



**Namibian Civil
Aviation Authority**

4 Rudolf Herzog
Street
P/Bag 12003
Auspannplatz

Safety Promotion
and Quality
Department

spq@ncaa.na
Ph. 083 235 2511 or
083 235 2468

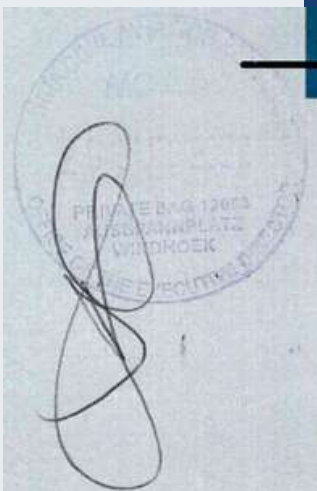


JUNE
2022

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



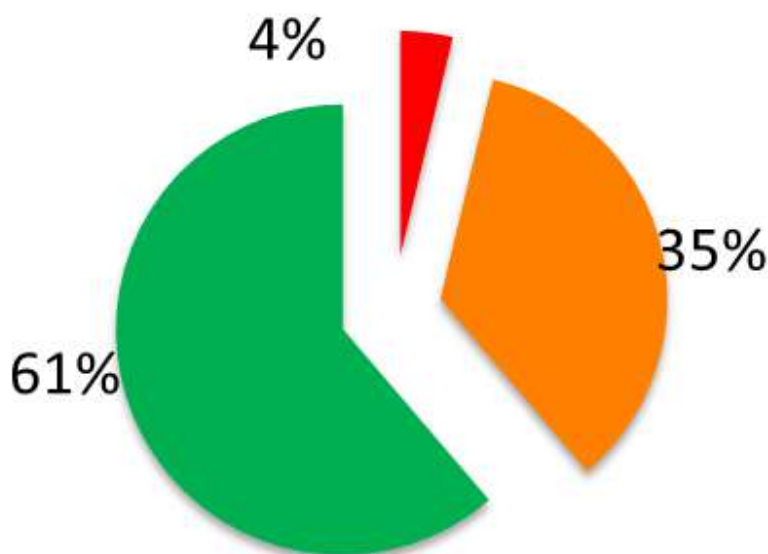
www.ncaa.com.na



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

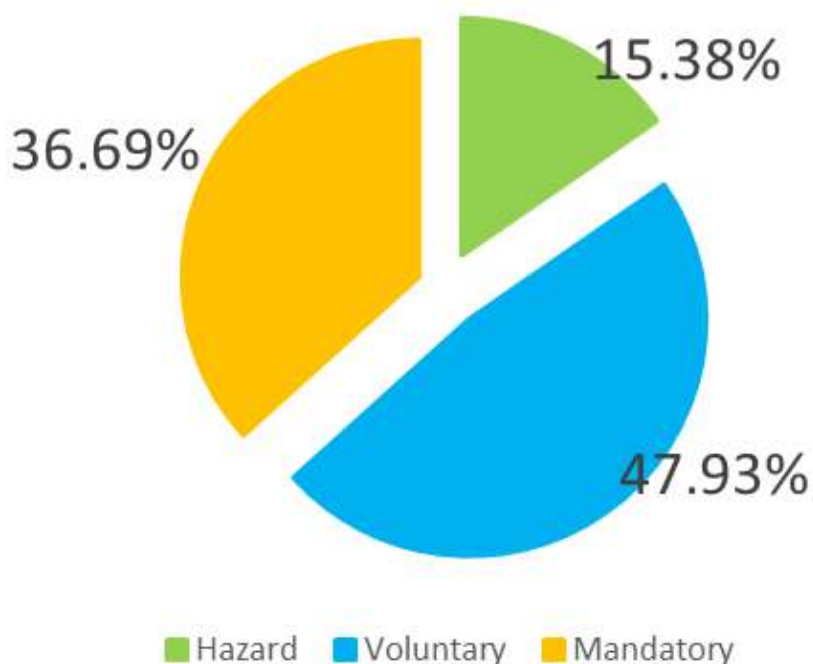


June 2022

In June we had a record 37 safety reports, of which a pleasing 19 were voluntary. With regard to risk, it is again pleasing to report 25 were low risk resulting in a total of 61% YTD. It should be remembered that our voluntary and low risk events allow us to trap and mitigate before we have more significant events and move our safety system out of reactive and into proactive and predictive. A further ten were medium risk, there was one high risk event in June, however there were another four high risk events not previously logged from April and May. There were one accident, classified as LOC-I, which we are investigating for mitigation strategies and recommendations will be included once they are available.

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.

Type of Report



In June we had 19 voluntary reports, again a pleasing seven hazard reports, and eleven mandatory reports, including the one accident, bringing the total year to date remaining at 63.5% non-mandatory reports. It should be noted we are still falling slightly below our target of 10% above 2021 levels for voluntary reports.

CONFIDENTIAL REPORTING!!!

We are very pleased to inform you that we now have a confidential/voluntary/hazard reporting form available on the website home page. The form allows the option of submitting without identification, to trap reports where users may be hesitant to identify themselves. The form is also much shorter than our current form for quick filing. It can be also found with the following link:

<https://forms.office.com/r/WhYcLFmmu>

While the form allows anonymous reporting, it should also be emphasised that it is difficult to investigate anonymous reports.



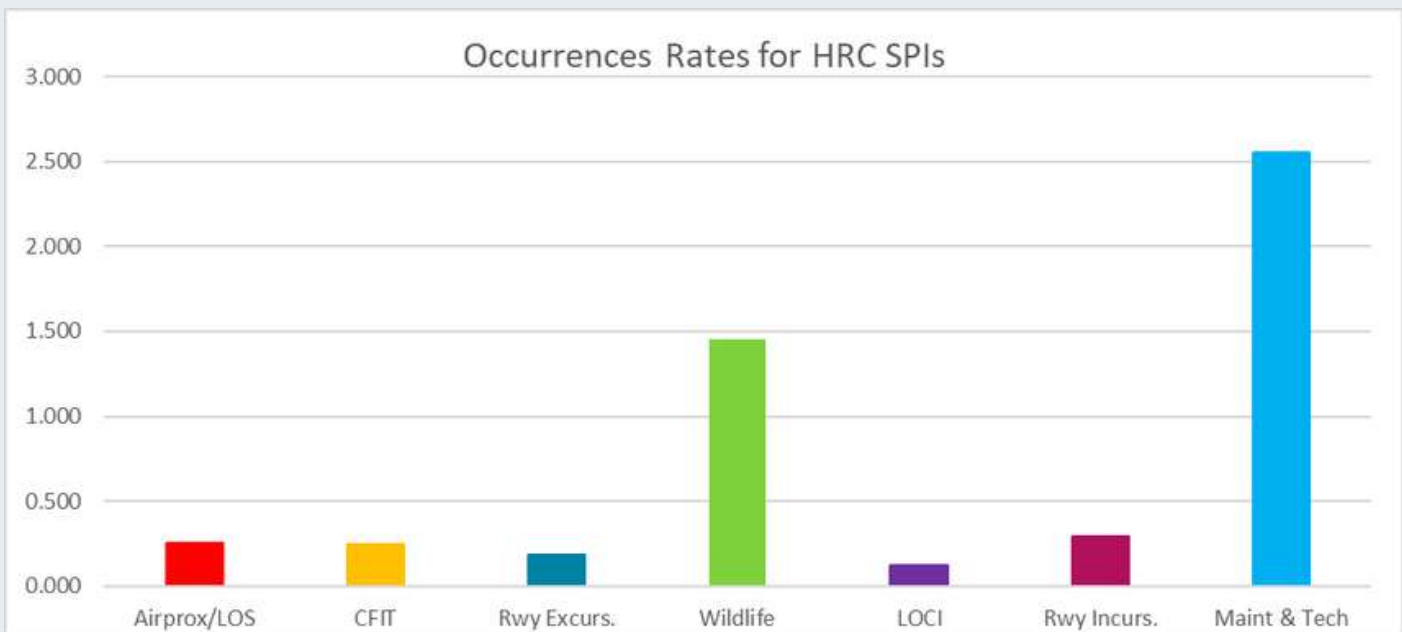
SPIs

	Airprox/LOS/MAC	CFIT	Rwy Excurs.	Wildlife	LOCI	Rwy Incurs.	Maint & Tech
Average	0.228	0.219	0.157	1.274	0.114	0.252	2.272
JAN	0.846	0.423	0.423	0.846	0.423	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	0.254	1.272	0.000	0.509	2.799
MAY	0.523	0.523	0.262	1.308	0.000	0.000	2.093
JUN	0.000	0.000	0.000	2.350	0.261	0.261	2.093
Target	0.307	0.061	0.031	1.994	0.123	0.153	2.117
Avg 2021	0.341	0.068	0.034	2.215	0.136	0.170	2.352
SD 2021	0.428	0.171	0.085	2.533	0.206	0.248	1.206
Alert 3	0.769	0.239	0.120	4.749	0.342	0.419	3.558
Alert 2	1.198	0.410	0.205	7.282	0.548	0.667	4.764
Alert 1	1.626	0.581	0.290	9.815	0.754	0.915	5.970

Safety Performance Indicators

Of the seven selected and monitored high risk categories (HRCs), for the second month this year there were no alerts, however there were four categories slightly over the target levels.

Of significance we note that there was one loss of control in flight (LOC-I) event with a trainer resulting in an accident. Further there were two loss of separation events from May that were not reported in May's safety bulletin due to being received late. There was also another runway incursion event. For the latter two we are working with ATS, ANSSO, OPS, and AGA (as there is a high number related to vehicles) for mitigations.



Safety Thought for the Month

"If you think the cost of safety is high, you should consider the cost of an accident!"

Stay Safe!

Reporting

Take Care **ON RUNWAYS**

Look-out and Listen-out

Runway safety is everyone's responsibility. We should all be vigilant when approaching a runway. Listen out to other traffic and vehicles. Look out for other traffic and vehicles. Make sure you have a clearance.



WWW.NCAA.COM.NA
SPQ@NCAA.COM.NA
083 235 2100



SAFETY AWARENESS

SAFETY OCCURRENCES

JUNE 2022

TECHNICAL FAULTS (MANDATORY, LOW RISK, AIR)

There were seven technical events reported in flight technical faults in June, as follows:

- There was one radio communication failure (RCF)
- There was one gear failure
- There was one partial engine failure on a non-type certified aircraft (NTCA)
- There was one electrical failure resulting in a RCF
- There was one transponder failure
- There were again two flat tyres (AIR is investigating)

We very much hope to hear more from our Aviation Maintenance Organisations to close these reports. For our engineers, please see April's article on service difficulty reports (SDRs) and mandatory occurrence reports (MORs), and note that nearly all unscheduled failures require a incident report.

WILDLIFE STRIKES (VOLUNTARY, MEDIUM RISK, AGA)

There were nine wildlife events reported in June.

At FYWE there were three bird strikes on landing, one on takeoff, and one go around due to birds.

There were two bird strikes on departure at FYWH. There was one jackal strike again at FYWH, NAC has responded immediately indicating they are looking for holes in the fence and considering culling if needed.

A herd of zebras caused a go around at FYSL. Pilots are advised to be continually vigilant of game or livestock around lodge, farm, and rural airstrips and wherever possible complete a runway inspection to clear the game.

None of the events had reported any damage to the aircraft.

SAFETY OCCURRENCES

JUNE 2022

LOSS OF SEPARATION (MANDATORY, **HIGH RISK**, ANSSO)*

In information airspace a pilot outbound from FYWE heard opposite direction traffic in approximately the same location, cleared to climb through his level. The Air Traffic Controller (ATC) had advised "no reported traffic". The pilot elected to contact the traffic on frequency 123.45, whereupon it was established that they were in fact traffic for each other. The inbound aircraft maneuvered out of the flight path by use of traffic alert and collision advisory system (TCAS). The estimated proximity was 1300ft.

LOSS OF SEPARATION (MANDATORY, **HIGH RISK**, ANSSO/OPS)*

An inbound aircraft was instructed to descend 7500ft however they read back descend 7000ft and the error was not picked up by the controller. The pilot then heard opposite direction traffic outbound by the same route at 7000ft and requested to stop descent at 7500ft.

**Pilots and ATC are reminded how important it is to check read backs and to listen out for other traffic.*

ENTERTAINMENT LIGHTS (HAZARD, **MEDIUM RISK**, AGA)

Two hazard reports of blinding entertainment lights and some quick action from our AGA department resulted in the lights being switched off.

A big THANKS to all involved!

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

NAC has responded to the report of damage at FYOA and the damage has been confirmed fixed, photographs of the repairs were received.

THANKS!!

SAFETY OCCURRENCES

JUNE 2022

RUNWAY INCURSION WITH VEHICLE (MANDATORY, **HIGH RISK**, AGA/ANSSO)*

ATS observed an airport maintenance vehicle, entering the primary runway via intersection bravo. The vehicle never made contact with the tower and entered the runway without clearance from ATC. Two aircraft were estimating the field in 5 minutes. ATC attempted to make contact with the vehicle, who later claimed they could not contact tower; however the tower's radios were all serviceable and had no problem communicating with another vehicle just a few minutes earlier. The vehicle was clear of the runway prior to the 2 aircraft landing.

RUNWAY INCURSION (MANDATORY, **HIGH RISK**, OPS/ANSSO)*

A foreign registered business jet was instructed to taxi holding point "Echo" runway 26, they requested intersection 'Charlie' for departure. Tower instructed the aircraft to taxi holding point Charlie. Tower then observed the aircraft entering runway 08/26 via 'Charlie' and lining up on the runway facing east (for a 08 departure). When questioned about his intentions, they replied, "turning here for a 'Charlie' departure. Tower observed that the aircraft was facing east (08 departure). Tower informed that a 26 departure would be in a westbound direction and asked if they wanted to depart runway 08 and they said negative. The aircraft was then instructed to backtrack runway 26 and report ready for departure. The aircraft was safely airborne without further incident.

**Pilots, airport drivers, and ATS should be gravely aware of the dangers of being on a runway surface without a clearance. Always observe the holding point lines with caution, make sure you have a clearance, and listen out for any other traffic that may be in conflict.*

SAFETY OCCURRENCES

JUNE 2022

UNSTABLE APPROACHES AND DIVERSIONS (VOLUNTARY, **LOW RISK**, N/A)

There were four events of unstable approaches resulting in go-arounds. The crew should be commended for taking the required action.

On two of the events it was noted that there was a considerable easterly tailwind on final approach while the surface wind favoured runway 26. Crew should be aware of this phenomenon and keep an eye on the ground speed and be ready for windshear particularly during east wind conditions.

The East winds also resulted in two diversions with low visibility, gusting, and inability to refuel being the main contributors.

Thanks to good planning and airmanship none of these occurrences resulted in anything more than normal flight events.

ILLEGAL HELICOPTER OPERATIONS MANDATORY, **LOW RISK**, OPS)

A report was received of a foreign registered helicopter conducting agricultural work North of Windhoek. The presence of the helicopter in the country was confirmed by the maintenance organisation.

Operators that have the required approvals work hard to get them, including compliance with strict safety standards. Operating outside these safety margins is taken very seriously by the regulator.

OPS is investigating for possible enforcement action due to willful non-compliance.

SAFETY OCCURRENCES

JUNE 2022

ATS MALFUNCTIONS (MANDATORY, **LOW RISK**, ANSSO/CNS)

There were four events of ATS facility malfunctions, as follows:

- Okongo relay unserviceable
- CLAM Warning function on TopSky unserviceable
- Weather display at FYWH unserviceable from morning to afternoon shift
- FYWF FIC experienced power and communications failure

This was considered unusually high, and while none were related, the events are being looked into by CNS.

WRONG FREQUENCY? (MANDATORY, **MEDIUM RISK**, OPS)

On a flight in the Namib Naukluft Special Rules Area (NN SRA), an aircraft inbound to Sossusvlei was advised by another aircraft of potential opposite direction traffic. The pilot advised he had not heard the traffic on the correct frequency, 127.55, and was then told to try the unmanned frequency 124.8. On broadcasting on 124.8 he yet again failed to reach the traffic, then broadcasting again including the aircraft callsign, the traffic responded.

*Pilots are reminded to ensure they are **broadcasting and listening out on the required frequencies at all times**, especially in high density VFR areas for example, the NN SRA. It is also very good practice to use the second radio on the frequency just left and the next frequency intended to be operating on, to hear traffic that may be transitioning.*

The company concerned has completed more briefings and meetings with their pilots on proper procedures in the NN SRA.

SAFETY OCCURRENCES

JUNE 2022

HARD LANDING (LOC-I) (MANDATORY, MEDIUM RISK, PEL)

A training aircraft on the student pilot's first cross country became disorientated during navigation and was, after some interaction, assisted by ATC to route directly back to FYWE (Eros Airport). On arrival back at FYWE the student pilot executed one go around due to being too high on approach. On the second approach the student flared to high resulting in a hard landing. The nosewheel broke off and the propeller struck the ground. Fire services attended the site and fortunately the student pilot was not injured.

Instructors are reminded of the importance of ensuring students are ready for their solo flights and not to rush this important step to meet hours deadlines.

RUNWAY INCURSION (RI) (MANDATORY, HIGH RISK, ANSSO/OPS)

After being cleared to cross the secondary runway 09-27 and taxi to the B holding point for runway 01, the pilot proceeded as cleared and then began his takeoff briefing during the taxi. **The co-pilot turned down the radio volume during the briefing to hear better.**

During this time the air traffic controller cleared another aircraft to land on runway 09. At the time of crossing runway 09/27 the pilot looked to their right and saw an approaching aircraft on short final runway 09. They did not hear the controller trying to call them until crossing the runway when the takeoff briefing was halted immediately to get out of the way of the landing traffic.

*Pilots are advised **not to turn the radio down** when briefing as critical calls may be missed. Pilots are also advised to pause briefings whenever possible in critical situations, for example crossing a runway.*

OPS is investigating.

SAFETY OCCURRENCES

JUNE 2022

LACK OF PRIORITY FOR MERCY FLIGHT (VOLUNTARY, **LOW RISK**, ANSSO)

A mercy flight was routing FYWE-FYRU to fetch a patient. Due to work in progress (not NOTAM'd), FYWE was using 19 for arrivals and 01 for departures. The aircraft was at the holding point 01 at 14:38, and reported ready for departure. Tower did not receive a release from Approach as another aircraft was routing inbound to FYWE on a non-scheduled flight, they were cleared for takeoff 12 minutes later at 14:50.

Discussion with ATS is underway on the handling procedures for mercy flights.

PROP STRIKE (MANDATORY, **LOW RISK**, NA)

During taxi at a rural airport, approximately 10 meters before reaching the hard stand and at a slow taxi speed, the nose wheel broke through the taxiway surface in what appeared to be an old hole made by an animal or by rain water. This caused the propeller to strike the ground and instantly stop the engine. The engineer flew out with a spare propeller which was fitted and the aircraft was given approval for the ferry flight back to Eros (without passengers) for further repairs.



RECOMMENDATIONS:

REPORTS FEEDBACK

With regard to occurrences involving lack of serviceable meteorological equipment, The Air Navigation Service Provider (ANSP) is in the process of engaging Namibia Meteorological Services (NMS) on upholding the letter of agreement between NMS and ANSP with regard to their responsibility for provision of functioning equipment. The regulator is assisting in the process.

In response to the two vehicular runway incursions, the ANSP, NAC, and the regulator will engage in Runway Safety Team meetings which are chaired by NAC to determine how to improve airside safety.

In response to two training events it is suggested that a forum should be established for communication between ANSP and flight schools including resumption of student pilot tower visits.

A safety publication will be created on the importance of readbacks following two loss of separation events and one incorrect QNH (barometric pressure).

If you have any feedback from reports or investigations or safety recommendations you have implemented, please do send to incidents@ncaa.na.



INTRODUCTION

NCAA WELCOMES THE NEW SUBSTANTIVE EXECUTIVE DIRECTOR

NCAA is pleased to welcome the new substantive Executive Director, who has been appointed as of 1st July 2022.

Ms. Toska Sem brings with her 18 years of aviation experience, mostly in airport management, with 12 of those at an executive level. Ms. Sem emphasized in her inaugural speech that "Safety is not negotiable in this business" and is our top priority. She further advised that we will continue to work together to achieve our aims of a safe and secure aviation sector to the benefit of our stakeholders and to advance the economic aims of Namibia. Ms. Sem further reinforced that her management style would require a team effort whereupon our human resources are a vital cog in achieving the NCAA mandate.

She further encouraged stakeholder engagement, indicating, stake holders can address her office directly, should there ever be a need.

We wish Ms. Sem all the best for her important role and know NCAA staff and industry will provide the support she has requested.



SAFETY ARTICLE:

COMPLACENCY

Consider this quote from Captain Edward Smith: "When anyone asks me how I can best describe my experiences of nearly 40 years at sea, I merely say 'uneventful.' I have never been in an accident of any sort worth speaking about. I never saw a wreck and have never been wrecked, nor was I ever in any predicament that threatened to end in disaster of any sort." Smith said those words back in 1907, a few years before he became captain of the Titanic.

Captain Smith was in a mindset of thinking nothing ever has gone wrong and so nothing ever will. However we all know how it ended.

The concept of complacency is to not have the mindset of Captain Smith, and (contrary to the positive thinking mindset), for aviation and only for aviation we encourage you to be a pessimist, that is think like Murphy, if something can go wrong, it probably will, unless you are pro-active to make sure that it doesn't!

While we always have to have some risk in all aviation events - an aircraft is only truly safe on the ground, but that is not what aircraft are meant to do - a little pessimism goes a long way to counteract complacency and ensure that you are ready for any plausible eventuality. If you are ready, emergencies and abnormalities will become a non-event.

Keep thinking "What If?", for example, "What if the weather closes at my destination?", "What if I have an engine failure?", "What if I have a critical systems failure?" and this will have you far more prepared and less likely to fall into the trap of complacency.



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:

DEVELOPING A REPORTING CULTURE

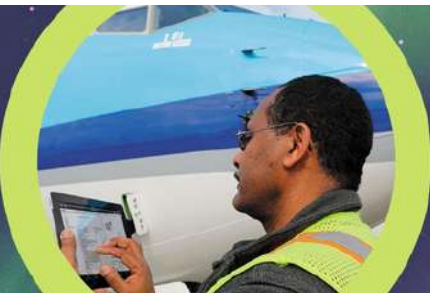
The heart of a solid safety management system is the reports. Without developing a reporting culture your organisation will be unable to develop an effective safety culture.

Some good ways to remind frontline personnel about the importance of reporting are as follows:

1. Ensure the forms are easily accessible and easy to fill in, for example include a digital signature to avoid the extra inconvenience of scanning when participants are filling in online.
2. Additional to online forms, ensure you have printed copies available in all places they might be needed, for example include a printed form in your flight packs to enable crew to fill in during flight stops or enroute for two crew operations.
3. Have a collection box for ease of submitting hard copy forms that is checked daily by the safety office.
4. Have a confidential reporting form that is easy to use, for hard copies this can be the box mentioned in item 3. For an online confidential reporting a good idea is to use an email address that everyone has the login access to or create a form and share the link using MS Forms.

NCAA is very pleased to report we now have confidential/voluntary/hazard reporting form available on our website, for, albeit that we have a just culture, there are still those times that users may wish to remain anonymous, and trapping and mitigating these occurrences is still of vital importance to our SSP. Please see the form at the icon above on our home page. The form can also be used for quick filing of voluntary and hazard reports as it is a much abbreviated version of the mandatory report form.





IF IN DOUBT - REPORT!

Help us help you by reporting occurrence and hazards

The backbone of an effective SSP/SMS is a reporting culture and a just culture - instill this in your organisation!

incidents@ncaa.na



NCAA Safety Workshop

NCAA is planning to host the second aviation safety workshop in Swakopmund on the 29th September, please do contact us with your expression of interest, request for a booking, or if you desire to be involved in the presentations.

A promotional poster for the NCAA Safety Workshop. The background is a light blue sky with white clouds. On the left, there is a circular graphic with a red serrated border, containing a red and white striped background and a small image of a propeller plane. A red rectangular stamp with the word 'ALERT' in white is overlaid on the circle. At the top left, a quote in cursive reads '"Safety is not negotiable!"' followed by '- Toska Sem, Executive Director NCAA' in a smaller font. To the right of the circular graphic, a white rectangular box contains the text 'NCAA SAFETY WORKSHOP' in red, followed by '- 29TH SEPTEMBER - SWAKOPMUND' in blue. Below this box, the text 'FREE EVENT FOR AVIATION STAKEHOLDERS INCLUDES TEA AND COFFEE AND A BUFFET LUNCH' is written in black. Further down, it says 'AVAILABLE AS A HYBRID EVENT FOR THOSE THAT CANNOT ATTEND IN PERSON' in black. At the bottom, the text 'RSVP to book your slot!!' is followed by the email address 'spq@ncaa.na' in blue.

"Safety is not negotiable!"
- Toska Sem, Executive Director NCAA

**NCAA SAFETY
WORKSHOP**
**- 29TH SEPTEMBER -
SWAKOPMUND**

FREE EVENT FOR
AVIATION STAKEHOLDERS
INCLUDES TEA AND COFFEE
AND A BUFFET LUNCH

AVAILABLE AS A HYBRID EVENT
FOR THOSE THAT CANNOT ATTEND IN PERSON

RSVP to book your slot!! spq@ncaa.na

The free event will include buffet lunch, tea and coffee, and be held as a hybrid event for those not in Swakopmund to also attend.

Enquiries and bookings:

Danielle Bruckert 083 235 2468, bruckertd@ncaa.na or spq@ncaa.na

IATA Safety Training

NCAA is pleased to confirm that the hosting of IATA safety training in July and August is underway. The following courses are being/have been presented:

- SMS for Civil Aviation (4th July)
- Managing the Safety Oversight Function (11th July)
- Human Factors (15th July)
- QMS for Civil Aviation (22nd July)
- Safety Performance Indicators (8th August)
- SMS Train the Trainer (15th August)
- Managing Accident Prevention and Investigation (22nd August)

If you missed signing up for this year's courses please do get in touch and let us know your needs so that we may plan to accommodate them next year.

Safety Information

Please do note that these bulletins and various other safety information is available on our new "Safety Information"

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

