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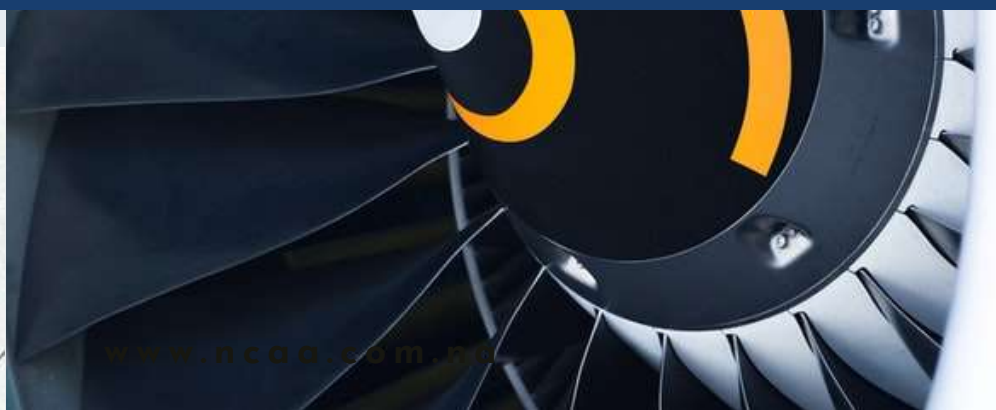


APRIL
2022

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



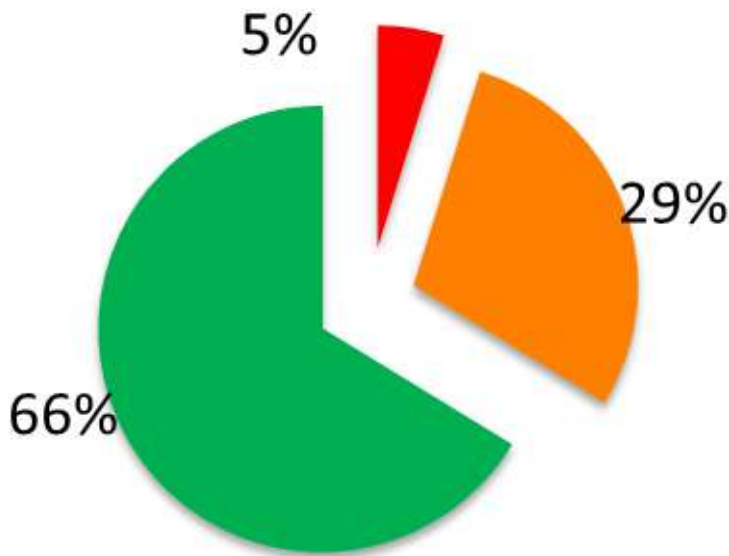
www.ncaa.com.na



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



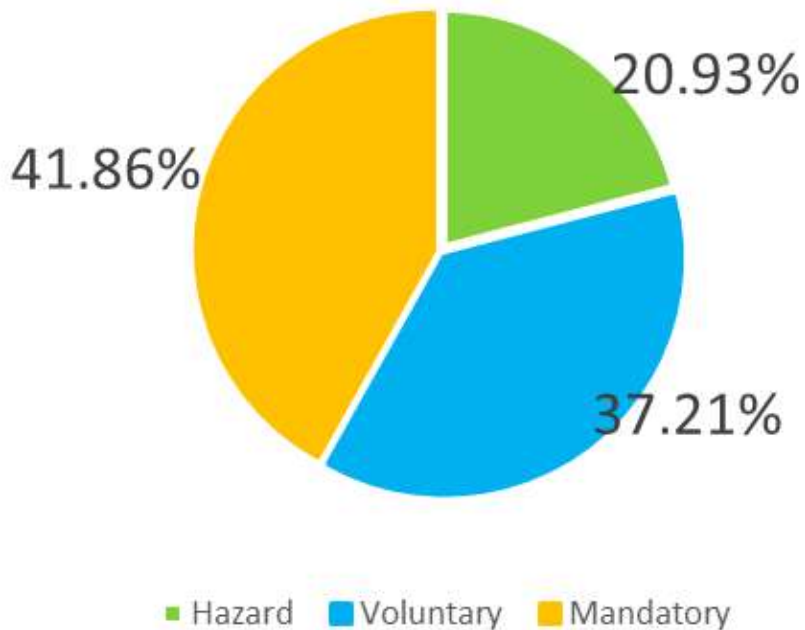
April 2022

In April we had 22 safety reports, of which 15 were low risk resulting in a total of 66% YTD, 9 were medium risk, and for the second month running there were no high risk. We had one alert in our runway excursion high risk category (HRC) of safety performance indicators (SPIs) which we are investigating, as is the service provider, for mitigation strategies. We have received some input from investigations to the occurrences from January and February, see occurrence feedback and recommendations.

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



In April we had 7 voluntary reports, 3 hazard reports, and 14 mandatory reports, bringing the total year to date of 58% non-mandatory reports. For the first month this year we had more mandatory reports than voluntary and hazards, and it could be noted we are still falling below our target of 10% above 2021 levels for voluntary reports.

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, Fill it OUT! "

VOLUNTARY REPORTS

Please do remember NCAA welcomes not only mandatory but also voluntary reports, especially self reporting. It is one of our aims to collect more data, you can also report confidentially if you so desire. Watch this space for the release of on our confidential online reporting form.

And always remember the following emails:
incidents@ncaa.na and daaii@mwt.gov.na



	Airprox/LOS	CFIT	Rwy Excurs.	Wildlife	LOCI	Rwy Incurs.	Maint & Tech
Average	0.212	0.198	0.189	1.095	0.000	0.185	1.995
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
APR	0.000	0.000	0.333	1.667	0.000	0.000	3.333
Target	0.307	0.061	0.031	1.994	0.061	0.166	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, there was only one significant eve in April. The event triggered an alert predominantly because of the low figure in 2021.

Alerts

While runway excursions are potentially a very serious event, occurrences are potentially much higher and of less significant effects with trainers and private flights. We will update the industry on mitigations once the investigations have been concluded.

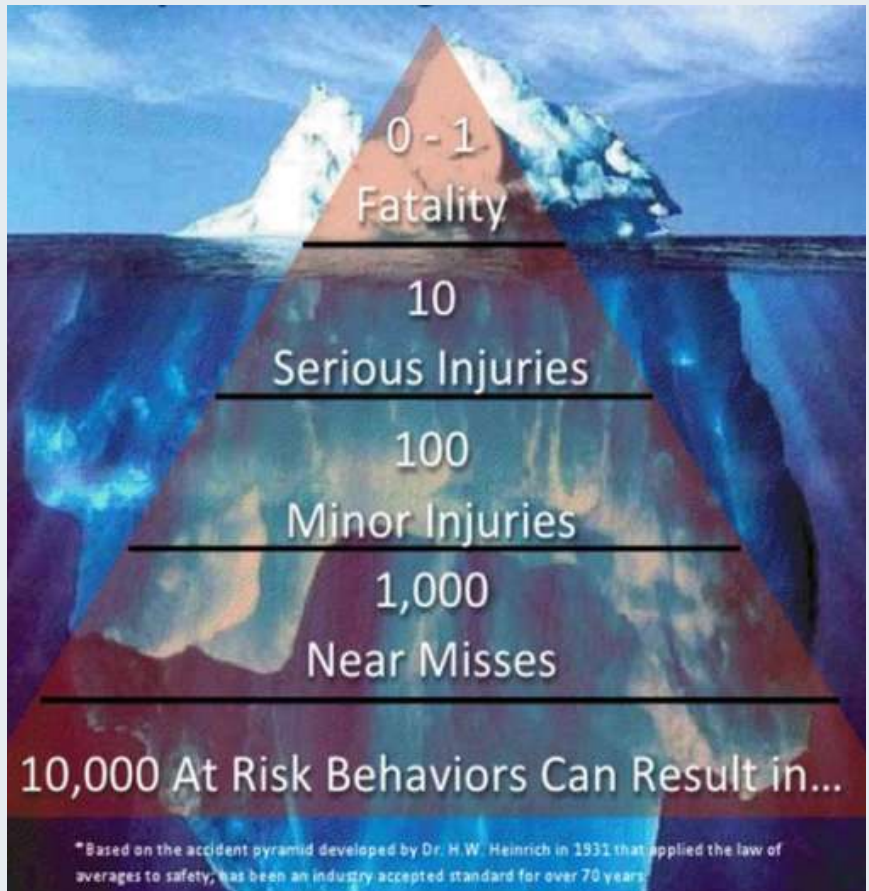
Voluntary and Hazard versus Mandatory

For the first month this year we had less voluntary and hazard reports than mandatory events. The Accident Iceberg theory developed

by Dr. Heinrich in the 1930s applies today more than ever. In order to prevent an accident and/or fatality we need to address incidents at the lowest and earliest levels where they originate. Complacency whether for following procedures or even for reporting could cost lives.

Safety Thought for the Month

"Aviation in itself is not inherently dangerous. But to an even greater degree than the sea, it is terribly unforgiving of any carelessness, incapacity, or neglect."



Stay Safe!

Reporting

Happy

**AIRCRAFT MAINTENANCE
TECHNICIAN'S DAY
24 MAY 2022**



**Thank
you!**



Happy

**FLIGHT ATTENDANT'S
DAY**

31 MAY 2022

SAFETY OCCURRENCES

APRIL 2022

TECHNICAL FAULTS (MANDATORY, LOW RISK, AIR)

The following nine incidents occurred that are classified as technical faults and which are awaiting investigation with AIR and/or the AMO reports to confirm further:

- There were four gear faults reported
- There were two radio communication failures (RCFs) reported
- There were two engine/engine system faults reported
- There was one fuel leak reported
- There was one tyre burst reported
- There was one engine failure reported (concluded safely - see pg 8)

We very much hope to hear more from our AMOs. Please see the article on SDRs and MORs as applicable to AMOs on pages 9 and 10.

FATIGUE REPORT (MANDATORY, MEDIUM RISK, OPS)

NCAA Received it's first fatigue report since the establishment of it's SDCPS. The report is under investigation.

While COVID may have played a part we commend the operators scheduling for the current lack of events, and hope we will also have this one resolved soon

MET EQUIPMENT FYWB TOWER (MANDATORY, MEDIUM RISK, ANSSO)

The ATMOS and NAID screens that provide weather services in the tower failed. To make matters worse the local MET office became unmanned for some time and the links to the FYWH MET office from FYWB were also down leaving aircraft into FYWB with no MET information at all.

ANSSO escalated this report with the MET service (NMS) and there has been some progress, the equipment is currently being commissioned.

SAFETY OCCURRENCES

APRIL 2022

RADIO COMMUNICATION FAILURE DECISIONS (VOLUNTARY, **LOW RISK**, OPS)

An aircraft experiencing a radio communication failure (RCF) elected to continue on to their destination. It should be noted according to the RCF procedures specified ENR 1.5 paragraph 6 and for VMC flights to continue in VMC and land at the nearest suitable aerodrome. However paragraph ENR 1.6 paragraph 3.3 implies that ATC may expect aircraft to continue according to flight plan, and where the destination is a maintenance base this may be considered the nearest suitable aerodrome.

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

There were five bird strikes reported in April, four at FYWH and one at FYWE. This resultant trend just slightly above the ICAO recommended level of one per thousand movements.

Active wildlife prevention programmes are in place at FYWE and FYWH, AGA is in liaison with Namibia Airports Company over continued mitigation means and the results of a full risk assessment completed in response to high bird strikes last year.

STATUS OF AIRPORT, FYWE, FYIM (HAZARD, **LOW RISK**, AGA)

The condition of FYWE taxiway was reported as deteriorating.

AGA has been in touch with NAC we hope to see the same expeditious response which we received from FYRU and FYKM.

Following a hazard report and consultation with industry FYIM was NOTAM'd closed. Thanks for your prompt reporting to this effect.

Pilots are advised to use extreme caution at non-registered airports, and keep reporting!

SAFETY OCCURRENCES

APRIL 2022

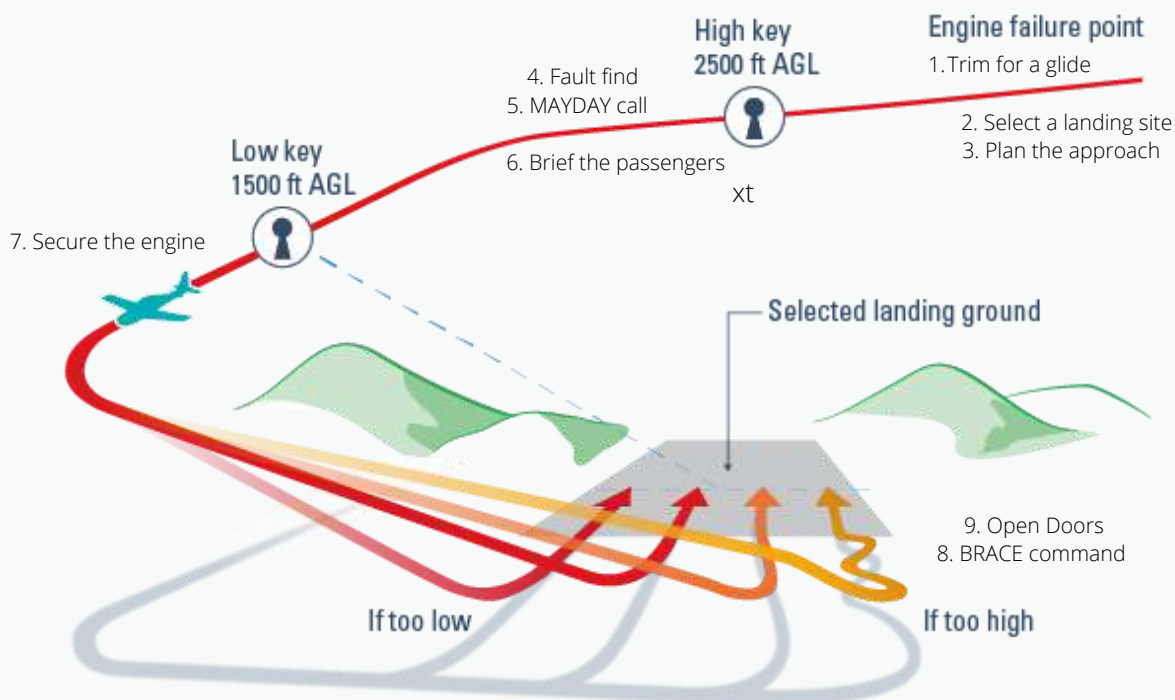
ENGINE FAILURE, SUCCESSFUL OUTCOME (MANDATORY, MEDIUM RISK, AIR/OPS)

An aircraft experienced a power loss on a routine commercial flight with passengers.

The pilot changed tanks, adjusted the mixture, throttle, and checked engine parameters. The pilot then communicated his problem, and selected a position for an forced landing, luckily he found and selected a site which had the best chances of contact with people after landing, which was within his range.

The forced landing was executed successfully, and there was no injuries to any of the occupants, nor damage to the aircraft. As required the pilot proceeded to shut down and secure the aircraft and evacuate the passengers. Fortunately the people from the nearby settlement saw the aircraft and had made their way to the landing site. The people assisted with phone contact and a rescue team was sent to collect the occupants.

Congratulations to the pilot for his prompt and correct handling of this event!



OCCURRENCES FEEDBACK

APRIL 2022

RUNWAY CONDITIONS (HAZARD, **MEDIUM RISK**, AGA)

Thanks to the input of our industry by filing hazard reports, FYRU and FYKM have received some attention, and more is planned:



VFR INTO IMC MANDATORY, **HIGH RISK**, ANSSO/OPS)

While VFR into IMC is always very risky, it was concluded in the report that had the tower been able to provide SVFR approval the flight would have been able to conclude legally. One of the recommendations is a risk analysis into provision of SVFR by tower controllers.

Currently SVFR is only available from an approach controller so it is only available at airports which have approach services. This is stipulated in ICAO PANS Document 4444. The recommendation for a risk assessment is important since not only would we need to file a difference with ICAO, we would also need to put in place training and procedures for tower controllers to handle an SVFR aircraft which is much akin to handling an IFR aircraft and has special separation minima which must be applied correctly by the ATC.

If you wish to provide some input on this matter please email spq@ncaa.na

SAFETY ARTICLE:

SERVICE DIFFICULTY REPORTS

Technical difficulties are frequent events with our aging fleet, but when does a technical difficulty become a service difficulty or mandatory occurrence report?

The answer comes from the FAA: All technical difficulties that are not caused by human error must be reported. Only this way can the authority build a database of maintenance events to determine if there is any trend. This is explained in ICAO document 9760 and was first introduced internationally in 2014.

Where does this come from in our regulations?

Reports on maintenance faults are mandatorily required by NAMCATS-SMS-140 Appendix A paragraph (2) and (3). The nature of what must be mandatorily reported is clear and encompasses a large range of airworthiness items in paragraph (2) and maintenance items in paragraph (3), that must be reported in an MOR. While you may have your internal reporting system and investigations it is vital that these events are reported to the NCAA, and the completed investigations should also be submitted for follow up.

Further to the required maintenance reports, service difficulties are covered in NAMCAR 145.02.17, "any defect or condition of an aircraft or aircraft component which may hazard the aircraft" shall be reported, within 48 hours, to the director, the design manufacture organisation, and the owner/operator. And, the organisation must have approved procedures for this reporting.



We value your input and we have created this forum for answering questions industry may have or requests for publications. Feel free to drop us a line and enquire:

spq@ncaa.na

SAFETY ARTICLE:

SERVICE DIFFICULTY REPORTS (CONT'D)

When considering any defect which may hazard the aircraft, we further advise that "it is important to note that not every unscheduled or scheduled component failure can be attributed to be a Service Difficulty if it not recurring or it can be resolved by following maintenance and serving manual from the Original Equipment Manufacturer."

Considering both the MOR and SDR requirements, NCAA would ideally like to receive all service difficulty, fault, failure, hazard, or maintenance error reports as per NAMCATS-SMS-140 and Part 145, which covers an extensive range of items, for establishing a database in line with international trends. The reports we receive from pilots and ATC should go hand in hand with an AMO report on the fault. So especially whenever there is an unscheduled break-down we would like to hear about it. Your AMO may not be aware of trends we receive from others, so this is of vital importance to report. Remember the mantra - "If in doubt - Fill it out!" and establish a reporting culture. The more reports we receive the better we can develop effective mitigations to prevent reoccurrence, especially since maintenance is one of our SSP's frequent occurrences and therefore also a high risk targeted SPIs.

Thank-you for your co-operation and wishing everyone a happy Aviation Maintenance Technicians day for the 24th May!

If in Doubt -
ASK NCAA



RECOMMENDATIONS:

PILOT-CONTROLLER COMMUNICATION

A series of events prompts this message. It unfortunately needs to be said that when it comes to pilot requests, ask, and if the answer is no, then it is no. Don't ever demand ATC to comply with your request, except of course where you cannot comply with a clearance due to safety reasons, where upon it is desirable to offer what you can comply with.

Pilots:

DON'T: Demand priority or refuse an ATC clearance. Don't put undue pressure on ATC.

DO: Note when you cannot comply due to safety, explain why, and if possible propose an alternate. Do consider other traffic.

Controllers:

DON'T: accept a demand when other traffic cannot accommodate, controllers must not feel pressured by traffic demands., your job is safe and efficient handling not to please!

DO: Assist where you can accommodate, remember the mantra of "safe and efficient" handling of traffic when making decisions.

In order to bridge the gap in communications, pilots remember, ATC will have reasons why they cannot accommodate that you may not be aware of.

We have a suggestion for another Hangar Talk by our friends and colleagues in the ANSP, SPQ hopes we can assist in making this happen.

Please watch this space for more information.



RECOMMENDATIONS:

ICAO PANS-ATM-MANUAL - ATC CLEARANCES

Further to the article above, we provide the following excerpt from PANS-ATM, Doc 4444, the ICAO guidance manual for the safe and proficient handling of traffic. Note, just like PANS-OPS 8168, ATM must follow this document as a member State and is duplicated in the local ATM manual.

CHAPTER 4.5 - AIR TRAFFIC CONTROL CLEARANCES:

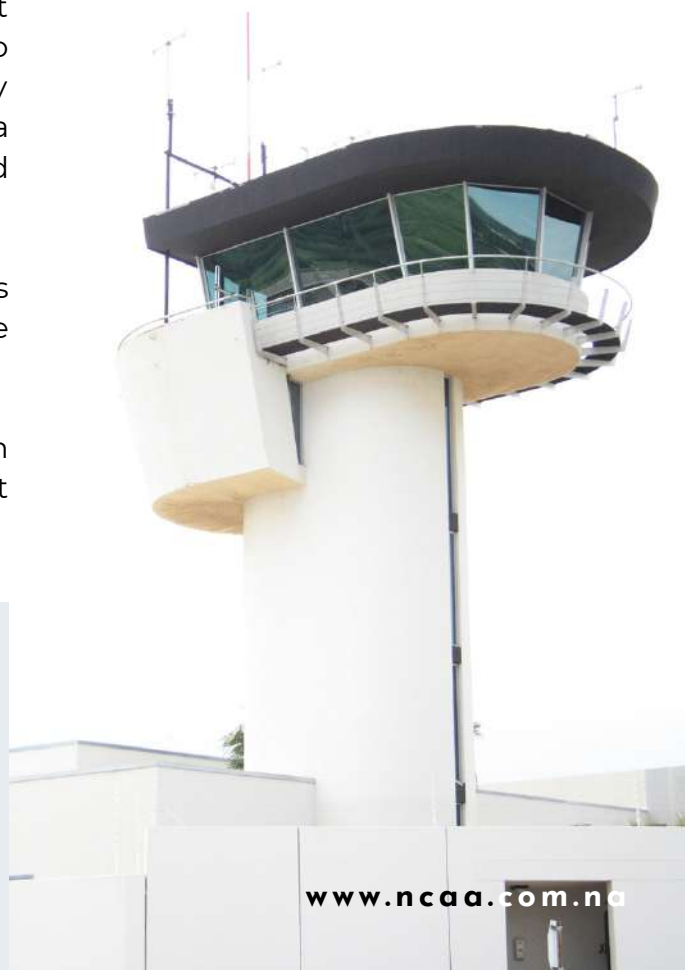
4.5.1.1 Clearances are issued solely for expediting and separating air traffic and are based on known traffic conditions which affect safety in aircraft operation. Such traffic conditions include not only aircraft in the air and on the manoeuvring area over which control is being exercised, but also any vehicular traffic or other obstructions not permanently installed on the manoeuvring area in use.

4.5.1.2 If an air traffic control clearance is not suitable to the pilot-in-command of an aircraft, the flight crew may request and, if practicable, obtain an amended clearance.

4.5.1.3 The issuance of air traffic control clearances by air traffic control units constitutes authority for an aircraft to proceed only in so far as known air traffic is concerned. ATC clearances do not constitute authority to violate any applicable regulations for promoting the safety of flight operations or for any other purpose; neither do clearances relieve a pilot-in-command of any responsibility whatsoever in connection with a possible violation of applicable rules and regulations.

4.5.1.4 ATC units shall issue such ATC clearances as are necessary to prevent collisions and to expedite and maintain an orderly flow of air traffic.

4.5.1.5 ATC clearances must be issued early enough to ensure that they are transmitted to the aircraft in sufficient time for it to comply with them.



Focus on the Big 7

Our SPIs section details what we call the "Big 7" that is the 7 key high risk areas we have identified thorough our safety data collection and processing system (SDCPS). This is a reminder to be ever vigilant and to help us monitor these events, including any precursor events, for example inadvertent entry into IMC while VFR, or inadvertent loss of airspeed during approach or climb, The big seven are loss of control in flight (LOC-I), controlled flight into terrain (CFIT), loss of separation (LOS/MAC), runway incursions, runway excursions, wildlife strikes, and technical faults.

Remember self reporting is key, and especially if you find yourself in any precursor events related to these events it is vital that you share.

Safety and Quality Publications

In April the safety division completed the State Safety Programme Manual which is to be approved at the SSP Steering Committee meeting on the 19th May, and we have sent the draft of the National Aviation Safety Plan to ICAO. Both documents will be available on the website once fully approved.

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

