



**Namibian Civil  
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AUGUST  
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





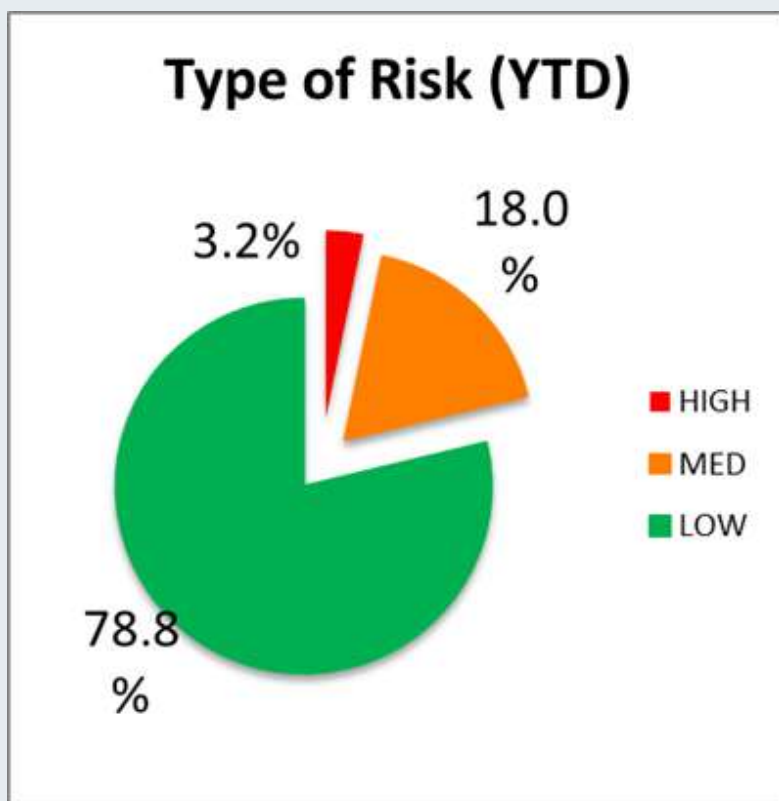
This monthly publication will keep industry, NCAA, license holders, and the general public updated in terms of what has occurred in safety monthly within the industry. All reports are de-identified and no attempt should be made to identify the reporter in this or any other avenue unless specific authorisation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

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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

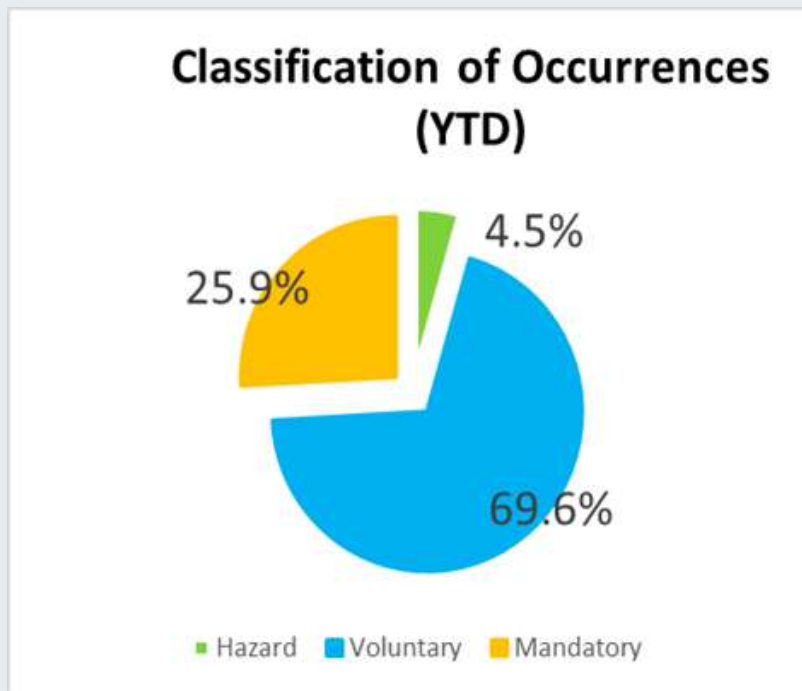
## August 2023

In August there were a record 47 safety reports, continuing the upward trend, with 77% of them voluntary and 75% low risk. There were **twelve medium risk events**, **no high risk event**, the remaining **thirty five were low risk**. Of the twelve medium risk events, eight were bird/animal encounters. There was also **one medium risk event** from July not reported last month.

The year-to-date figures for risks remain steady with **78.8% low risk**, **18% medium risk**, and only **3.2% 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.



In August NCAA recorded a pleasing 36 voluntary reports, including one hazard report, the remaining 11 were mandatory reports. This brings the total year to date to **69% non-mandatory**.

We continue to promote the concept of "if in doubt report" and remind aviators of the essential role of reporting - your report may identify a hazard which is only uncovered once the big picture is observed, so please do keep up the positive trend!

## REPORTING: HOW, WHEN, WHY

NCAA often has the question from operators, "...happened, do I have to report it?" NAMCATS-SMS-140 Appendix A contains 15 pages of mandatorily reportable items, and it also specifies that the list is not exhaustive. Constant reference is needed to correctly classify incidents as mandatory or voluntary for statistics. So why worry? ..."If in doubt, report!" No one is going to tell you off for reporting too much! And reporting voluntarily to the regulator if anything places you in a positive light in terms of transparency of your safety system.



So whether mandatory or voluntary, help NCAA to help you by reporting quickly and effectively. Email [incidents@ncaa.na](mailto:incidents@ncaa.na) or use the following link: [Voluntary Reporting Link](#)



## Safety Performance Indicators

August showed another positive month for the high-risk category safety performance indicators with no alerts and only one parameter above target.

When viewing the trend below it can be seen that loss of control in flight (LOCI) has a significant number of above target and alert parameters. On the breakdown many of these were during takeoff and landing and a large number on non-type certified aircraft (NTCA). Discussion on this matter is scheduled for the next Safety Working Group.

# SPIS

	Airprox/LOS A CFIT	Rwy Excurs.	Wildlife	LOCI	Rwy Incurs.	Maint & Tech
50180 Average	0.181	0.038	0.104	0.767	0.140	2.415
3715 JAN '23	0.000	0.000	0.269	1.346	0.000	3.769
3646 FEB '23	0.000	0.000	0.274	0.823	0.549	1.646
4291 MAR '23	0.233	0.000	0.000	1.398	0.000	3.030
4308 APR '23	0.232	0.000	0.000	0.696	0.000	2.089
4813 MAY '23	0.000	0.000	0.000	0.623	0.208	1.247
4141 JUN '23	0.483	0.000	0.000	0.966	0.241	3.381
4248 JUL '23	0.000	0.000	0.000	0.471	0.235	1.177
4569 AUG '23	0.000	0.000	0.000	0.438	0.219	2.189
4006 SEP '22	0.499	0.000	0.250	0.250	0.000	1.747
4419 OCT '22	0.453	0.453	0.000	0.679	0.226	2.489
4388 NOV '22	0.000	0.000	0.456	0.684	0.000	3.191
3636 DEC '22	0.275	0.000	0.000	0.825	0.000	3.025
Target 2023	0.276	0.152	0.123	1.795	0.110	1.958
Avg 2022	0.315	0.192	0.137	1.106	0.094	2.198
SD 2022	0.279	0.208	0.172	0.599	0.141	0.719
Three of Alert 3	0.593	0.399	0.310	1.705	0.236	2.917
Two of Alert 2	0.872	0.607	0.482	2.305	0.377	3.636
One Alert 1	1.151	0.815	0.654	2.904	0.518	4.354



## Safety Thought for the Month

"Rather be on the ground wishing you were up in the air, than up in the air wishing you were on the ground." - Anon

*Stay Safe!*

# Reporting

Safety shouldn't  
happen by



Safety *must* be a deliberate part of your operation - cognisant in every endeavour. You should not avoid an accident by pure luck, since eventually your luck will run out. Nor should you need to develop your safety standards following an accident, which could have been preventable if you approach safety in proactive and predictive manner.

Soul search your operations for inherent safety risks that can be mitigated. Ensure your team is hazard orientated - that is spotting unsafe practices or situations before they become an incident and place safety barriers to address them.

Keep auditing and continually improving your safety system to ensure it is robust and deserving of an aviation operation.

Feel free to reach out and ask questions: [spq@ncaa.na](mailto:spq@ncaa.na).

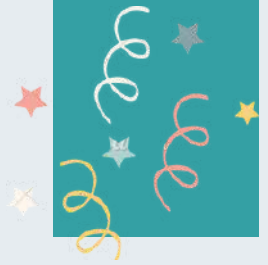
# Congrats!

## OKADILA-WEST COMBINED SCHOOL 1ST PRIZE

SIMON SHIXWANDA, GRADE 6

Thanks to all the competitors for their  
submissions.

# Safety



## Future aviators!



INSPIRE THE NEXT  
GENERATION IN  
AVIATION SAFETY

# Meet the Team - OPS



## About the Flight Operations Team (OPS)

The OPS team is responsible for all things related to flight operations. OPS certifies commercial air operators, aviation recreation organisations, and RPAS.

OPS issues and surveils air operator certificates, foreign operator permits, and aviation recreational organisation certificates, along with RPAS operating certificates.

All flight operations incidents and accidents involving a breach of operating regulations are investigated by OPS. OPS also reviews safety related recommendations originating from DAAI investigations into incidents and accidents.



OPS monitor compliance with the vital operating regulations contained in Parts 91, 98-107, 121, 127, 135, 137, and 149. These regulations are currently under re-draft. Anyone with input should address it to the email provided below. A CARTAP committee is being established and consultation will commence soon.



VICTORIA T  
MOMBOLA  
(SM)

JARMAINE  
MBAKO

ABAST N  
IYAMBO

ONESMUS S L  
KAUKUNGWA

MATTY  
IPINGE

PAULUS  
HAMUTENGELA

FARES  
SHIKONGO

TEELELENI  
KAKEHONGO

DAVIS  
SITALI

You may see one of the flight operations inspectors at the airport on regular ramp inspections. Remember ad-hoc audits are merely there to check compliance - nothing to be afraid of!

Under the leadership of Ms. Vicki Mombola, Senior Manager, the OPS team work tirelessly to ensure our skies stay safe, which overall impacts Namibia's attraction as a tourism destination and helps improve the safety and security of our skies.

If you have any questions about flight operations, reach out to the OPS team on [ops@ncaa.na](mailto:ops@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

AUGUST 2023

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

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

No.	Fault	Type
1	Gear fault	piston
3	Flat tyre	piston, turbine
1	Electrical system fault	piston
1	Loose oil cap	piston
3	Door faults	piston, turbine
1	Fuel flow fault	piston
2	Unspecified	jet, piston
1	Engine fault	piston

*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

AUGUST 2023



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

There were eight wildlife events reported in August.

Wildlife	Events and near misses		
No.	AD	Phase	Details
2	FYWH	Takeoff	Bird - Unknown
2	FYWE	Landing	Bird - Unknown
1	FYWE	Takeoff	Bird - Unknown
2		Enroute	Bird - Unknown
1	FYWH	Landing	Baboons

Two events had reported damage to the aircraft, whereupon the elevator horn leading edge was damaged enroute, and the VHF aerial was sheered off also enroute.

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

# SAFETY OCCURRENCES

AUGUST 2023

## RUNWAY INCURSION (MANDATORY, MEDIUM RISK, ANSSO)

A Citation 500, holding at the threshold of the secondary runway at FYWH was issued with a takeoff clearance, while the Embraer regional jet landing on the main runway had not yet passed the intersection. The C500 responded that they will wait for the ERJ to pass by thus avoiding a serious incident or accident.

*The ANSP is investigating.*

## WRONG RUNWAY (VOLUNTARY, MEDIUM RISK, AGA/OPS)

Late in the afternoon with sunstrike and significant dust in the atmosphere and from departing aircraft, an aircraft landed on the closed parallel runway. There was no damage to the aircraft or occupants.

*Pilots are reminded of the significance of sunstrike on Easterly runways in the early morning and Westerly runways in the late afternoon. Wind permitting select the more favourable out of sun landing direction.*



# SAFETY OCCURRENCES

AUGUST 2023

## LOW FLYING ALLEGATIONS (MANDATORY, **MEDIUM RISK**, OPS/AGA/AVSEC)

There were three allegations of low flying in August, however none could be substantiated.

*Pilots are reminded that NCAA is aware of some transgressions of the minimum heights regulation 91.06.33 particularly on the coast and will have inspectors regularly stationed at the coast in future along with airport/operator personnel assisting in looking out for repeat offenders. Substantial fines are potentially possible for the pilot and the operator if contravention of the regulations is proven.*

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

The following table details go arounds and diversions during August:

No.	Details	Intended
3	Diversions due to weather	Various
1	Diversion due to VIP	FYWE
5	Diversions due to operations	Various
4	Diversions due to technical	Various
1	Diversion due to medical emergency	FYWH
1	Go arounds due to traffic	FYWE
2	Go around due to unstable approach	FYWH

Airport security  
**We all contribute**



Be safe.  
Feel safe.



# SAFETY OCCURRENCES

AUGUST 2023



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

The following ATS failures occurred in August:

No.	Fault	Area
1	ILS Fault with FYWH (WD)	FYWB
2	Power failures	FYLZ

Investigation is requested into why back up generators failed to start in FYLZ and further to promulgate procedures to ensure back up generators are tested regularly.

## PRECAUTIONARY LANDING (MANDATORY, **MEDIUM RISK**, OPS/AIR)

A power loss and vibration were experienced enroute. The pilot selected the fuel pump on which restored the power, but the vibration continued. The pilot completed a successful precautionary landing.

*Follow up with the AMO is in progress.*

# SAFETY OCCURRENCES

AUGUST 2023

## UNIDENTIFIED AIRCRAFT IN TMA (MANDATORY, MEDIUM RISK, AGA)

An unidentified aircraft was observed in Windhoek Approach airspace (FYWH TMA) in direct conflict with a scheduled arrival on final approach for runway 26.

*There has been a runway identified which can be in direct conflict with traffic on approach if the departing aircraft do not call FYWH Approach prior to departure. ANSP is investigating and a MOU will be drafted.*

## LOSS OF CONTROL ON LANDING (MANDATORY, MEDIUM RISK, OPS)

A non-type certified aircraft sustained damage to the propeller after hitting a runway light. The aircraft flared high and ballooned and on touchdown veered left off the runway.

## FORGED DOCUMENTS (MANDATORY, MEDIUM RISK, OPS)

An aircraft was discovered to have a fraudulent special flight permit.

*The parties involved are subject to criminal investigations by NAMPOL.*

## UNDECLARED DANGEROUS GOODS (MANDATORY, MEDIUM RISK, OPS)

Un-declared dangerous goods, a butane gas cylinder, was found in transit luggage in Doha from a flight originating in Windhoek.

*The incident is under investigation.*

# SAFETY OCCURRENCES

AUGUST 2023

## FUEL TANKER BY RUNWAY (MANDATORY, MEDIUM RISK, AGA)

A fuel bowser was parked for refueling of a helicopter a few metres from the runway.

*The aerodrome operator was contacted and the fuel bowser was moved to a location with less risk.*



# SAFETY OCCURRENCES

AUGUST 2023



## PARAGLIDING REGULATORY HAZARD (MANDATORY, **LOW RISK**, OPS)

A hazard was raised regarding the following two regulatory aspects of the NAMCARs:

1. The minimum height for powered paragliders is 500ft AGL putting them at the same altitude as conventional traffic. It is recommended this be revised to 300ft AGL to create a natural boundary.
2. The Right of Way rules in 98.03.1 and 106.03.1 for powered paragliders and paragliders/hang gliders, read together with the Following a Line Feature in 91.06.8 result in an unsafe practice of the aircraft being overtaken forced toward the ridge side, whereas the aircraft overtaking should take the risk flying towards the ridge side.

*Flight Operations has been contacted to ensure these regulations are reviewed in the current redrafting process.*



# SAFETY FEEDBACK

AUGUST 2023

## AIR-PROX IN CLASS G AIRSPACE (MANDATORY, **HIGH RISK**, OPS/ANSSO)

It was concluded that a lack of standard phraseology, incorrect understanding of information service, and complacency contributed to the air-prox event that occurred in uncontrolled airspace in June.

*The report concluded that promotion is needed of the inherent risks and available mitigations for operation in Class G airspace and on standard phraseology. Operators are reminded to discuss these matters at safety meetings and pilot meetings. Flight instructors are reminded to emphasise these matters during training.*

## COMPLIANCE YOUR SAFETY NET!



If you see or hear of any non-compliant activities it is your duty to report - help us help you keep the skies safe!

REPORT NOW >

CONTACT US  
[INCIDENTS@NCAA.NA](mailto:INCIDENTS@NCAA.NA)



# SAFETY ARTICLE

## **2ND PLACE STORY - ROOME KIRSTEN WAKE TURBULENCE**

November 2009. I just got my PPL in Cape Town and decided to take a good friend out for a flight in a Jabiru 430. It was a pretty impressive machine back then with glass cockpit and all, plus it had a full 6 pack in the front making 160HP.

We started up and taxied out to holding point Echo at Cape Town International Airport. I was very excited about my position so close to the runway because an Airbus A340-600 was lining up for a full length takeoff on runway 19. This was going to be awesome but never have I thought that this would be the exact plane that will almost cost me my life.

As the A340 went past me, the control tower advised that I was cleared to line up but something strange was also in the same clearance.... He also said that he will tell me when to expedite. As I taxied onto the runway, looking to my left I saw a Boeing 737-800 on a rather short final approach. This had bells & alarms ringing in me. Suddenly I remembered the controller said to expedite. I called back and replied "cleared for takeoff and expediting"...

The controller replied back and said "NEGATIVE, you are not cleared for takeoff but I will tell you when to expedite". Again, I called back and said cleared for takeoff and expediting. To be honest, this is what I have heard because I was in the middle of a "problem sandwich" as there was a A340 that JUST took off in front of me and a Boeing 737 behind me on a short final approach. I was actually scared.

Suddenly another voice was on the radio (from the tower) advising me that I am cleared for takeoff and that "the 340 has rotated well south of the control tower and that I need to try and get airborne on the northern side of the tower and get out of the way when possible. Afterwards I found out that they were busy doing training in the tower.

I started rolling down the runway and got airborne pretty quickly. At a point exactly abeam the control tower and at the same height as the top of the tower I felt a shudder on the aircraft, the stall warning went off and my airspeed indicator went from 75kts to a shivering 0kts in the blink of an eye...then all hell broke out.

The Jabiru spun around (upside down) with such force that (and for those that has ever flown a Jabby 430 will know that the throttle sits on the left side of the pilot) my hand got ripped from the throttle and hitting it against the door with such force that my finger started bleeding quite badly.

# SAFETY ARTICLE

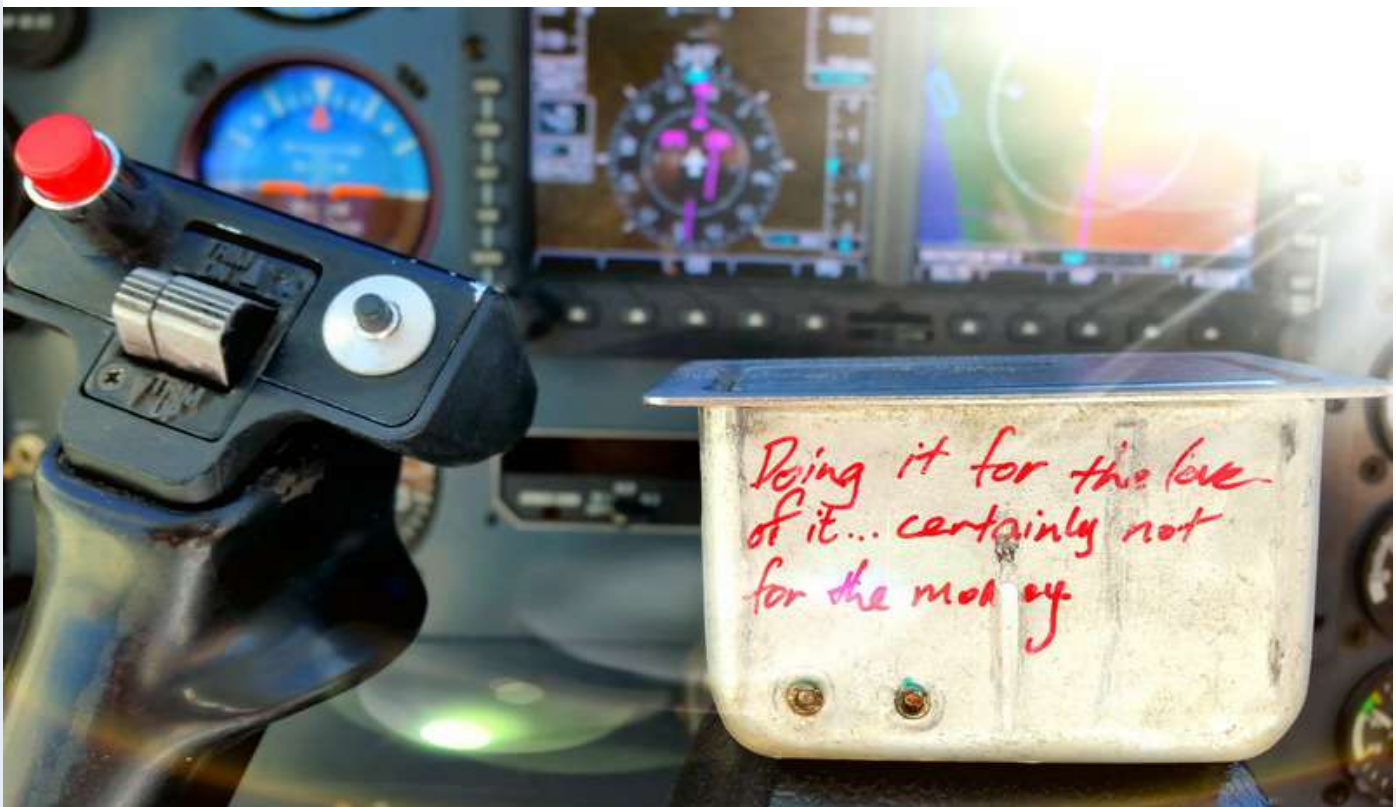
## 2ND PLACE STORY - WAKE TURBULENCE

I didn't know what was going on or why the aircraft reacted in such a way. All I know was that I was upside down, between the control tower and the runway surface at no more than a few 100 foot. It is a miracle that I got the plane back to the right side up and pulled out over the grass in front of ExecuJet's hangar. Both myself and my passenger were pretty shaken up. The 737 pilot that was landing behind me, obviously saw this rollercoaster ride and asked if he could be of any assistance. I guess he could hear in my voice that I was pretty shaken up.

We flew a circuit, landed back safely back and started on a long administrative path. There was lots of factors that led to this incident. The long and short of it for all pilots, old and new. They teach you in flying school about the effects and dangers of wake turbulence, but it's something too dangerous to go and teach in real life. I've had the unfortunate chance to experience the full force of a light aircraft departing after a heavy. I'm very lucky to tell this story today because until now, almost 14 years later I still don't know how I managed to get that plane the right way up again with at most 200ft above the ground.

Wake turbulence: It's real and It's dangerous.

Be safe.



## SASO Regulations

The Southern African Safety Organisation has rolled out the draft generic regulations, available here [SASO Draft Regulations Dropbox Link](#). If you have any input to these regulations please contact [spq@ncaa.na](mailto:spq@ncaa.na).

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## ICAO USOAP CMA Audit

We are pleased to announce the upcoming ICAO audit in March 2024. Pleased because we believe we have made significant progress since the last audit and additionally it gives us a chance to improve. NCAA notes that the audit preparations should enhance not detract from service delivery and already we have made strides towards this point by contracting civil aviation safety organisations such as AFCAC, SASO, and ICAO themselves to request assistance in development of our capacity. Staffing is an additional point that will be addressed as NCAA is required to demonstrate that it has enough manpower to oversight the industry. Finally it is noted that this journey will not be alone and there has already been high level committees set up under the direction of the Ministry of Works and Transport for addressing audit preparation and in the lead up MWT will be focussing more attention on aviation.

## 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](mailto:spq@ncaa.na)

phone: 083 235 2468

**compliance: your aviation safety net**

**STRIVE TO COMPLY!**

if you see or hear of a non-compliance  
fill in a confidential report at [www.ncaa.com.na](http://www.ncaa.com.na)  
or email [incidents@ncaa.na](mailto:incidents@ncaa.na)

