

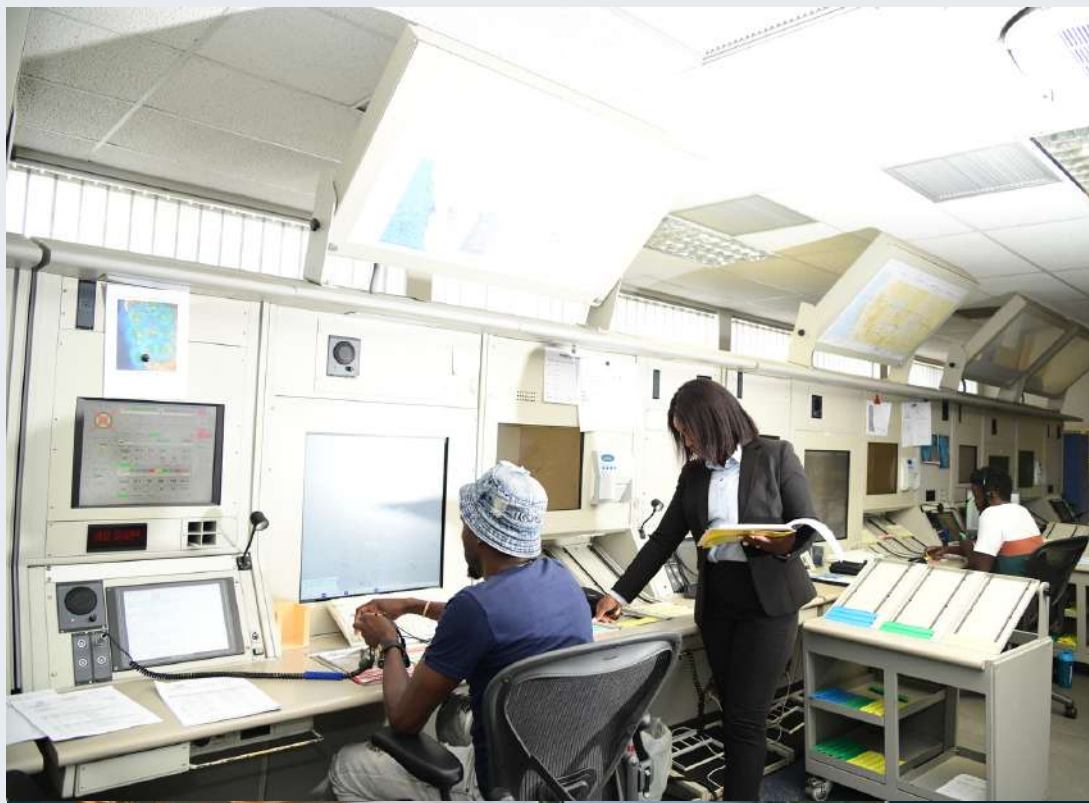


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Safety Promotion
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083 235 2468



SEPTEMBER
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

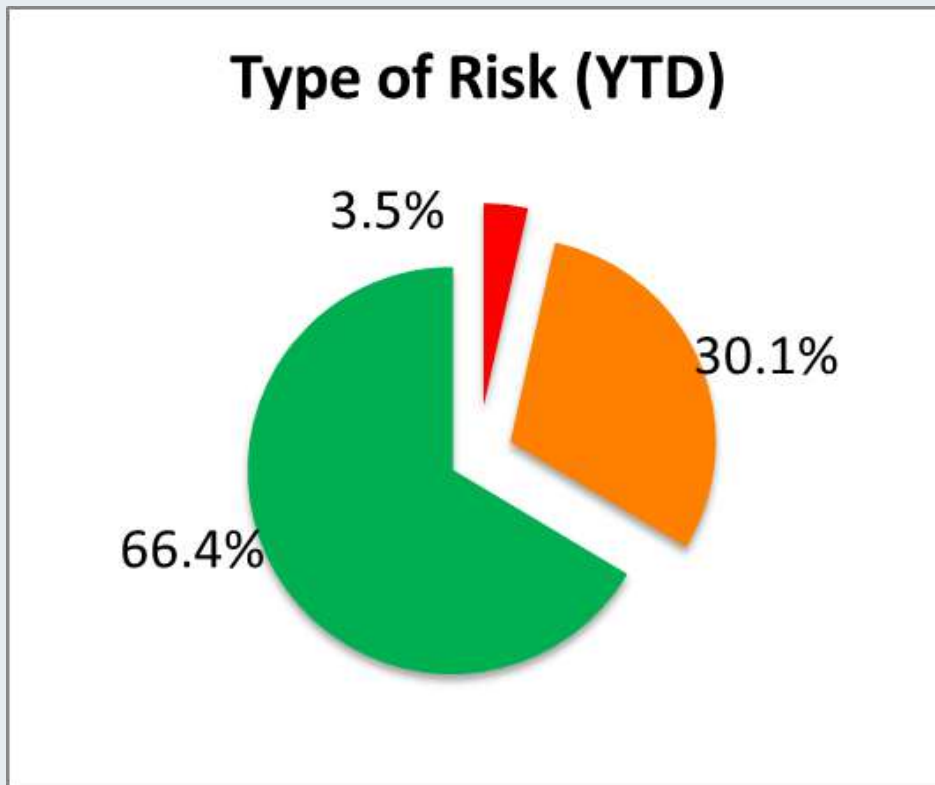


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This monthly publication will keep industry, NCAA, license holders, and the general public updated in terms of what has occurred in safety monthly within the industry. All reports are de-identified and no attempt should be made to identify the reporter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

Safety Statistics



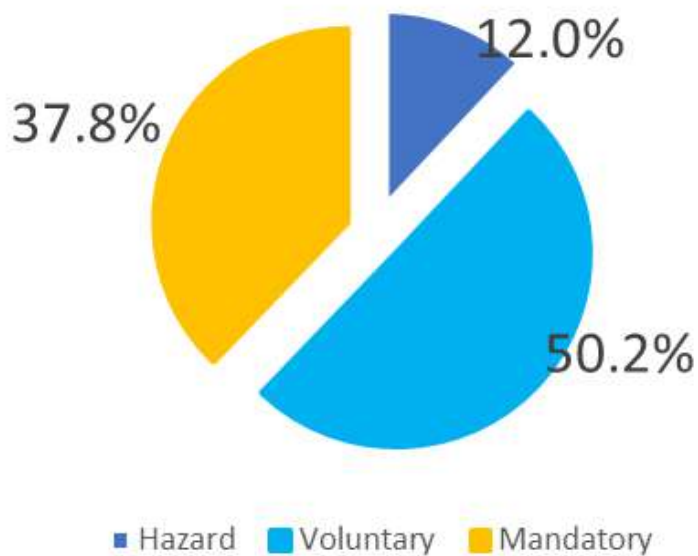
September 2022

In September 2022 we had 29 safety reports, of which 19 were voluntary or hazards. Regarding risk this month, the majority, a pleasing 22 or 79% were low risk events. There were six medium risks events and one high risk event, a loss of separation occurrence. The year-to-date figures for low risks are slightly higher now, due to two positive months, 66% low risk, 30% medium risk, and only 3.5% high risk. It should be noted we have had two months of very low wildlife strike events which also contributes to these totals.

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 (YTD)



In September we had 17 voluntary reports, two hazard reports, and only 10 mandatory reports, with no defined accidents, although one event, a door loss, had substantial damage. The total year to date remains 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.

REPORTING CULTURE

We learnt in the workshop in September 2022 that a safety culture must encompass a reporting culture, and this should be emphasised throughout your organisation. Not only should it be incredibly easy for people to report, (eg provide several means), it should be rewarded, seen as an opportunity to improve, and it should be at the forefront of people's consciousness when performing their day to day activities. Only this way will we be able to move from reactive to proactive and predictive!

Remember our link and forms 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), there were again no alerts triggered for September 2022, however there was one event - runway excursions, over the second standard deviation point and one category, loss of separation (LOS) over the target levels. LOS is considered a critical area and we will be circulating more information about see and avoid, hear and avoid awareness, readbacks, and safety nets on control clearances. We will also be publishing more material on stabilised approaches and tips for avoiding excursions, as this area is also a recurrent alert, however it is slightly skewed slightly by an unusually low figure in 2021.

SPIS

	Airprox/LOS / CFIT	Rwy Excurs.	Wildlife	LOCI	Rwy Incurs.	Maint & Tech
Average	0.278	0.146	0.132	1.110	0.076	1.964
JAN	0.846	0.423	0.423	0.846	0.423	0.000
FEB	0.000	0.370	0.000	0.739	0.000	0.739
MAR	0.000	0.000	0.000	1.126	0.000	0.000
APR	0.000	0.000	0.254	1.272	0.000	0.509
MAY	0.262	0.523	0.262	1.308	0.000	0.000
JUN	0.000	0.000	0.000	2.350	0.261	0.261
JUL	0.235	0.000	0.000	1.877	0.000	0.000
AUG	0.656	0.000	0.000	0.219	0.000	0.000
SEP	0.499	0.000	0.250	0.250	0.000	0.000
Target	0.307	0.061	0.031	1.994	0.123	0.153
Avg	0.341	0.068	0.034	2.215	0.136	0.170
SD	0.428	0.171	0.085	2.533	0.206	0.248
Alert 3	0.769	0.239	0.120	4.749	0.342	0.419
Alert 2	1.198	0.410	0.205	7.282	0.548	0.667
Alert 1	1.626	0.581	0.290	9.815	0.754	0.915






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

"Air traffic control involves the "safe and efficient" handling of air traffic, it should be remembered that the "safe" comes first and the "efficient" second!"

Stay Safe!

Reporting

A Message for our Colleagues at the ANSP

The service provided by our Air Navigation Services Provider (ANSP) includes area surveillance, approach surveillance, and flight information services from the Area Control Centre at Eros Airport, and tower control at six of the eight main airports (Eros, Windhoek International, Luderitz, Walvis Bay, Katima, and Ondangwa). Our controllers, with the support of AIM and CNS, work tirelessly to provide safe and efficient services to around 40 to 60,000 movements a year, on weekends, at night, and on public holidays, when most people are enjoying time with their families. Let us join together this month in wishing all our colleagues at the ANSP a big

*Thank
you!*

To All Our Colleagues



HAPPY AIR TRAFFIC CONTROLLERS DAY!



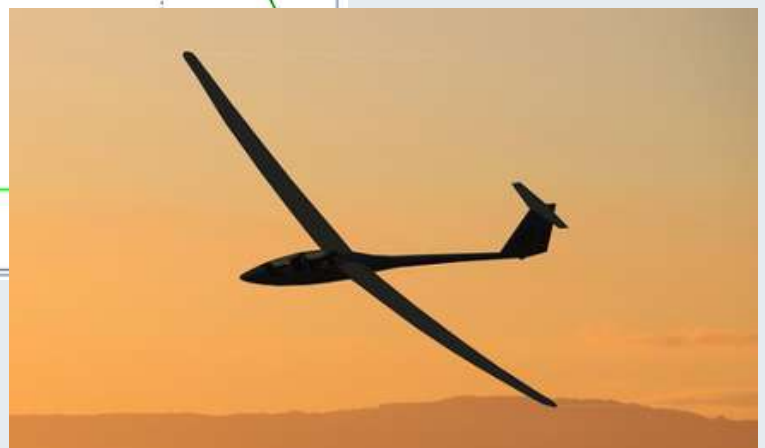
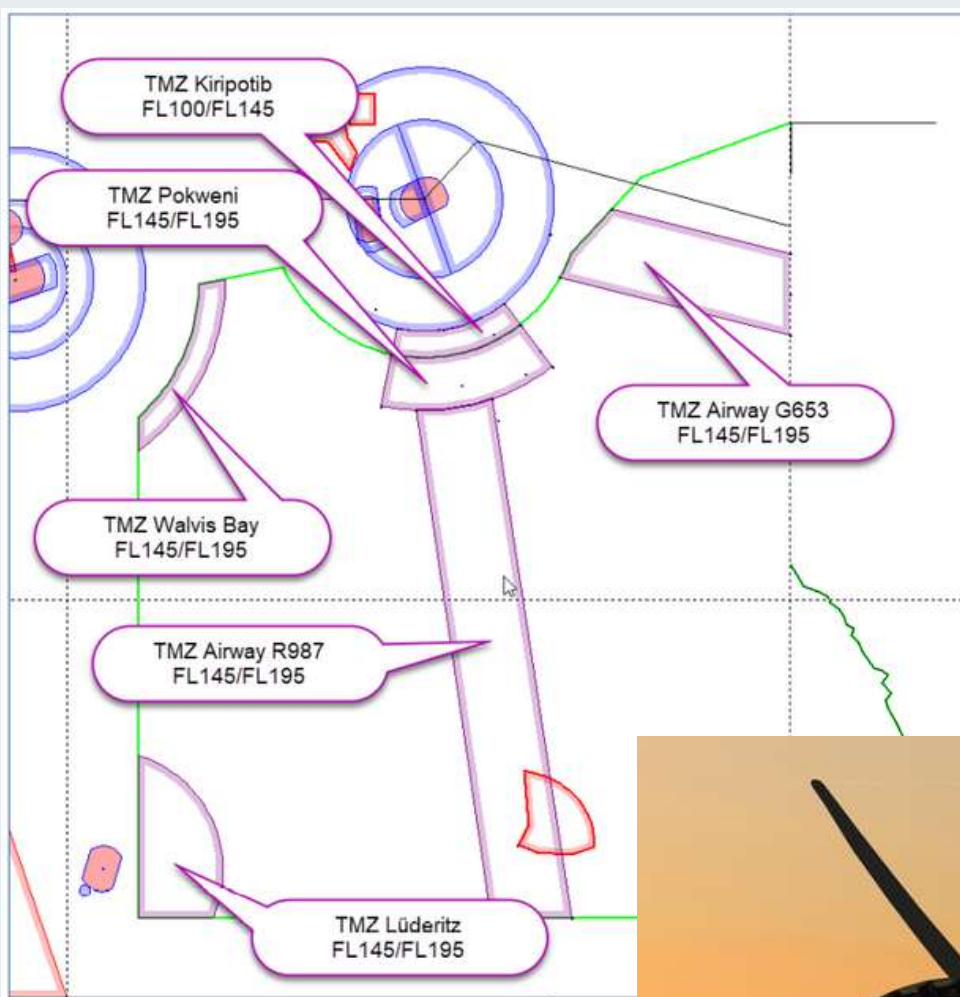
Behind the scenes, making your air travel
safe every day -
Spare a thought for your
Air Traffic Controllers

20 OCTOBER 2022

GLIDER SEASON 2022-2023

From the 1st November to the 31st January every year we welcome lots of overseas visitors who come to enjoy our wonderful Namibian summer with all its convective properties. This is just a friendly heads up to keep your heads up! The glider traffic can be found throughout Namibia, but concentrated **South of Windhoek**, and in certain areas **up to Flight Level 195** (FL195) (see Map below, and Ref AIP ENR 5.5). Even if you are IFR traffic, it is still your responsibility to look-out when in VMC. ATS can only provide VFR information as far as practical in Class E airspace and information services in Class G. So remember the high density VFR operations going on in our airspace over the summer months, and....

LOOK OUT & LISTEN OUT!



SAFETY

SAFETY OCCURRENCES

SEPTEMBER 2022

TECHNICAL FAULTS (MANDATORY, LOW RISK, AIR)

There were eight in flight technical faults reported in September, as follows:

- A Cessna 210 aborted take-off due to engine not developing full power;
- A Non Type Certified Aircraft (NTCA) carried out a precautionary landing on a road due to high engine coolant temperature, which was traced to be a gauge fault (see further details on page 10);
- A Cessna 406 returned for landing with a flat nosewheel, the landing was made safely;
- A scheduled airliner experienced the smell of smoke in the cockpit, (see further details on page 15);
- An aircraft reported a door open on upwind and returned for a safe landing;
- A door opened and was blown off on a Non-Type Certified Aircraft (NTCA), investigation is still ongoing as to whether this was a technical fault (see further details on page 11);
- A scheduled airliner had a generator warning message, followed the QRH and landed safely;
- A Cessna 210 returned for landing after experiencing high oil temperature combined with low oil pressure (see further details on page 15)

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 an incident report.



SAFETY OCCURRENCES

SEPTEMBER 2022

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

For the month of September there was again a record second month of only one wildlife strike reported. The report received was one bird strike on take-off at Windhoek international airport FYWH). There was no damage reported to the aircraft.

Wildlife strikes for September were only 0.250 per 1000 movements, far below the ICAO recommended target of 2 per 1000 movements, and giving a running average of only 1 per 1000 movements.

With record low numbers, we are considering there may be events which are not reported, industry are reminded of the importance of reporting for statistics, even if there is no damage.



SAFETY OCCURRENCES

SEPTEMBER 2022

UNSTABLE APPROACHES (VOLUNTARY, **LOW RISK**, OPS)

Four go-arounds due to unstable approaches were reported at Windhoek International airport (FYWH). One was due to upper level tailwinds while the wind was zero at the airfield, one was due to windshear, and two without reason.

It is important to commend the crew for recognition and actions.

ATS FACILITIES (MANDATORY, **LOW RISK**, CNS/NMS/ANSP)

There was one failure of meteorological equipment in the Windhoek International Tower and Area Control Center.

An aircraft landed unmanned in Ondangwa Airport (FYOA), due to no ATC.

NO CERTIFICATE OF AIRWORTHINESS (MANDATORY, **LOW RISK**, OPS)

An owner of a light aircraft was fixated on the time due on the hours meter for the mandatory periodic inspection while neglecting to check the date. As a result, the owner overflowed the annual inspection by 10 days. When the error was realised, the owner contacted the Aircraft Maintenance Organisation (AMO) to request to ferry the aircraft back to the maintenance base.

It should be noted that neither the pilot nor the AMO contacted NCAA at this point, which should have also been done prior to the ferry flight (note: a maintenance ferry flight requires a ferry flight permit).

We wish to illustrate for all our license holders that we will not take enforcement action for an honest mistake, which is outside the principle of exception, but the matter needs to be declared and approvals sought if needed.

SAFETY OCCURRENCES

SEPTEMBER 2022



AERODROME FACILITIES (VOLUNTARY, **LOW RISK**, AGA)

Discussion is underway for establishment of a co-ordinated Emergency Response Plan and Runway Safety Team and/or Operator Safety Group at Swakopmund.

A Notice that work is under way at Sonop was received from AGA after hazards reported last month and discussion at the Inter-Operator Safety Group.

A pilot inbound to Karasburg discovered there was a grader on the runway, and diverted to Ausenkehr. There was no NOTAM issued.

Aerodrome operators are reminded of the importance of issuing NOTAMs when there is work in progress or any change in runway conditions that can impact safe operations. Discussion is underway with AGA to create some safety guidance for the unlicensed aerodrome operators.

SAFETY OCCURRENCES

SEPTEMBER 2022

PRECAUTIONARY LANDING (MANDATORY, MEDIUM RISK, OPS/AIR/PEL)

The pilot of a non-type certified aircraft, on a private cross-country flight from Eros Airport (FYWE), noticed a abnormally high engine coolant temperature. Reducing power to address the problem worked briefly but then the temperature spiked again. The pilot decided to return to FYWE, but enroute, worried about the problem escalating to a forced landing, elected to do a precautionary landing just to be safe.

Having made the decision, a proper precautionary landing procedure was executed including field inspections, and a safe landing was performed on the road. The pilot then informed the police and DAAII, as is required. He further informed the flight school who contacted NCAA.

A pilot from the flight school and the maintenance engineer drove to the aircraft, assessed that the fault was due to the sensor and replaced the faulty part, thereafter the aircraft was flown back to base without further incident.

The pilot is commended for a successful precautionary landing.

It should be noted that currently following a precautionary landing, OPS and AIR must be informed and permission given from the NCAA Executive Director prior to take-off. While the landing is an emergency, the take-off is not!

See more about precautionary landings on the following page and page 21.



SAFETY OCCURRENCES

SEPTEMBER 2022

PRECAUTIONARY LANDING LOST DOOR (MANDATORY, MEDIUM RISK, OPS/AIR/PEL)

A dual training flight in a non-type certified aircraft, was in the cruise on a navigation flight, when the left cockpit door sudden ripped off. There was significant noise and buffeting, so the instructor took control, first took care of flying the aircraft, and then ensured that the student was okay. Despite the noise and vibration communications were established through headsets and he ensured both pilots were secure. He then confirmed the aircraft and engine were operating correctly, however the pressure instruments were affected due to the static port being in the cockpit. The flight could continue safely though a landing needed to be made imminently. The instructor, after discussion with the student, decided the most suitable aerodrome was Karibib, which was only 15 minutes away and could be reached by overflight of the road providing a second option for additional safety. They declared a PAN-PAN (urgency situation), while they were now below radio range of Windhoek Information, an aircraft in the vicinity kindly offered to remain on frequency to act as a relay. The pilots approached Karibib cautiously, checking the aircraft performance, as they slowed for a landing and selected flap, in case of damage or unsafe handling characteristics. They then completed a short field landing safely on the runway and phoned the operator to activate the Emergency Response Plan. The operator contacted all the required parties.

Again, the pilot is commended for a job well done. See more on the preceeding page and page 21.

SIMULTANEOUS OPERATIONS (MANDATORY, LOW RISK, ANSSO/OPS)

A scheduled airliner was requested by ATC to go around as there was another scheduled airliner taxiing on the parallel taxiway.

Spacing should be considered prior to issuance of taxi instructions in cases of no simultaneous operations.

SAFETY OCCURRENCES

SEPTEMBER 2022

TCAS RESOLUTION ADVISORY IN CIRCUIT (MANDATORY, **HIGH RISK**, ANSSO/OPS)

A non-scheduled VFR arrival was asked to extend downwind due to inbound scheduled IFR traffic, whereupon it was apparent to the controller that the non-scheduled traffic could not land with sufficient spacing ahead of the scheduled traffic. However, extending the left downwind 01 at Eros Airport (FYWE) is only possible for a limited time before the aircraft needs to climb or turn due to terrain. The terrain late left downwind also prevents an orbit to the right which is the standard direction in a left circuit for traffic separation. When the pilot could no longer extend downwind, he elected to orbit to the left, however he did not inform air traffic control (ATC) in a timely manner of his predicament or have traffic in sight. As a result he ended up dangerously close to the scheduled traffic on final. This caused a Resolution Advisory (RA) alert on their TCAS requesting the aircraft to initiate an immediate CLIMB, for which they immediately initiated a go-around to establish the climb as was required.

*The pilot of the non-scheduled traffic realised failing to inform ATC timeously before his action was a main contributing factor, however there are more serious hazards observed in this event. It is very important to note by both pilots and ATC the **dangers of requesting/receiving instructions to extend left downwind 01 at FYWE.***

This can result in risks of CFIT or LOC-I, especially for student pilots who may have a compliance bias. So, pilots and ATC please be aware of this hazard and act in a timely manner to mitigate consequences or consider alternatives, for example, a right orbit early to mid left downwind can be a much more favourable option than extending downwind, which has limitations and poses a serious hazard as illustrated here, if further instruction is not received.



SAFETY OCCURRENCES

SEPTEMBER 2022

TCAS TRAFFIC ADVISORY CONTROLLED AIRSPACE (VOLUNTARY, **LOW RISK**, ANSSO/OPS)

A scheduled airliner on the climb through FL135 received a traffic advisory (TA) alert on the TCAS due to a primary target (no altitude) while in controlled airspace. The aircraft took action by turning away from the flight path of the primary target. The target was climbing through 7500ft for FL95 and in contact with ATC.

ICAO Document 9863 provides the following guidance further on TCAS:

5.2.1.1 Respond to TAs by attempting to establish visual contact with the intruder aircraft and other aircraft that may be in the vicinity. Coordinate to the degree possible with other crew members to assist in searching for traffic. Do not deviate from an assigned clearance based only on TA information. For any traffic that is acquired visually, continue to maintain safe separation in accordance with current regulations and good operating practices. Pilots should not make horizontal manoeuvres based solely on information shown on the traffic display. Slight adjustments in vertical speed while climbing or descending, or slight adjustments in airspeed while still complying with the ATC clearance are acceptable.

5.2.1.2 When an RA occurs, the PF (Pilot Flying) should respond immediately by looking at the RA displays and manoeuvring as indicated, unless doing so would jeopardize the safe operation of the flight. The pilot's instinctive reaction should always be to respond to RAs in the direction and to the degree displayed, without delay.

While a primary target poses a significant concern it should be noted that where no altitude is provided a TA is always given, which allows time to attempt to make contact with the aircraft or ATS/ATC, or acquire visually, as applicable. It is also noted that only a TA will be given, and once these avenues are exhausted ICAO doesn't provide guidance, so crew discretion should be used to avoid contact. Conversely, it is noted, in the case of an RA, crew must act immediately and follow the TCAS request. If you are going to fly TCAS equipped aircraft, you should also have received appropriate TCAS training which covers all these aspects.

SAFETY OCCURRENCES

SEPTEMBER 2022



FAILING TO CLEAR IMMIGRATION (MANDATORY, **LOW RISK**, AVSEC)

An aircraft on an international flight inbound to Eros Airport (FYWE), taxied straight to the Northern hangers without stopping on the Apron for immigration.

It is vital that all aircraft clear customs and immigration when returning to Namibia for security and safety of personnel and property.

EVENTS NOT INVESTIGATED (VOLUNTARY, **LOW RISK**, OPS)

The following events were not investigated:

- An aircraft on a scenic flight diverted back to base due to low visibility.
- A VFR non-scheduled flight, into an unmanned airport, elected to orbit twice to accommodate a training aircraft in the circuit.

SAFETY OCCURRENCES

SEPTEMBER 2022



GROUND LOOP (MANDATORY, **MEDIUM RISK**, OPS)

The aircraft was configured for landing and initial touchdown was normal. Once the tailwheel touched the ground the aircraft swerved to the left due to a light wind gust which caused the right wing to touch the ground.

Pilots of tailwheel aircraft, particularly light and ultralight, must be aware of the dangers of gusty conditions. Crosswinds and gusts can be outside the control limits of the aircraft and will result in uncontrollable movement beyond the capacity of the pilot to avoid.

SAFETY OCCURRENCES

SEPTEMBER 2022

HANGAR DAMAGE (MANDATORY, LOW RISK, OPS)

In the evening after a flight the pilot was pushing the helicopter in to the hanger. As it was getting dark and there were no lights in the hanger the pilot used the lights of a motor vehicle to see into the hanger. While pulling the helicopter in to the hanger the left dolly wheel bumped against another helicopter skid and pushed the tip of the horizontal stabilizer into the trailer that was parked in the hanger. Maintenance found the fault the next day, and fortunately there was no major damage and the tip of the horizontal stabilizer just needed to be straightened again. The operator is installing solar lights in the hangar and reorganising the equipment stored there.

While it may not always be feasible, when possible, especially if you are on your own or with inadequate light, it can be safer to leave an aircraft outside for the night and hangar it in the morning. Call for help where possible, even for example a security guard can assist as an extra pair of eyes. Installation of adequate lighting around hangars can, however, also have added benefits of better security.



SAFETY OCCURRENCES

SEPTEMBER 2022

RETURN TO BASE DUE TECHINCAL FAULT (MANDATORY, MEDIUM RISK, AIR/OPS)

After departure a pilot experienced a high oil pressure on the climb, shortly followed by a decreasing oil pressure. The combined indications are indicative of an engine fault, so the pilot elected to turn back to his departure point. On arrival back at the field there was an aircraft on the threshold of the into wind runway, the pilot elected to land deep, and as a result ended up overshooting the runway. The passengers exited the aircraft and no damage was observed.

OPS is investigating .

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

Enroute to Eros Airport (FYWE) the pilot and cabin crew noticed a distinct burning smell like burnt rubber or cabling. The pilot conducted the Quick Reference Handbook procedure and the smell dissipated. The pilot however requested emergency services to be on standby as a safety precaution. On landing it was discovered that the fault was a burnt avionics fan.

The pilot is commended for their actions.

Anytime a serious fault occurs remember it is far better to have emergency services available and not need them than vice versa, not have them when you do. This is especially relevant in the case of smoke. A burnt fan could have easily resulted in a cockpit fire if not attended to by the proper QRH procedure.



SAFETY OCCURRENCES

SEPTEMBER 2022

RADIO COMMUNICATIONS FAILURE (MANDATORY, LOW RISK, OPS)

An aircraft inbound to Eros Airport (FYWE) experienced a radio failure and carried out a successful radio failure procedure according to the recommended format prescribed in the AIP, and received the signal lights from the tower, landing safely. The pilot phoned the tower to report on the ground and “Ops normal” and advised the tower that on landing he found that the radio had been tuned to the wrong frequency.

The pilot is commended for realising and sharing his mistake to help others learn.

The AIP ENR 1.6 paragraph 3.3 and ENR 1.5 Paragraph 6 (in compliance with PANS-ATM) provides the full details of actions if experiencing a radio failure. It is important for pilots and ATS personnel to know these procedures well, including actions in VMC and IMC, light signals, and the standard overhead join. See more about the "standard overhead joining procedure" on Page 21.

Further to the above, the following are recommended standard techniques when experiencing a radio failure:

- *Check the frequency and try to establish contact on an alternate frequency*
- *Activate the squelch to check the volume and extend range*
- *Select your second radio to the active frequency and use the same procedure*
- *If able to receive but not transmit, comply with any instructions received by ATS*
- *Transmit blind, as it may be that only reception that is faulty*
- *Set 7600 on your transponder*
- *Follow the standard RCF procedure as per the AIP (PANS-ATM)*



OCCURRENCE FEEDBACK

SEPTEMBER 2022

FATAL ACCIDENT (MANDATORY, **HIGH RISK**, OPS/PEL)

The Directorate of Aircraft Accident and Incident Investigation released the preliminary report for V5-LMK, it is available here: [LMK Preliminary Report](#).

USE OF EMERGENCY SERVICES MANDATORY, **MEDIUM RISK**, ANSSO/OPS)

An investigation into an occurrence of Smoke in the Cockpit was concluded by and approved by the ED.

Following the non-request for emergency services with regard to smoke in the cockpit, the ATS felt that controllers should be made aware of using the emergency checklist in cases of a serious nature, even if the crew do not declare an emergency or urgency situation or request services, this was communicated to the ATS staff.

A concluded report was also received by the operator, whereupon it was indicated the maintenance suspect it was an issue with bleed air, and they have issued instructions to their pilots about the heating system.

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

An investigation into a loss of separation on the 30th July 2022 has been concluded and approved by the ED.

The report recommends reviewing the procedures and training for the Short Term Conflict Alert system (STCA) to ensure ATS utilise these tools correctly at all times to minimise chances of a mid-air collision.

PREVENTATIVE MAINTENANCE - A WORD FROM OUR AMOS

And feedback from Partial Piston Engine Failure event in May 2022

As feedback from our partial engine failure on a Cessna 210 in May, it was noted that the cause was detonation presumably because of carbon build up. It was further noted that an increase in carbon build up has been seen in engines which have been ground-run but not flown during the COVID period, herewith below more from Peter Keil of SkyCore on the matter:

"We have learned some lessons from the COVID period, let us all hope that it never happens again, unfortunately there have been some imminent and partial engine failures which we speculate may have resulted from prolonged periods without use. In retrospect it is recommended that piston engines should be flown, i.e operated at full and cruise power, for approximately 45 minutes every two weeks. Especially at the coast and during rain season If an engine is going to stand for considerable time, ensure your AMO performs adequate preventative inspections and apply OEM proposed preservation procedures as well as engine clearing procedures to prevent oil coaking which may lead to detonation or premature piston ring and piston failure.

The manufacturers guidance for long term storage preservation should always be followed."

Continental Engines Manufacturer has issued a service advisory to carry out oil and filter changes on engines which have not flown for 4 months. This already points to the oil condition change over time.

Another recommendation I propose to my clients is as follows:

When an aircraft has returned from a flight, all hot oil does collect in the oil pan (Sump) leaving all steel parts inside the engine without an oil film. With cooling down, moisture is drawn into the engine case and bare steel parts are exposed to this environment. (moisture or coastal air)

For engines that would not be operating within the next few days, it is advisable to get back to the aircraft the next morning and start the engine for a few seconds. The cold oil will stick to all internal areas for a much longer time and prevent exposure and damage."

NCAA suspects that carbon build up may be responsible in other events of this nature, and while awaiting the final reports, operators are advised, if in doubt ensure your AMO performs adequate inspections, for example a borescope, to ensure there is not unsafe carbon build up in the engine.



FEEDBACK

SAFETY ARTICLE:

PRECAUTIONARY LANDING PROCEDURE

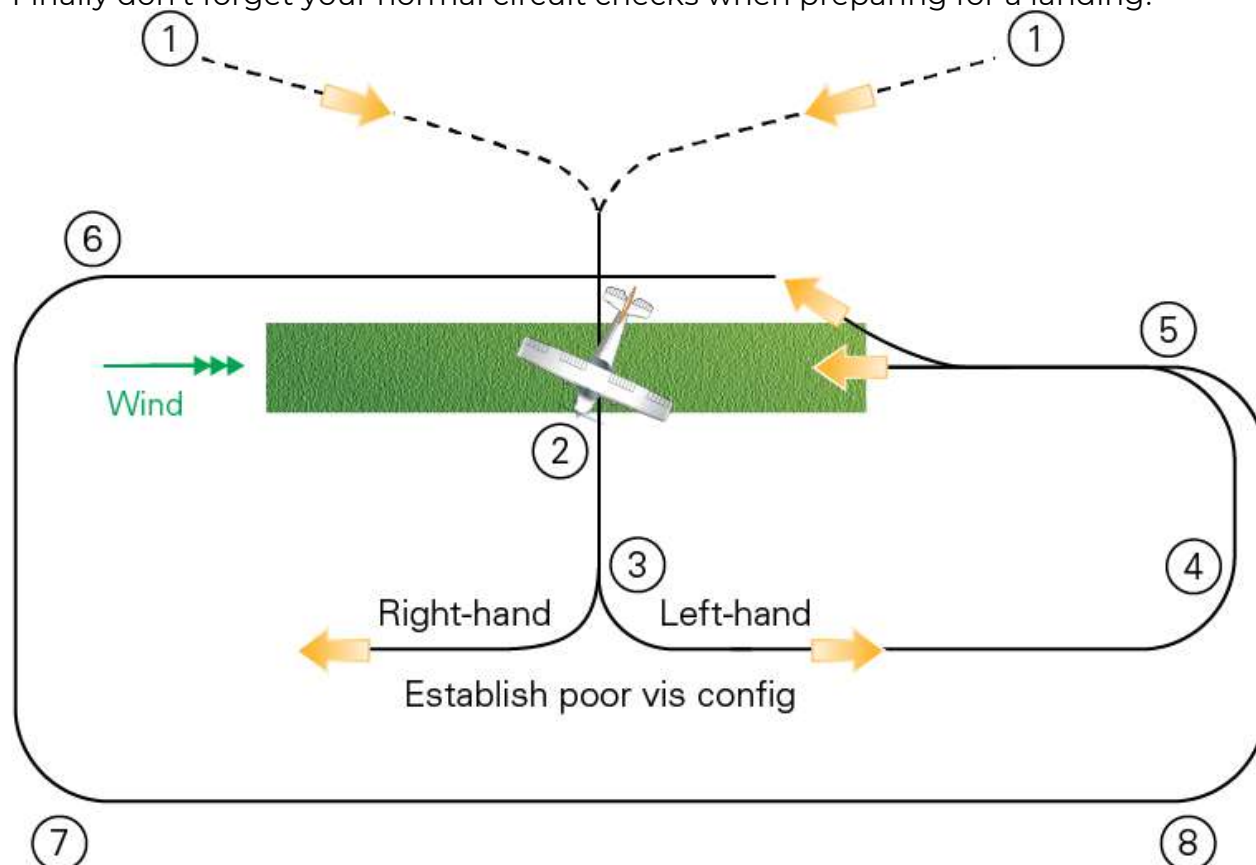
While events in this document led to successful outcomes, it may not always be the case if planning and briefing is not done properly, so herewith some reminders for a Precautionary Landing.

A good approach starts with proper planning, and a good briefing. Remember this concept and if single pilot don't forget to self-brief.

Plan your communication to ATS while you are still high prior to starting your descent, this will normally be a PAN PAN call as you may be out of range later. If possible also brief your passengers nice and early before the descent as once you are low level your full attention will be needed for the task at hand.

Plan your descent (when required) to arrive overhead the field in your slow safe cruise at a safe altitude, ideally with the field to your left for visibility. Plan to circuit, again ideally to the left, for a field inspection, if time and engine parameters permit, ideally perform one high level inspection to judge surrounds and one low level inspection to judge surface conditions. The second approach for a low level inspection should be used to judge spacing for the final approach to land which needs to be a short field landing.

Finally don't forget your normal circuit checks when preparing for a landing!



SAFETY ARTICLE:

RADIO COMMUNICATIONS FAILURE PROCEDURE

The radio communications procedure in VFR, whereupon no contact is available, should terminate in the "standard overhead join", along with light signals from the tower if there is one. So it is important to know both of these procedures.

Critical in this procedure is to remember to join overhead at 1000ft above the circuit, and all turns in the circuit direction, or to the left until a circuit direction can be confirmed. Thereafter descend on the "dead side" to arrive at circuit altitude abeam the upwind threshold to join downwind. This procedure is also used at unmanned airfields and should be known well.



More details about RCF are found in AIP
ENR 1.6 paragraph 3.3 and ENR 1.5
Paragraph 6

The picture above is courtesy of the UKCAA
and can be found online here:
[StandardOverheadJoin \(caa.co.uk\)](http://StandardOverheadJoin(caa.co.uk))

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.

Prepared by :
SPQ

www.ncaa.com.na

Safety Workshop

The Safety Workshop event in Swakopmund was a great success, we thank all those involved, especially the presenters who donated their time to make it such a memorable day. All eight presentations are available on the NCAA website, here: [Safety Information \(ncaa.com.na\)](https://ncaa.com.na).

If you require a PowerPoint file of one of these or if you are interested in presenting a topic at one of the workshops planned for 2023 please do email us, spq@ncaa.na.

Publications

After considerable effort by all involved, the SSP Manual was approved by the Honorable Minister! A BIG thank-you to all those involved. It is now available on the NCAA website.

Safety Promotion and Quality is still accepting input on the NASP, the deadline for submissions is 2nd November: spq@ncaa.na.

A reminder, all published safety information is available on the website,, including the previously published safety bulletins (beginning January 2022) [Safety Information \(ncaa.com.na\)](https://ncaa.com.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

