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JULY
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

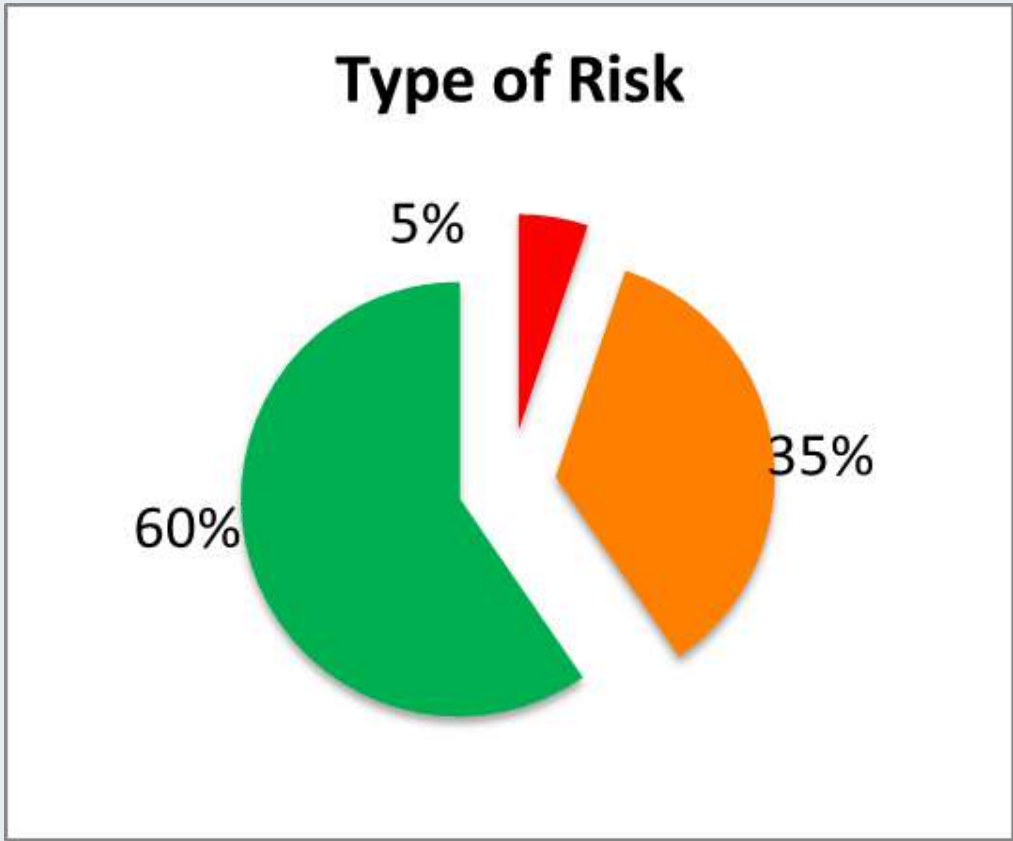


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This monthly publication will keep industry, NCAA, license holders, and the general public updated in terms of what has occurred in safety monthly within the industry. All reports are de-identified and no attempt should be made to identify the reporter in this or any other avenue unless specific authorisation is given or in cases of enforcement for gross negligence or willful misconduct.

Safety Statistics



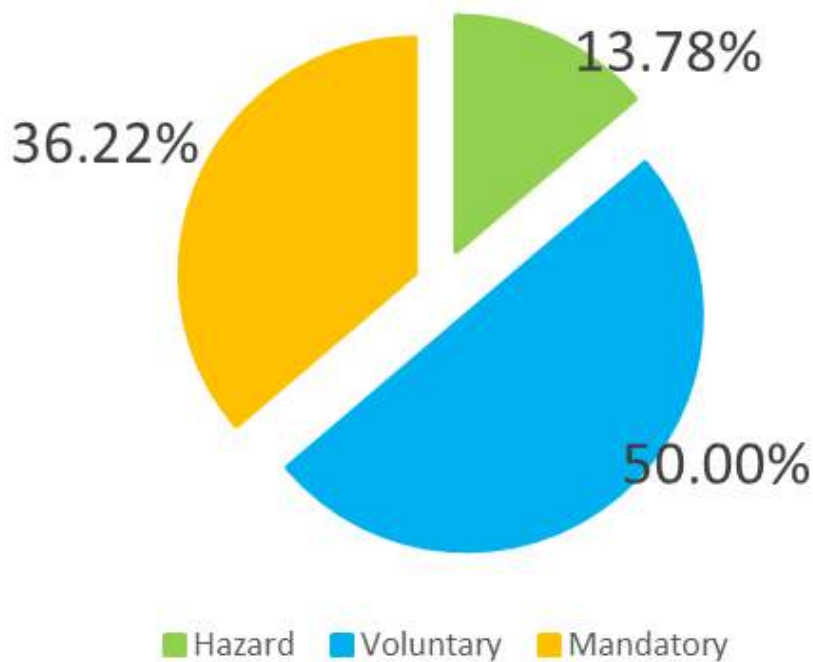
July 2022

In July we had a record 30 safety reports, of which a pleasing 18 were voluntary. With regard to risk, we had a high number of **medium risk events**, almost 50%, however nine of the 14 occurrences were wildlife events. There were **no high risk event in July**. There was one accident, stemming from a technical fault, which is described further in the occurrences section. The year to date figures for risks still show around **60% low risk**, **35% medium risk**, and only **5% high risk**.

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 July we had 18 voluntary reports, however only one hazard report, and eleven mandatory reports, including the one accident, bringing the total year to date remaining at 64% non-mandatory reports and the total year to date accident rate is 0.15 per 1000 movements which is still below the 2022 target.

MAKE A DIFFERENCE

Whenever you see or experience something that can be a safety hazard, it's important that you put pen to paper! (Or fingers to keyboard...) Your experience or observation can make a difference to many others in the aviation industry and may uncover important root causes that need to be addressed. Sometimes you may experience something or observe something and you feel you need to report but don't have time. Make sure to write a note to yourself so that later when you are more relaxed you can report. Remember our link on the NCAA website under the icon as per the picture opposite, or use the following link: <https://forms.office.com/r/WhYcLFfmmu>



Safety Performance Indicators

Of the seven selected and monitored high risk categories (HRCs), for the third month this year there were no alerts. There were also only two categories slightly over the target levels for which we are well aware are inherent in our operating environment, that is wildlife strikes due to our natural environment and maintenance/technical events from our aging fleets. However we continue to work on mitigations for both.

We further will continue to work on mitigations for runway excursions, which is also slightly above average, and has had a number of alerts. and would like to ensure in this respect all operators have a stabilised approach criteria in their standard operating procedures, if you don't, ensure to amend them as soon as possible.

SPIS

	Airprox/LOS	CFIT	Rwy Excurs.	Wildlife	LOCI	Rwy Incurs.	Maint & Tech
Average	0.204	0.165	0.117	1.251	0.086	0.189	2.046
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	0.262	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	2.089
JUL	0.263	0.000	0.000	2.105	0.000	0.000	2.368
Target	0.307	0.061	0.031	1.994	0.123	0.153	2.117
	0.341	0.068	0.034	2.215	0.136	0.170	2.352
	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






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

Safety Thought for the Month

"Learn from the mistakes of others, making them all yourself is incredibly expensive!"

Stay Safe!

Reporting



Safety Requires Work!

When one looks back, as they say, hindsight is 20-20, it appears there were all the warning signs available. Nearly always with accidents there were defences which were inefficient, and had they been effective the accident would never have happened. That is, accidents don't often happen by chance, there are causal factors which could have been mitigated if attention was paid to trap hazards and strengthen defences.

It is vital to also remember, along with the point that accidents often don't happen by accident, nor does safety - it requires constant work and vigilance, awareness of the barriers that may need strengthening to trap the hazards before they become an event.

Review your standard operating procedures, your training syllabi, and your operations manual regularly to determine if there are any gaps which may give rise to hazards that can slip through the safety net to become an event. Ensure you maximize the promotion of safety through your regular operational safety meetings, safety action groups, and safety review boards. Ensure you develop a robust safety culture, where everyone is aware of their safety responsibilities and reporting is paramount. Only with constant work will your safety system be robust enough to protect against the worst.

SAFETY OCCURRENCES

JULY 2022

TECHNICAL FAULTS (MANDATORY, LOW RISK, AIR)

There were ten technical events reported in July, as follows:

- One electrical failure
- Two gear faults
- One fuel leak
- One brake stuck
- One rpm overspeed
- Two events of smoke in the cockpit
- One engine fire warning
- One tyre burst

Note that nearly all unscheduled failures require a incident report. This need not be a lengthy dissertation, that is, it shouldn't take you too much time, only a brief summary of the most likely or determined cause of the failure. This is important for trending and/or for preventative maintenance.

Please see April's article on service difficulty reports (SDRs) and mandatory occurrence reports (MORs).

WILDLIFE STRIKES (VOLUNTARY, MEDIUM RISK, AGA)

There were eight wildlife events reported in July.

At FYWE there were two bird strikes on takeoff and one on landing.

At FYWH there was one bird strike on takeoff and two bird strikes on landing.

There was one bird strike and one jackal near miss at rural fields.

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

SAFETY OCCURRENCES

JULY 2022

TURBULENT ROUTING (VOLUNTARY, MEDIUM RISK, ANSSO/OPS)

A light aircraft outbound from Eros to the South was initially routed via Heja lodge because of traffic. Thereafter the aircraft was given a routing that would take them directly over the Auas mountains at low level altitude when there was 20-30kt winds.

ATS should be aware of the limitations of light aircraft and small helicopters to fly low level over mountainous terrain. Pilots should be assertive to provide alternative options in the case of routing near mountainous terrain during strong winds and remember the ATS may not be aware of your aircraft capabilities. Turbulence can be beyond the capabilities of even larger aircraft, it is very dangerous and should not be taken lightly.

BLASTING HAZARD (HAZARD, LOW RISK, ANSSO/AIM)

There were two reports of blasting activities without NOTAMs.

In the one case the ANSP is in the process of engaging our strategic partners to highlight when and how notification and NOTAM issue should be made.

In the other case NCAA is sensitising it's service providers and users of the importance of filing NOTAMs if there is blasting activity reported near an airport.

STATUS OF AIRPORT, FYSM (HAZARD, LOW RISK, AGA)

There was a report of difficulty in performing runway grading timeously at FYSM and also work in progress without a NOTAM.

AGA is investigating.

SAFETY OCCURRENCES

JULY 2022

LANDING WITHOUT GEAR (MANDATORY, **LOW RISK**, OPS)

A landing was made without gear after the pilot had been trying to recycle the gear circuit breaker due to a suspected gear motor running. The manual extension was not used.

Pilots are reminded of the importance of completing checklists, especially in a single pilot operation. It is highly recommended that gear should be checked three times, once downwind or on extension, once on final (GUMP or PUFF checks), and one last check crossing the fence. There is a high prevalence of gear failures in our aging fleets and it is important to notice the issue as soon as it occurs to enable a go around and climb out of the circuit to sort out the problem. Keeping a hand on the gear lever until a green indication is achieved is also a good trigger.

It is also important for single pilot operations that technical events do not distract you from flying the plane. Remember, Aviate, Navigate, Communicate, Checklist. And a hint for complacency, remember "There are those that have, and those that will!"

ON MANOEUVRING AREA WITHOUT CLEARANCE (MANDATORY, **MEDIUM RISK**, AGA)

A security vehicle entered the taxiway without a clearance while driving to the apron. The vehicle was normally escorted by the airport vehicles and it is not clear how the vehicle gained access to the manoeuvring area unescorted.

Later the vehicle proceeded via a service road and crossed a taxiway immediately underneath an air-taxing helicopter. The procedures for the use of the service road are under investigation.

AGA and AvSec are investigating.

SAFETY OCCURRENCES

JULY 2022

SMOKE IN THE COCKPIT AND FIRE WARNING (MANDATORY, MEDIUM RISK, AIR/OPS)

There were two events of smoke in the cockpit reported.

Pilots are advised to take all instances of smoke in the cockpit very seriously. An emergency should be declared as this will both ensure you have priority routing and landing clearance and it will ensure that fire services are available after you land. Remember it is much easier to declare an emergency and file the paperwork when there is a potential problem than it is to not have the resources available when you really need them.

There was one instance of a fire warning during ground operations. The crew followed the fire on the ground checklist and the fire warning extinguished, therefore they taxied back to the apron to disembark the passengers and contact maintenance.

LOSS OF SEPARATION MANDATORY, MEDIUM RISK, ANSSO)

A high performing commercial jet took off behind a poorer performing turbo-prop aircraft. There was no lateral separation applied. While the second aircraft was cleared to a lower level, FL220, than the preceding aircraft which was cleared to FL240, because it outperformed the preceding aircraft in the climb, they ended up climbing through the preceding aircraft's level at FL195. The lateral separation was 9nm.

ATS should note that it is important that an initial clearance issued to an aircraft must ensure separation. Be aware of different performances in climb, ensure an aircraft is maintaining level before applying vertical separation, and apply lateral separation whenever this is not possible. Aircraft should ensure to listen out to other traffic for potential conflicts and query if in doubt.

SAFETY ARTICLE:

TIME PRESSURE, STRESS, AND FATIGUE

You are all probably aware of the phrase “human factors related” with respect to incidents and accidents. This indicates that incidents are often not due to a single cause, but usually due to a chain of events triggered by several factors involving, in some way, humans. In most cases, accidents are not the result of major mistakes, but rather a series of small events of lesser severity, many of which might be related to the “dirty dozen” of human factors. It has been discovered that most of the time, supposedly insignificant events lead to severe outcomes, precisely because they are “less visible” and therefore perceived as not very dangerous. One would have to recognize what the consequences could be, similar to guessing the picture of a puzzle with many pieces still missing.

In the complex system of aviation, with all its aspects of ground operation, maintenance, flight operation, ATC, and customer demands, understanding the significance of human factors is a cardinal aspect of good safety management.

Already today, we experience an increase in incidents and findings, though minor, due to the rapidly increasing number of flights and customer volume. Time pressure, lack of resources and operational volatility add up to a dangerous mixture which results in stress and fatigue. Stress and fatigue are two of the human factors in the so-called “dirty dozen”. A third one fitting to these two factors is lack of



SAFETY ARTICLE:

TIME PRESSURE, STRESS, AND FATIGUE, CONT'D

resources. In aviation, we require individuals to perform in an environment with constant pressure to do things better and faster without making mistakes. Additionally the pressure to fix things, if something goes wrong, is always present. However, there is a limit to the amount of pressure that can be coped with. Excessive stress levels reduce performance and result in a large number of negative side effects — both physical and mental. Stress is very often triggered by time-pressure, but also by inadequate leadership creating psychological stress. Fatigue is often the result of constant high stress stemming from continuing (time) pressure and/or unrealistic expectations.

All three of the above-mentioned human factors are strongly related with each other and you should be aware of them and put your focus on these to help keeping our operations safe.

PRESSURE: Inappropriate pressure applied to an individual or team to expedite a task may create a safety risk. Both actual and self-imposed pressure can be significant drivers for errors, taking dangerous short cuts, or deviating from standard operating procedures.

Solutions:

- Reduce the burden of mental or physical distress;
- Communicate concerns;
- Ensure that the pressure is not self-induced;
- Ask for extra help or time;
- Put safety first, even if you run out of time.



SAFETY ARTICLE:

TIME PRESSURE, STRESS, AND FATIGUE, CONT'D

STRESS: Can be described as a state of physical, mental or emotional strain due to some external or internal stimulus. A certain amount of stress can even be positive, but excessive stress levels reduce performance and can lead to physiological and psychological impairments.

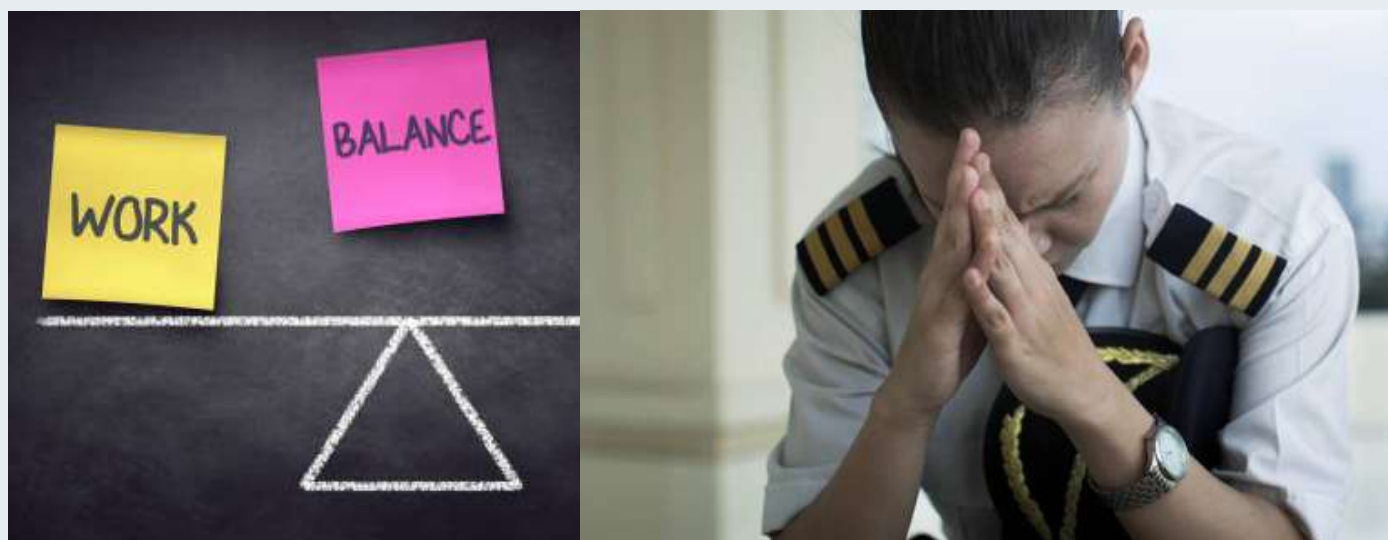
Solutions:

- Manage stress before it affects your work
- Take a rational, no emotional, approach to problem solving
- Take a short break when needed
- Discuss the problem with someone who can help

FATIGUE: Is a major human factor that contributes to many working errors. It can be mental or physical. A fatigued person may be easily distracted and may also lower his or her standards or may experience abnormal mood swings. Fatigue results in an increase in mistakes, poor judgment, and wrong decisions

Solutions:

- Eliminate fatigue-related performance issues
- Watch for symptoms of fatigue in yourself & others
- Have others check your work
- Take a rest when needed



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.



The poster features a blue sky background with white clouds. At the top left, a quote in cursive reads: "Safety is not negotiable!!" followed by "- Toska Sem, Executive Director NCAA". Below this is the NCAA logo, which includes a stylized sun, a blue swoosh, and the letters "NCAA" in blue. To the right of the logo, the text "NAMIBIA CIVIL AVIATION AUTHORITY" is in red, "SAFETY WORKSHOP" is in red, and "- 29TH SEPTEMBER - SWAKOPMUND" is in blue. A list of six topics is provided, numbered 1 to 6. At the bottom left, there is a circular red seal with a white border, containing a black and white photo of an airplane on a runway and the word "ALERT" in red. Below the seal, the text "AVAILABLE AS A HYBRID EVENT" and "FOR THOSE THAT CANNOT ATTEND IN PERSON" is in black. At the very bottom, it says "Contact us to reserve your place!!" followed by the email address "spq@ncaa.na" in blue.

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

**NAMIBIA CIVIL AVIATION AUTHORITY
SAFETY WORKSHOP
- 29TH SEPTEMBER - SWAKOPMUND**

Some of the Topics for This Event Include:

1. Air Traffic Control Issues
2. Exploring the Levers for Improvement of Aviation Safety and Security Training in Namibia
3. Dangers and Intolerance for Low Flying
4. Fitness to Fly
5. Tools for Building a Sustainable and Effective Safety Culture
6. Safety Performance Indicators

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

Contact us to reserve your place!! 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.

The event will take place at the Atlantic Villa Guest House conference venue from 0900 to 1600 however please confirm with us in advance to secure your place.

Enquiries, link details, and bookings:

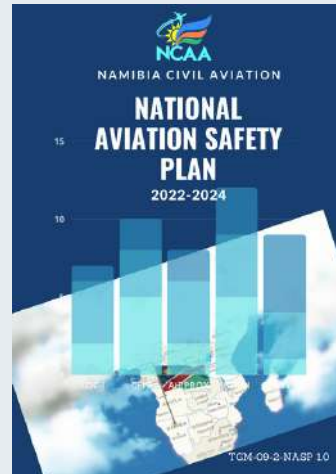
Danielle Bruckert 083 235 2468, bruckertd@ncaa.na or spq@ncaa.na

Articles and Ask NCAA

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.

Publications

In July we have circulated the National Aviation Safety Plan (NASP) to the SSP Steering Committee. Anyone interested in assisting in reviewing and assisting with the NASP should contact Safety Promotion and Quality: spq@ncaa.na.



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

