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AUGUST
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

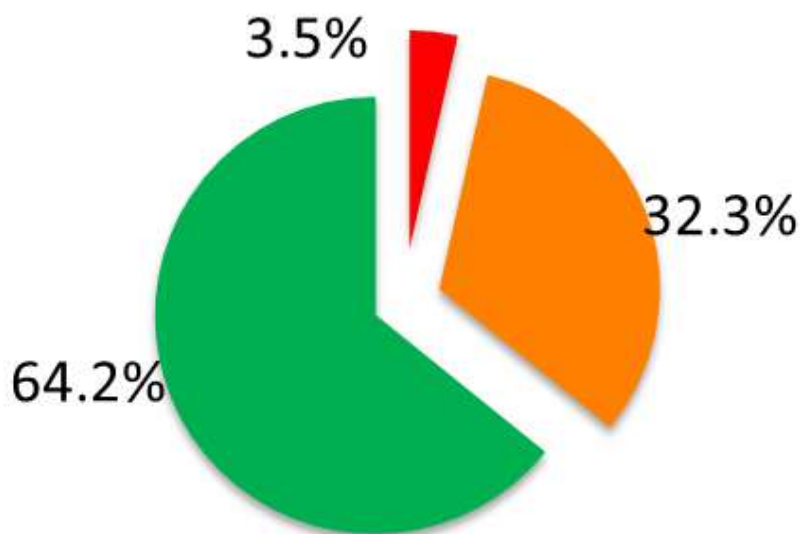




This monthly publication will keep industry, NCAA, license holders, and the general public updated in terms of what has occurred in safety monthly within the industry. All reports are de-identified and no attempt should be made to identify the reporter in this or any other avenue unless specific authorisation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

Safety Statistics

Type of Risk



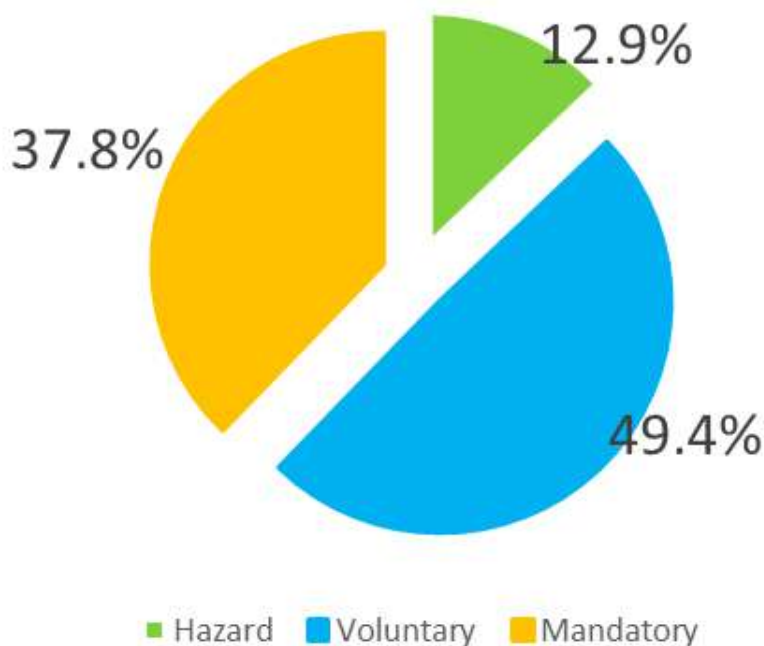
August 2022

In August we had 33 safety reports, of which 17 were voluntary. With regard to risk this month, the majority, 28 were low risk events. There were two medium risk, one a bird strike and one poor emergency procedures and there were three high risk events, two of which were loss of separation. There were two accidents recorded, which are described further in the occurrences section. The year to date figures for risks are around 64% low risk, 32% medium risk, and only 4% 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.

Classification of Occurrence



In August we had 17 voluntary reports, although only two hazard reports, and 14 mandatory reports, including the two accidents. The one fatal accident is the first since October 2021. The total year to date remaining at 62% non-mandatory reports. It should be noted we are still falling slightly below our target of 10% above 2021 levels for voluntary and hazard reports.

DATA DRIVEN APPROACH

A safety system must move from reactive to proactive and predictive and this applies equally for SMS and for the SSP. To do this we need a data driven approach to safety. To establish a data driven approach we need communication from our users in the form of reports, hazards, and recommendations. An important component and building block of a positive Safety Culture is a Reporting Culture. Help our system improve by keeping the communication channels open.

Remember our link on the website, see 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 fourth month this year, and third consecutive month there were no alerts. There were also only two categories slightly over the target levels. It is noted that the tragic accident on the 31st August has not yet been classified according to the HRC in these totals since the cause is undetermined.

Of significance we note that there are two loss of separation events one in controlled airspace and one in uncontrolled airspace.

SPIS

	Airprox/LOS	CFIT	Rwy Excurs.	Wildlife	LOCI	Rwy Incurs.	Maint & Tech
Average	0.222	0.165	0.117	1.217	0.086	0.189	1.991
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	0.235	0.000	0.000	1.877	0.000	0.000	2.112
AUG	0.437	0.000	0.000	0.219	0.000	0.000	2.185
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



Safety Thought for the Month

"Most accidents originate from actions committed by reasonable, rational individuals who were acting to achieve an assigned task in what they perceived to be a responsible and professional manner." - Peter Harle

"No one gets up in the morning and thinks, I'm going to have an accident today!"

Stay Safe!

Reporting



Thoughts for Your Next Audit:

At NCAA safety oversight is an essential and primary mandate . In this respect, NCAA works closely with industry to make our skies safer. Our certificate holders should embrace this two way relationship and remember we are just a phone call or an email away!

We enjoy hearing from our certificate holders, and not just when it is audit time, the more we engage with our stakeholders, the better the safety of the organisation. So we do hope you enjoy hearing from us too. Audits are chances to improve your standards of safety and quality and in which we look forward to help you make this happen. Watch this space for more tips and helpful hints on best practices and ways to excel in your regulatory auditing.



SAFETY OCCURRENCES

AUGUST 2022

TECHNICAL FAULTS (MANDATORY, LOW RISK, AIR)

There were nine technical events reported in August, as follows:

- An aircraft aborted takeoff due to nosewheel shimmy
- A NTCA with an engine fault on landing
- A NTCA with fuel flow and aborted takeoff on three separate occasions, two on the same day
- A NTCA with a coolant problem returned for landing
- A C210 had an electrical system fault, ammeter showing discharge, i.e. battery not charging, the aircraft landed at FYWE without issue
- A transponder mode C failure
- A C210 aborted takeoff due to fuel flow
- One engine failure in a NTCA (resulting in a forced landing and substantial aircraft damage but no injuries), see excerpt on page 10

We 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 (SDR s) and mandatory occurrence reports (MORs), and note that nearly all unscheduled failures require a incident report.

WILDLIFE STRIKES (VOLUNTARY, MEDIUM RISK, AGA)

For the month of August there was only one wildlife strike reported. It could be speculated that people are becoming complacent and not reporting, or if the trend continues, it may also be speculated that wildlife programmes are having an effect. The resultant rate of bird strikes for August was 0.2 per 1000 movements.

The report received was one bird strike on landing at FYWE.

There was no damage reported to the aircraft.

SAFETY OCCURRENCES

AUGUST 2022

GO AROUNDS DUE TO TAILWINDS (VOLUNTARY, LOW RISK, OPS)

There was one go around due to strong East winds on 08 at FYWH. In the same vein, there was one go around on runway 26 at FYWH and one at FYOA due to tailwinds on final approach which were not indicative of the surface wind. Furthermore there was one go around of a scheduled aircraft due to unstable approach. Whatever the cause go arounds should be commended as if in doubt, go around and make sure.

Pilots are warned about the prevalence of strong East winds from July to September and also to be aware of wind shear when the upper and surface winds differ. Where possible a secondary scan of the ground speed on final approach is recommended.

GO AROUNDS DUE TO WEATHER (VOLUNTARY, LOW RISK, OPS)

There were two go arounds due to low cloud on final approach at FACT. Pilots are reminded of the approach ban, It is noted in both cases the weather deteriorated after passing the final approach fix.

It should be stressed that alternates are available for a reason and weather minimums including approach ban must not be taken lightly. Always stick to the published minimums. Another good rule of thumb is: Don't attempt an approach more than twice. If you don't get in the second time, it's time to divert!

MEDICAL EMERGENCY (VOLUNTARY, LOW RISK, AGA/ANSSO)

An elderly passenger fell ill on an scheduled flight into FYWH. Although there were two doctors as passengers found on board, unfortunately the case was beyond rescue, and sadly the passenger passed away. On reflection the entities involved recommended that procedures are in place for the type and nature of communication needed to prevent frequency congestion.

SAFETY OCCURRENCES

AUGUST 2022

LOSS OF SEPARATION - UNMANNED (MANDATORY, **HIGH RISK**, OPS)

A circuit trainer in an unmanned traffic circuit incorrectly reported their position resulting in a loss of separation between themselves and traffic enroute in uncontrolled airspace. The enroute traffic observed the circuit trainer visually which avoided conflict.

Crew should be aware of see and avoid which is our last line of defense, but also to avoid resorting to our somewhat unreliable safety net, remember the importance of hear and be heard! This is the second event in so many months that incorrect radiotelephony by unmanned traffic caused a loss of separation. Be aware of the importance of regular, accurate, and standard position reports in uncontrolled airspace.

TYRE BURST - INADVERTANT BRAKING (VOLUNTARY, **LOW RISK**, OPS)

On approach to FYWE the wind was reported 280 degrees 27kts with runway 01 in use. Further on approach the wind was reported as 260 degrees 17kts, gusting 31kts, varying between 220 and 280 degrees. The aircraft elected to land runway 19 however due to the strong crosswind the approach was unstable and they initiated a go around. The crew then elected to land runway 27.

Due to the runway being rather short for the aircraft type the captain briefed the co-pilot to assist with braking on his command should they fail to slow down sufficiently. However, on landing, as soon as the nosewheel touched the ground, the co-pilot commenced braking, without command resulting in a flat tyre on one side and a flat spot on the other.

It is recommended that where performance is suitable aircraft type training includes take off and landing on runway 09/27 at FYWE.

SAFETY OCCURRENCES

AUGUST 2022

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

A Cessna 210 was inbound from the North for landing at FYWH. The aircraft was instructed to maintain present track and expect a left circuit runway 08 number two to scheduled jet traffic established on long final. The C210 initially did not understand the joining instruction and ATC had to elaborate, adding that they would turn the aircraft right for downwind 08.

Tower was advised of the plan and that the aircraft will be handed over to them for the separation. Both aircraft were told to continue with tower 118.1. However the aircraft did not change frequency or establish contact and appeared to continue with the last assigned instruction to maintain heading. Initially the approach controller, observing the aircraft still on a Southerly heading thought the aircraft was routing for final 16, however the aircraft was routing towards the centerline of runway 08 and was then observed approximately 2nm from the scheduled traffic on final at the same altitude. Approach tried calling the traffic and found they were still on 120.5 (approach frequency) and instructed them to make an immediate right turn.

The approach controller reflected that the response to the change of frequency was not clear and in retrospect he realised the traffic did not copy.



SAFETY OCCURRENCES

AUGUST 2022

LOW LEVEL FLIGHTS (MANDATORY, MEDIUM RISK, OPS)

There were two instances of alleged low level flights over Rossmund residential area in Swakopmund.

NCAA is extracting the radar recordings to determine if enforcement action is required, as disregard for NAMCAR 91.06.33 would be considered willful misconduct and as such a principle of exception applies.

There has been a resident/operator group established to address noise complaints over Rossmund and they are in the process of developing a noise abatement procedure which will be vetted and circulated for potential approval, however pilots are advised to please give consideration to this development and where possible avoid flying directly over the residence.

ENGINE FAILURE - FORCED LANDING (NTCA) (MANDATORY, MEDIUM RISK, OPS/AIR)

A non-type certified aircraft experienced a partial engine failure after takeoff from FYSM. On extended left downwind for runway 24 engine revolutions dropped to idle power. An immediate turn towards runway was initiated, The engine gave intermittent power surges to full power, lasting 2 seconds each time, however height could not be maintained and an emergency landing was executed 500 metres from runway 24 threshold.

Pilots are reminded partial engine failures can result in full engine failures at any time, always ensure to expedite to a position where landing can be effected.

ATS FACILITIES (MANDATORY, LOW RISK, CNS)

There were four failures of MET equipment, two at FYWB, one at FYWH, and one at FYOA. There were two failures of telecommunication services at FYWB. The fault was tracked to roadworks cutting the fiber optic cables. This degraded radar, phones, MET service, and internet. Investigation into standby services is underway.

SAFETY OCCURRENCES

AUGUST 2022

ABORTED TAKEOFF DUE TO TECHNICAL (VOLUNTARY, MEDIUM RISK, PEL/AIR/OPS)

A non-type certified aircraft aborted takeoff due to a fuel flow issue. The pilot thereafter attempted another takeoff which was then aborted.

This is not the first time we have received a similar incident and it poses a serious safety concern. If an aircraft develops a problem on the takeoff run with fuel or any engine related issue and you elect to takeoff again, perhaps after a full power runup, what guarantee do you have that the fault will not reoccur, perhaps at a worse time for example on the early stages of climb out?

For engine related faults remember the adage rather be on the ground wishing you were in the air than in the air wishing you are on the ground.

Take the time to taxi to maintenance and get the fault checked out thoroughly before attempting another takeoff.

STATUS OF AIRPORT, FYKM, SONOP, ONGAVA (HAZARD, LOW RISK, AGA)

NCAA effectively facilitated and granted approval of the airside work safety plan for rehabilitation works at FYKM. This is an extensive plan for upgrade of the facilities and consists of three phases. Pilots should be aware of work in progress (WIP) during this time and keep a look out for NOTAMs of the same.

There was a hazard report for the Sonop and Ongava, at both airports pilots should take care when moving on and off the hard stands due to the significant step and degraded surfaces. Both situations are being addressed by the airport management.

SAFETY OCCURRENCES

AUGUST 2022

DIVERSION TO FYWB AFTER HOD (MANDATORY, MEDIUM RISK, AGA/OPS)

A foreign registered C172, on a private flight, diverted from FYSM to FYWB in low visibility conditions and at night with no runway lighting while low on fuel. The flight was delayed due to technical fault enroute and arrived later than planned, around 55 minutes after dark.

While like our gear article last month, there are potentially, "...those that have, and those that will..." and so we must not to be complacent about alternate and night planning, and while this can happen to anyone, it is also important to remember thorough and careful planning while on the ground can help to avoid undesirable situations in the air.

Planning a proper alternate which will be open and have adequate facilities at your time of diversion is important, and while not required for private VFR day flights, is strongly recommended.

It is important to plan to arrive at your destination well before last light where there are no night facilities. A good rule of thumb is to allow 30 minutes before sunset, or 45 minutes before last light, as a planning margin, where upon this must be applied to the alternate too if one is selected.

It is importance that weather conditions at destination are monitored carefully, especially for VFR flights or flights with no alternate. If your destination is known for poor weather or if there is a chance of weather deteriorating even more cause for an alternate.

BLASTING AT FYR134 WITHOUT NOTICE (MANDATORY, LOW RISK, ANSSO)

There was again blasting at restricted area FYR134 close to FYWB airport without notice. The process of agreement and education between the operator and NCAA is being expedited.

SAFETY OCCURRENCES

AUGUST 2022

FATAL ACCIDENT OF V5-LMK
(MANDATORY, **HIGH RISK**, AIR/AGA/OPS/PEL)



NCAA would like to express our sincere condolences to the families and friends of the passengers and pilot involved in this tragic accident on departure from Impalila Island on the 31st August 2022. Our hearts go out to those grieving and our thoughts are with you.

Regarding the investigations, NCAA is working closely with the Directorate of Aircraft Accident and Incident Investigation (DAAII) to uncover details that will lead us to correct any shortcomings.

Again, our heartfelt sympathies are expressed to the families and friends affected by this tragic event.

We will communicate further once the facts have been established.



OCCURRENCE FEEDBACK

AUGUST 2022

LOSS OF SEPARATION (MANDATORY, MEDIUM RISK, ANSSO/OPS)

Following a loss of separation, it was discovered that the ATS did not consider relative rates of climb when applying a separation and also did not react adequately to the radar system alerts. Retraining was recommended along with emphasis on application of proactive controlling for all air traffic controllers.

EVENTS INVOLVING TRAINING AIRCRAFT MANDATORY, MEDIUM RISK, ANSSO/PEL)

There have been a number of events involving training aircraft over the past months. It is recommended that:

1. A forum is established between ATS and flight schools to keep channels of communication open
2. Resumption of tower visits is provided by ATS for student pilots
3. Students and private pilots are taught to be assertive when they cannot comply and offer alternatives to assist ATS
4. Instructors do not feel pressure to solo students too early to meet hour targets or financial restraints

STANDARD RADIO PHRASEOLOGY MANDATORY, MEDIUM RISK, ANSSO/PEL/OPS)

It is recommended further that ATS and pilots ensure to use standard phraseology as far as practicable.

This is of particular importance when issuing or cancelling takeoff clearance or for issuance of separation instructions. As a reminder, the words "takeoff" should only be used in the phrases "cleared for takeoff" or "cancel takeoff clearance".

SAFETY ARTICLE:

READBACK-HEARBACK

When using the radio in aviation, a read-back must be complete and clear to ensure an understanding is achieved by both parties. The pilot is required to read back instructions and this readback tells the controller that the instructions given are understood and will be complied with. The action of reading back a clearance gives the controller an opportunity to confirm that the message has been correctly received, and if necessary, to correct any errors. Further, use of standard phraseology reduces the risk that a message will be misunderstood and aids the read-back/hear-back process so that any error is quickly detected.

Ambiguous or non-standard phraseology is a frequent causal or contributory factor in aircraft accidents and incidents. Additionally an uncorrected erroneous read-back (known as a hear-back error) may lead to a deviation from the intended clearance and may not be detected until the controller observes the deviation on his/her situational display if available.

The flight crew must always read back to the air traffic controller safety-related parts of ATC clearances and instructions. The following items must always be read back:

- Route clearance
- Holding instructions
- Any route and holding point specified in a taxi clearance
- Approach clearances
- Altimeter settings
- SSR codes
- Level instructions/restriction.
- Runway in use
- Heading and Speed instructions
- Clearances and instructions to enter, land on, take off from, hold short of, cross or backtrack on any runway
- Any clearances, conditional clearances, or instructions must be read back or acknowledged in a manner to clearly indicate that they have been understood and will be complied with.



Read-back of a clearance should never be replaced by the use of terms such as "Roger", "Wilco" or "Copied". Likewise, a controller should not use similar terms to acknowledge a message requiring a definite answer (e.g. acknowledging a pilot's statement that an altitude or speed restriction cannot be met). The controller must listen to the read-back to ascertain that the clearance or instruction has been correctly acknowledged by the flight crew and shall take immediate action to correct any discrepancies revealed by the read-back.

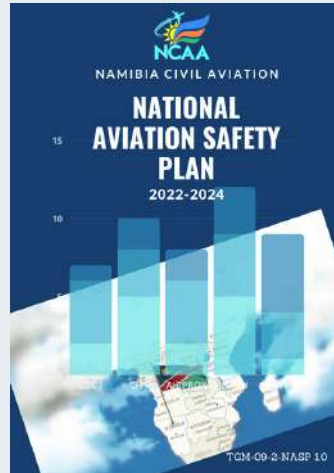
Training

In August we completed the series of seven safety and quality courses provided in conjunction with IATA. with over seventy participants from NCAA, government, and industry. There will be a graduation planned for October for all those receiving certificates.

Publications

The SSP Manual was approved by NCAA board in August and is now on its way to the Minister for final signatures.

Safety Promotion and Quality is still looking for input on the NASP. : 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

