

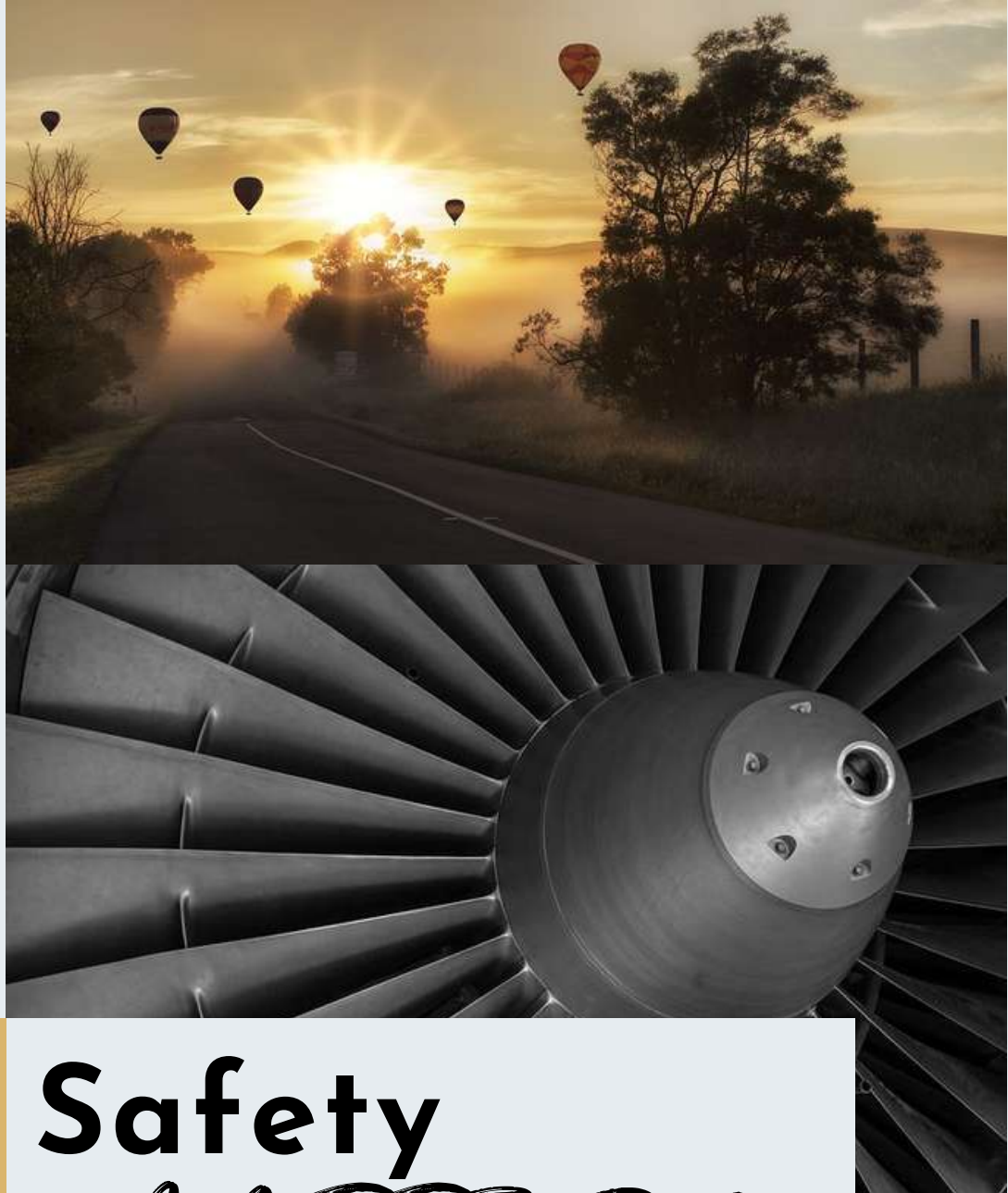


**Namibian Civil
Aviation Authority**

4 Rudolf Herzog
Street
P/Bag 12003
Ausspannplatz

Safety Promotion
and Quality
Department

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



APRIL
2023

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.

Contents

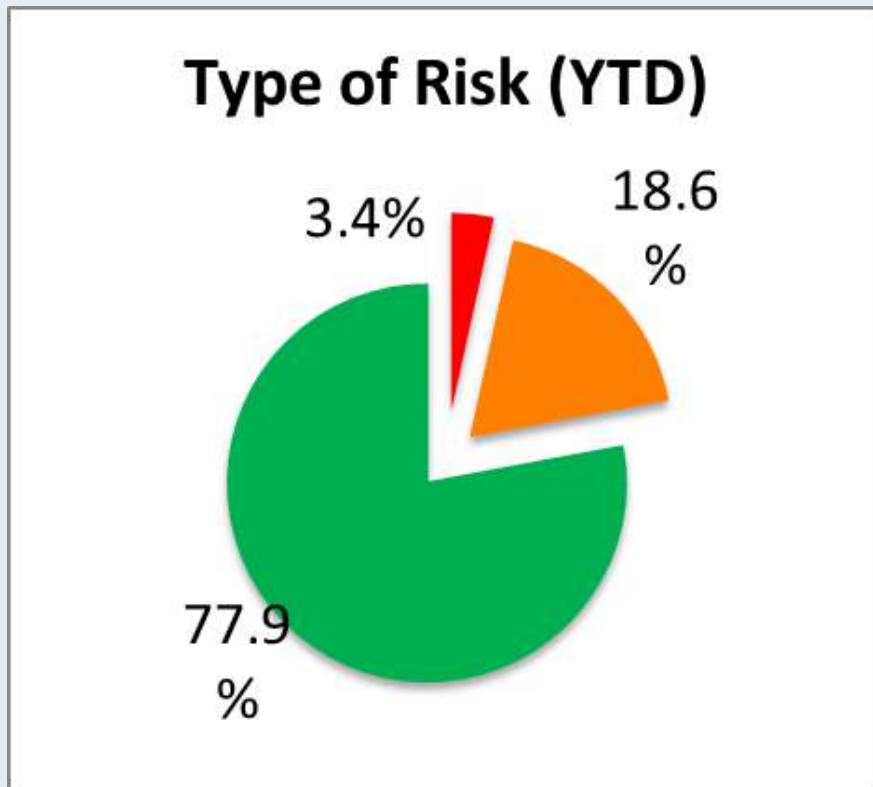
Safety Statistics.....	3
Reporting Culture.....	4
SPIs.....	5
Quote of the Month.....	5
Competition.....	6
Meet the Team, AIR.....	8
Occurrences.....	9
Training feedback.....	17
Reporting Practices.....	19
Drum Fuelling.....	20
Safety Updates.....	21

**SAFETY
FIRST**



The Safety Data Collection and Processing System (SDCPS) is the tool that drives the State Safety Programme. The SDCPS collates information from sources such as reports and audit findings, observations, investigation reports and many other means, and presents them in meaningful graphs and tables. This data is presented in the next three pages.

Safety Statistics



April 2023

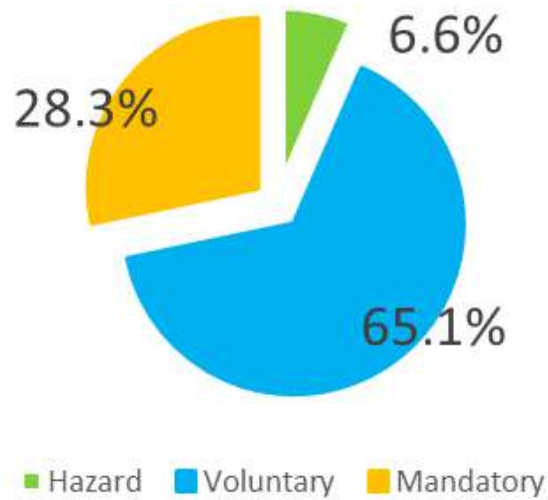
In April there were 35 safety reports, with **six medium risk events**, **two high risk events** (one from March not reported in last month edition), and the remaining **twenty eight were low risk**. Three of the medium events were wildlife encounters. There were no accidents reported in April. There were no accidents reported in April.

The year-to-date figures for risks show approximately **78% low risk**, **18% medium risk**, and only **3.5% high risk**. A small improvement over last month and a continuation of the positive start to the year.

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 April NCAA recorded 19 voluntary reports inclusive of three hazard reports. There were 13 mandatory reports, including the nine maintenance events. This brings the total year to date down slightly to 72% non-mandatory reports and the total 12 month rolling accident rate is reduced to 0.257 per 1000 movements.

REPORTING CULTURE



An effective safety management system needs an effective reporting culture. *Help NCAA to help you* by reporting quickly and effectively. Email incidents@ncaa.na or use the following link: <https://forms.office.com/r/WhYcLFfmmu>

Safety Performance Indicators

April saw another positive month in terms of SPIs with *NO* events above target and *NO* alerts! Further there were four categories with no reports. The one global high risk category with an event was loss of separation, an occurrence in unmanned airspace, see more under occurrences. Maintenance and technical was below target with only nine events and wildlife was well below the target and also below the ICAO recommended level, with only three events.

Note: All alerts levels are calculated based on the "Standard Deviation Method" described in ICAO safety Management Manual and targets are set approximately 10% below the previous year average.

	Airprox/LOS A CFIT		Rwy Excurs.	Wildlife	LOCI	Rwy Incurs.	Maint & Tech
Average	0.235	0.081	0.126	1.032	0.105	0.086	2.432
JAN '23	0.000	0.000	0.269	1.346	0.000	0.000	3.769
FEB '23	0.000	0.000	0.274	0.823	0.549	0.549	1.646
MAR '23	0.233	0.000	0.000	1.398	0.000	0.000	3.030
APR '22	0.232	0.000	0.000	0.696	0.000	0.000	2.089
MAY '22	0.262	0.523	0.262	1.308	0.000	0.000	2.093
JUN '22	0.000	0.000	0.000	2.350	0.261	0.261	2.089
JUL '22	0.235	0.000	0.000	1.877	0.000	0.000	2.112
AUG '22	0.656	0.000	0.000	0.219	0.219	0.000	2.185
SEP '22	0.499	0.000	0.250	0.250	0.000	0.000	1.747
OCT '22	0.453	0.453	0.000	0.679	0.226	0.226	2.489
NOV '22	0.000	0.000	0.456	0.684	0.000	0.000	3.191
DEC '22	0.250	0.000	0.000	0.750	0.000	0.000	2.750
Target 2023	0.276	0.152	0.123	1.795	0.110	0.138	1.958
Avg 2022	0.315	0.192	0.137	1.106	0.094	0.145	2.198
SD 2022	0.279	0.208	0.172	0.599	0.141	0.237	0.719
Alert 3	0.593	0.399	0.310	1.705	0.236	0.382	2.917
Alert 2	0.872	0.607	0.482	2.305	0.377	0.619	3.636
Alert 1	1.151	0.815	0.654	2.904	0.518	0.856	4.354




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

"Practicing safety may get old -BUT- so do those who practice it!" - Anon

Stay Safe!

Reporting



Participants

NCAA invites secondary school learners to enter **aviation safety** social media competition, graphics or MP4

Prizes to be won

First Prize - N\$ 1000 Voucher
Second Prize - N\$ 500 Voucher
Third Prize - N\$ 250 Voucher

All winners will be published
All Images must be copyright free

Submit your applications including your name, age, grade and school before 31st of August to spq@ncaa.na with the title "**COMPETITION SUBMISSION**" winners will be announced on social media and in the September NCAA safety bulletin.

083 235 2300 @ spq@ncaa.na 4 Rudolf Hertzog Street Windhoek Namibia

NCAA is proud to announce an aviation safety social media competition for schools, as follows:

1. Submit an aviation safety social media graphic or short video. This competition is open only to school age children. Submissions shall include name, age, grade, and school.

If you have any questions about this competition please ask us at spq@ncaa.na.

Namibia Civil Aviation Authority AVIATION SAFETY STORY COMPETITION



THE NAMIBIA CIVIL AVIATION
AUTHORITY IS INVITING
SUBMISSIONS OF AVIATION
RELATED STORIES AND
ARTICLES OF 600 TO 1000
WORDS PLUS ONE
PUBLISHABLE IMAGE.
ALL IMAGES MUST BE
COPYRIGHT FREE AND ALL
WRITTEN MUST BE YOUR
OWN.



**First prize:
N\$ 1 000.00**
**Second prize:
N\$ 500.00**
**Third prize:
N\$ 250.00**

AVIATION SAFETY STORY COMPETITION

NCAA invites aviators and general public to enter an aviation safety story competition, 600-1000 words plus one copyright free image - before 30th June 2023

Prizes to be won: First Prize - N\$ 1000 Voucher, Second Prize - N\$ 500 Voucher, Third Prize - N\$ 250 Voucher, all winners will be published

submit your application to spq@ncaa.na



NCAA is proud to announce an aviation safety story competition, as follows:

1. Submit an aviation safety article of 600 to 1000 words with one image. This competition is open to anyone outside NCAA SPQ department (there are three prizes for internal and three prizes for external);

If you have any questions about this competition please ask us at spq@ncaa.na.

Meet the Team - AIR



About the Airworthiness Team

AIR is responsible for approval of aviation maintenance organisations (AMOs) This includes initial certification, annual and ad-hoc surveillance for all the Namibian AMOs and all the AMOs which serve Namibian aircraft in other countries. Currently this are 9 local and 22 foreign organisations surveilled. AIR is also the department responsible for all the certificates of registration and maintaining the aircraft register and they issue and renew all of the certificates of airworthiness for approximately 700 aircraft. AIR further issues or validates ferry flight permits, required if you must fly an aircraft to a maintenance base, and validates special flight permits for non-type certified aircraft visiting from abroad. They assist OPS with MEL approvals, and they are responsible when a maintenance occurrence needs investigation. This is just to mention a few!



ROBERT
M. MATHE
(SM)



LINA K.
NAMUNDJEBO



BRENDA
INNONCETIUS



MATEUS H.
SHANINGWA



LAUDIKA
JOHN



PAULINA
TJONGARERO



ISAK
HAMUNYELA



NANGOMBE
KAYONE



HERMAN
JONAS



NDILIMEKE
NANGOLO



TIMOTHY
RUNJI



ANANIAS
SHIWEDA

Under the leadership of Mr. Robert Mathe, Senior Manager, the AIR team work tirelessly to keep our aircraft flying in an airworthy state and reducing technical or maintenance events. If you have any questions about airworthiness, reach out to the AIR team on air@ncaa.na, the designated inspector will respond.

NCAA aims to include one safety oversight section each month so you can get to know our inspectors and the eight different safety/security oversight sections' roles and responsibilities. These sections comprise, AGA, AIR, ANSSO, AvSec, CRR, OPS, PEL, and SPQ.

SAFETY OCCURRENCES

APRIL 2023

TECHNICAL FAULTS (MANDATORY, **LOW RISK**, AIR)

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

No.	Fault	Type
1	Gear fault	single piston
2	Electrical failures	single piston
2	Door fault	single piston
1	Airspeed failure	jet
1	Warning light	jet
1	Flight control jam on preflight checks, post maintenance test flight	single piston
1	Fuel flow fault	single piston

Of note is a flight control jam on a maintenance test flight. This highlights the importance of adequate post maintenance and pre-flight checks. The crew did well to pick up the fault prior to flight.

Note that nearly all unscheduled failures require an 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 the April 2022 article on service difficulty reports (SDRs) and mandatory occurrence reports (MORs).



SAFETY OCCURRENCES

APRIL 2023



WILDLIFE STRIKES (VOLUNTARY, MEDIUM RISK, AGA)

There were three wildlife events reported in April, two bird encounters and one encounter with springbok. This is a positive step forward in our wildlife management programmes.

No.	AD	Phase	Details
1	FYWH	Takeoff	Unspecified
1	FYWE	Takeoff	Guinea Fowl
1	FYSQ	Landing	Springbok

Note: Bird strikes, while the damage is normally negligible, are a frequent occurrence so fall into the medium risk category.

While it is a little early to determine if there are any trends in our wildlife report tracking for interest sake we provide the below table illustrating the wildlife strikes to date since establishing our safety data collection and processing system.

	JAN	FEB	MAR	APR	MAY	JUNE	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
2023	5	3	6	3									17
2022	2	2	4	5	5	9	8	1	1	3	3	7	50
2021	5	12	18	5	9	9	0	7	0	6	3	0	74

SAFETY OCCURRENCES

APRIL 2023

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

There was one loss of separation event which occurred in unmanned airspace.

Two company scheduled flights were inbound to an unmanned airport. Another non-scheduled jet was inbound estimating around the same time. The traffic was in contact with each other on the radio and was acutely aware of the need to look out - however see and avoid has limitations in high performance jets due to the speed of closure. The scheduled traffic was also looking out on their TCAS, however no targets were shown. When one of the scheduled arrivals acquired a visual target on the non-scheduled arrival there was approximately 3nm clearance. This is very small given the relative closure rates.

All pilots are reminded of the importance of ensuring transponders are on and working. They can be the difference between a non-event and an accident!



SAFETY OCCURRENCES

APRIL 2023

GO AROUNDS AND DIVERSIONS (VOLUNTARY, **LOW RISK**, OPS)

The following table details go arounds and diversions during April:

No.	Details	AD / Area
3	Diversions due to weather	FYKC, FYWF, Onduli
1	Go around due to weather*	FYOG

*Of note, in the go around reported at FYOG, the ATIS reported the visibility and cloud as VMC, while when the approach was flown to minimums no visual contact could be made. Even with the best of meteorological equipment weather reports can sometimes be inaccurate so always remember to be prepared!

FLIGHT AND DUTY PERIOD EXCEEDANCE (MANDATORY, **MEDIUM RISK**, OPS)

There were two events of flight and duty period exceedance in April.

In one case a pilot was rostered off prior to a night flight and was called into the office to attend to office duties.

Managers are warned that NCAA does not take such actions lightly. If a pilot is rostered off they must be completely free from duties and no action by management or other staff should cause them to make a decision to attend to duties on their off time.

In a second case weather delayed the flight and the pilot elected to utilise the 3 hour PIC discretionary period.

Pilots are advised to use PIC discretion with caution, however there is sometimes good reason. Always submit a report following PIC discretion report following such an event.

SAFETY OCCURRENCES

APRIL 2023



MET FACILITIES (MANDATORY, **LOW RISK**, ANSSO)

There were three MET services reports in April:

No.	Fault	Area
2	Total Meteorological equipment failure	FYWB, FYOA
1	Hazard report on the unavailability of aviation information on the NMS website	

ATS FACILITIES (MANDATORY, **LOW RISK**, ANSSO)

There were two ATS failures occurring in April, one which was recurrent:

No.	Fault	Area
1	Failure of main radios, radar, phones, and clock	FYWB
Multiple	VSAT Lines failure	FYWF

SAFETY OCCURRENCES

APRIL 2023



PRECAUTIONARY LANDING - WRONG FUEL (MANDATORY, **HIGH RISK**, OPS)

A helicopter refuelled from drum fuel on a farm location. While the drum indicated Avgas and the pilot checked the labelling to ensure it said Avgas, they omitted to complete a sample directly from the drum prior to refuelling. A sample was taken from the fuel tank, however the new fuel was resting on top and did not enter the sample so all appeared satisfactory. The helicopter took off and immediately the temperature gauges began to climb, whereupon the pilot began looking for a place to land, and the engine began running rough. The pilot completed a successful precautionary landing without further damage. When the AMO inspected the engine it was discovered that the drum labelled Avgas in fact contained Jet-A1.

NCAA has immediately taken action on this event by tracking the fuel fault with the supplier and the event was tracked to one farm worker and one drum being ordered to be filled incorrectly. Additionally, guidance material has been sent out warning messages to all operators about the precautions to use when fueling from drums. See more on page 20. Fortunately, through the pilot's quick actions this was not more serious.

SAFETY OCCURRENCES

APRIL 2023

NOTAM FORMAT HAZARD, **LOW RISK**, AIM)

It was reported that the format of NOTAMs for hazards and surveys is very cumbersome to work with when there is only co-ordinates and no location reference. It was requested that AIM consider to include an aerodrome reference point, for example "15nm SSE of FYOA".

This report was referred to AIM, ANSSO, and OPS for further comment and we will report back in the feedback section once a response is received.



ALLEGED LOW LEVEL FLIGHT HAZARD, **MEDIUM RISK**, OPS)

There was a report of alleged low flying in the Swakopmund area. The report was investigated and found to be unsubstantiated, however pilots and operators are reminded of the importance of adherence to NAMCAR 91.06.33 at all times.

NCAA will be vigilant on investigating all allegations of low flying. Enforcement action will be taken where needed of these matters and pilots/operators are warned of potential fines in the region of up to 30k.

SAFETY OCCURRENCES

APRIL 2023

ILLEGAL PARAGLIDING OPERATIONS (MANDATORY, **MEDIUM RISK**, OPS)

A paraglider operation on the coast was discovered to be operating contrary to Part 106 and Part 149, in that the operator was not a member of a Part 149 operation and did not have a license or certificate.

Under NAMCAR Part 98, 106, and 149, powered paragliders, paragliders, and hang gliders are required to have a valid membership to a Part 149 association and all pilots are required to have a valid license or certificate for operation.

OPS is investigating this matter for possible enforcement action.



INTOXICATED PASSENGER (MANDATORY, **LOW RISK**, OPS)

A commercial operator off loaded a passenger due to intoxication.

Operators are reminded of the importance of not tolerating any passengers that are intoxicated. Intoxication on board an aircraft is an offence under Section 217 of the Civil Aviation Act, 2016.

NCAA Safety Workshop

NCAA thanks everyone for their participation in the Safety Workshop on the 27th April. We will be planning the next one for the 7th September, and welcome industry participation, this must be a joint venture. Watch this space!



For enquiries about presenting or sponsoring the next workshop:

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

NCAA Safety Training - AGA

Approximately 60 people from NCAA and industry were trained in two courses presented by Airports Council International, namely, Runway Safety Management and Global Reporting Format (for runway surfaces). NCAA congratulates the AGA team on a job well done!



Overview
WINDHOEK, NCAA AUDITORIUM | 09H00 - 17H00

Runway Safety is a significant challenge and a top priority for airport operators.

The Runway Safety Management course provides methodologies and best practices to assist airport operators to counter the risks associated with runway operations and achieve a 'state of the art' level of runway safety. ICAO provides a set of standards and recommended practices annexes as well as guidelines in PANS-OPS Annex 14, the Runway Safety concept.

LEARNING OBJECTIVES
On completion of this course participants will be able to:

- Recognize industry best practices with regards to runway planning, design, maintenance and operations.
- Understand how to develop an effective runway safety program, including the establishment of a Local Runway Safety Team.
- Understand how to tailor, improve and expand on their existing runway safety programs.
- Take action to prevent runway incursions and excursions.

TARGETED AUDIENCE

- Civil Aviation Authority Officials
- Personnel from airport stakeholders and service providers that operate at the airport.
- Airport managers, supervisors or personnel with operations, safety or compliance responsibilities.
- Airline Officials
- Aircraft Maintenance Officials
- Airport safety or operations personnel
- Ground handling personnel
- Any new employees that require initial safety training
- Existing employees that require initial or recurrent safety training

"Runway Safety is a significant challenge and a top priority for airport operators."



Overview
WINDHOEK, NCAA AUDITORIUM | 09H00 - 17H00

The ICAO Global Reporting Format (GRF) is a globally-harmonized methodology for runway surface condition assessment and reporting that it is intended to be the only such reporting format for international aviation, with the objective of reducing runway excursions, thus improving the safety of airport operations. The aim of the course is to assist airport personnel to implement the new Runway Condition reporting requirements as outlined in ICAO Circular 355 (Assessment, Measurement and Reporting of Runway Surface Conditions).

LEARNING OBJECTIVES
Upon completing the course, participants will be able to:

- Describe the background for Runway Condition Assessment and Reporting as it relates to the ICAO GRF.
- Reporting Format (GRF)
- Explain the major elements of the Runway Condition Assessment Matrix (RCAM)
- Describe when a Runway Condition Assessment should be conducted
- Describe the steps required to conduct a Runway Condition Assessment
- Explain under what circumstances Runway Condition Codes can be adjusted
- Determine the Runway Condition Codes to be used as per the GRF
- Explain the formatting and use of the SNOWTAM and other means of promulgation
- Complete a Runway Condition Report (RCR) using the ACI Runway Condition Worksheet

TARGETED AUDIENCE

- Civil Aviation Authority Officials
- Airport Operations Directors, Managers, Officers and Staff
- Airport Emergency Managers, Officers and Staff
- Airport Safety Managers, Officers and Staff
- Airline Officials
- Aircraft Maintenance Officials



For enquiries about upcoming safety training courses keep watching this space or contact spq@ncaa.na.

SAFETY ARTICLE:

REPORTING PRACTICES

Firstly we want to congratulate the industry on improved reporting practices. However secondly we need to remind everyone that we still have a long way to go!

Of primary concern when we receive reports at the NCAA is that a large number of incidents involve multiple reporting parties. For example an in-flight turn back (IFTB), often a result of a technical event, can be a mandatory report. It should be reported on the first instance by the pilot. However there should also be a report from the air traffic controller, and further from the aviation maintenance organisation, and in some cases also from the aerodrome operator. That is one event can have a potential 4 reports. If we receive all these reports follow up is very quick and trouble free. However in most cases we receive one and if we are lucky two.

Further for any mandatory report it is essential that the safety manager submit the closure of the SMS investigation to the NCAA. This allows us to know that action has been taken and the matter resolved. Please do expect us to be asking for this, either via your assigned inspector or through SPQ.

Finally, there is an aspect we see so little of, but is so crucial for our progression from a reactive to proactive approach to safety, and that is Hazards. Please remind your employees or members at your safety meetings to be conscious of hazards. Only by identifying hazards before they create an event, can we truly become proactive and not just reactive. The more aware we are of alerting others about any hazards we observe, the more safety will improve for all of us. The safer our skies become the better our chances of attracting tourism, more air carriers, and more jobs in the industry, and the growth of the industry will prevail. So help us all help the industry grow by proactively looking for and timely reporting of hazards.



SAFETY ARTICLE:

DRUM FUEL PRACTICES

A recent issue with incorrect fuel from a drum has led us to source some guidance material for drum fueling. We remind aviators, farm owners, and aerodrome operators, of the key importance of following safety protocols when refueling from drums, including the following key points.

1. Drums should be clean correctly labelled and *ONLY* refill according to the label;
2. Ensure a qualified, trained, and briefed person only is sent to procure fuel refills;
3. Where the drum is from the factory check the batch and expiry date and keep a record of the same;
4. When using a partial drum have a proper record of when the drum has been used and what has been taken by which aircraft.
5. Always sample the fuel from the drum *BEFORE* decanting into the aircraft;
6. Always decant a small amount of fuel into a container before beginning fueling (can be part of your sampling), to ensure that there is no sediment or water and that the fuel is correct;
7. Always use a go/no-go filter when decanting from a drum and check the filter before and after refueling;
8. When sampling after decanting into the aircraft allow sufficient time for the fuel to mix and settle;
9. Always ensure proper grounding is completed, especially in our dry environment;
10. Ensure all pipes are securely connected and clamped and electrical connections are secure and shielded;
11. Always have a fire extinguisher present;
12. If you are a commercial operator, it is essential to ensure your drum refueling procedure is in your operations manual.

Drum fueling is a critical function to our beautiful expansive and sparsely populated aviation environment, however only with essential safety precautions can we ensure that refueling does not introduce unnecessary hazards and risks.

Stay safe!



Articles and Ask NCAA

NCAA values 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

The National Aviation Safety Plan has been approved by the Board and will be available on the website soon.

Advisory pamphlets have been released on SMS Implementation as promised, including a gap analysis tool which is compliant with NAMCARs. Another Advisory pamphlet was released about the confidential reporting system.



NCAA advises all those concerned that Part 187 is currently in consultation and anyone wishing to discuss the draft regulation should email finance@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 global aviation safety goals.

Further information requests, submissions, or queries can be sent to:

email: spq@ncaa.na

phone: 083 235 2468