursions
5. B737 Max
6. SSP/SMS

Those wishing to attend should RSVP to spq@ncaa.na as we will require numbers in advance.

Safety and Quality Publications

NCAA would like to draw the attention of the industry to the following publication: [IATA Safety Report 2021](#).

NCAA has also circulated 3 hazard posters in March: If in Doubt Report, Runway Safety, and Cleaning Hazards.

Invitation to Contribute

Service providers and users are invited to contribute topics and ideas or articles to NCAA SPQ department for consideration in our safety publications or safety workshops. Remember the safety system only works with participation and information sharing is key to continuous improvement and achieving our global aviation safety goals.

Further information requests, submissions, or queries can be sent to:

email: spq@ncaa.na

phone: 083 235 2468

