4 Rudolf Herzog Street
P/Bag 12003
Auspannplatz

Safety Promotion and Quality Department

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

SEPTEMBER 2025

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:

Share Knowledge = Improve Safety

This monthly publication keeps industry, NCAA licence holders, and the general public informed of safety-related occurrences, recommendations, and initiatives 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 data trending is essential in aviation safety. Only with adequate data on proactive and reactive mechanisms, can we move towards prediction. By analysing key events and processes through appropriate metrics, we can move closer to achieving maximum safety levels and minimising undesirable events.

Safety Statistics

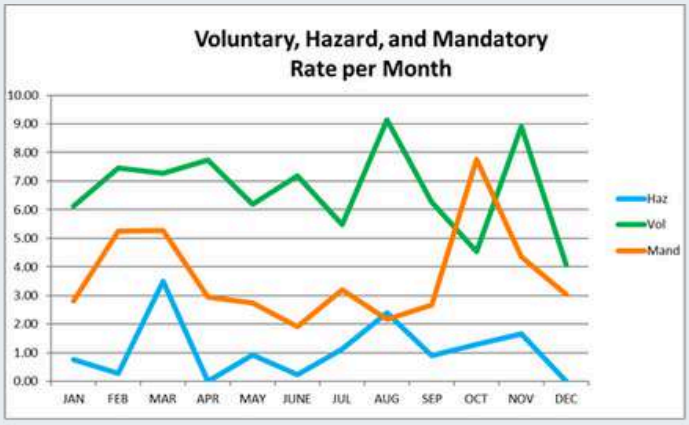
September 2025

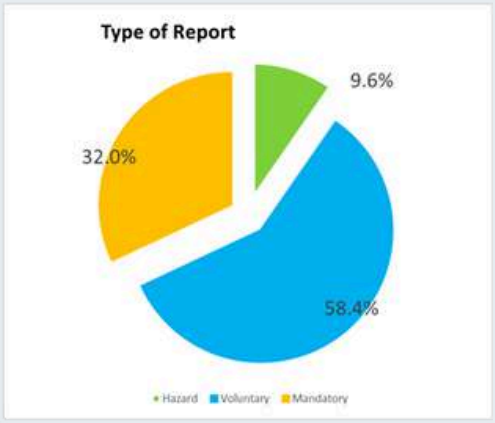
There were 44 occurrence reports in September including:

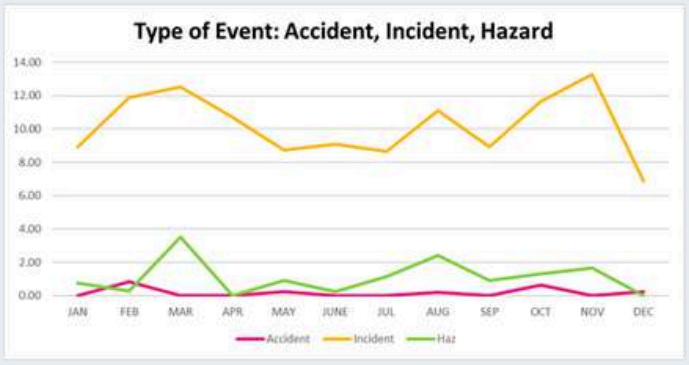
- 12 mandatory events, and of the 28 voluntary reports, there were 4 hazards. The average voluntary report rate of 7.79 reports per 1000 movements remains high at approximately 30% above target.
- 9 medium-risk events, there were no high-risk events, resulting in 2.5% high risk, 19.3% medium risk, 78.2% low risk
- An equal number of reports were received from aircraft operators and ANS. Active promotion to other sectors is underway.

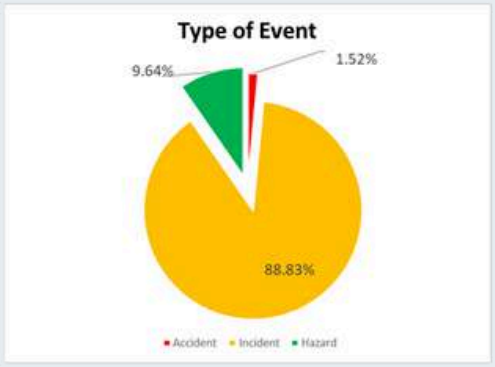
Detailed information is available in the occurrence section, and trends will be reviewed by the State Safety Programme Steering Committee (SSP Steercom) and the SSP Technical Working Group (TWG)

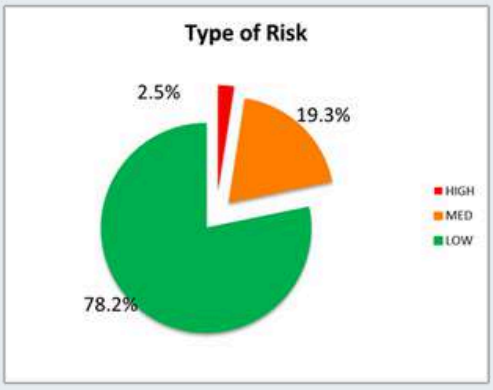
For more about classifications of risk see the definitions in Safety Bulletin 1-22. Graphs included in this document show 12 month rolling figures unless specified.

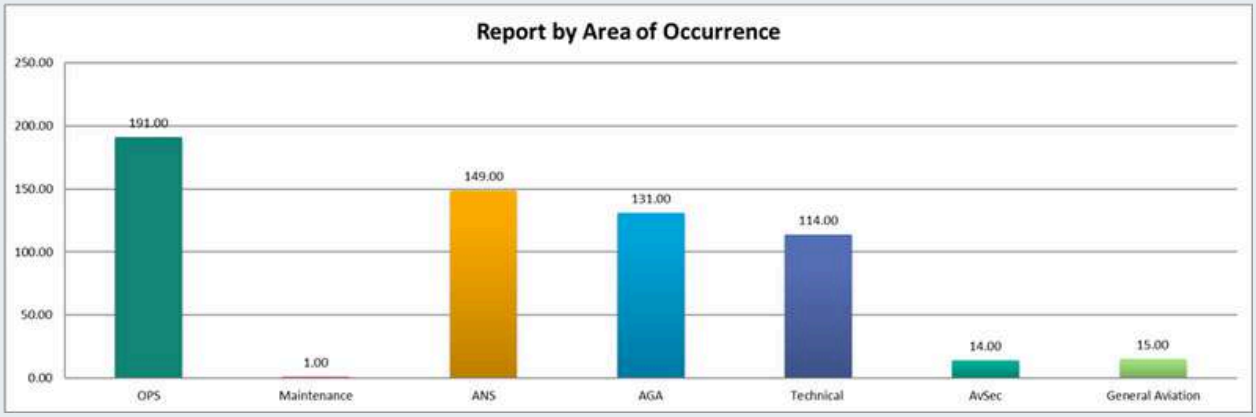












Safety Dashboard

Safety Performance Indicators September 2025

SPIs

While it appears that runway incursions have an undesirable trend, on review, the figures for 2024 were unusually low, resulting in a low target and standard deviation. The current numbers are similar if not slightly lower than 2023 and 2022. However, the events will be reviewed for possible root causes or inherent hazards. There was a LOCI event with a balloon due to a sudden, unexpected weather change. All other events were well below target.

	AirProx/LOS	CFIT	Rwy Excurs.	Wildlife	LOCI	Rwy Incurs.	Maint & Tech
12 mth avg	0.316	0.123	0.096	1.430	0.147	0.098	2.250
JAN '25	0.000	0.255	0.000	1.533	0.000	0.000	1.277
FEB '25	0.000	0.276	0.276	1.104	0.828	0.276	1.380
MAR '25	0.000	0.000	0.000	1.505	0.000	0.000	5.767
APR '25	0.455	0.000	0.000	2.956	0.000	0.000	1.819
MAY '25	0.689	0.000	0.230	1.377	0.459	0.000	1.377
JUN '25	0.718	0.000	0.000	1.196	0.000	0.239	1.914
JUL '25	0.228	0.000	0.000	0.913	0.000	0.000	1.825
AUG '24	0.436	0.218	0.000	1.307	0.000	0.218	1.960
SEP '25	0.223	0.000	0.223	0.893	0.223	0.223	1.117
OCT '24	0.216	0.216	0.216	0.431	0.000	0.216	4.098
NOV '24	0.830	0.000	0.207	3.941	0.000	0.000	1.659
DEC '24	0.000	0.509	0.000	0.000	0.254	0.000	2.799
Target 2025	0.248	0.123	0.111	1.454	0.099	0.112	1.958
Avg 2024	0.269	0.116	0.148	1.151	0.038	0.018	2.823
SD 2024	0.295	0.201	0.167	1.043	0.086	0.060	1.318
Alert 3	0.564	0.317	0.314	2.195	0.125	0.078	4.141
Alert 2	0.860	0.518	0.481	3.238	0.211	0.137	5.459
Alert 1	1.155	0.720	0.647	4.282	0.298	0.197	6.777

Safety Thought for the Month

"Don't skimp on safety: A small cost could prevent a large one."
- Anon

Stay Safe!

Reporting

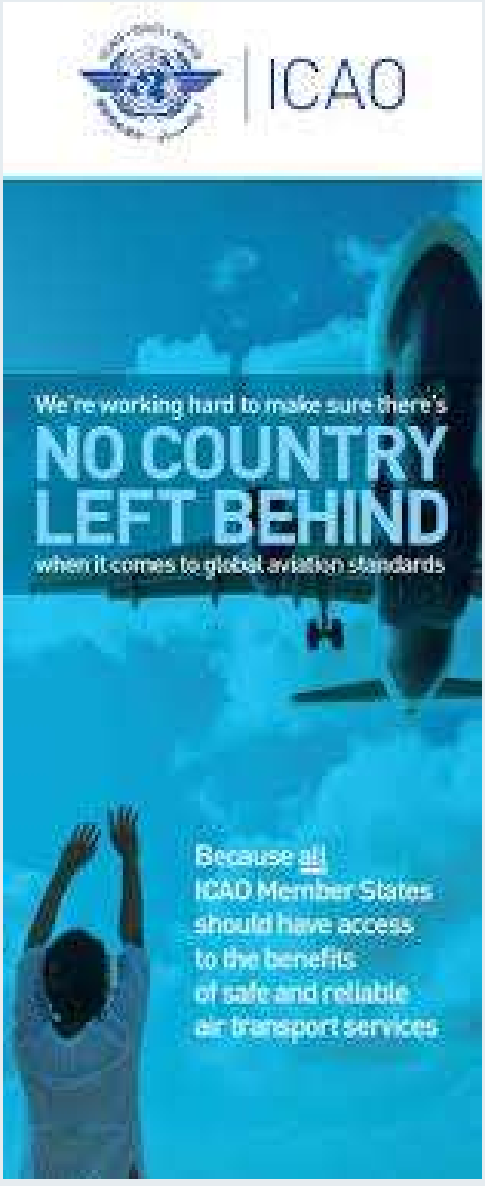
Dear Stakeholders,

September was a month packed with action, culminating in the attendance at the 42nd ICAO Assembly by myself, Chief Legal Counsel, and the General Manager: Safety.

Early in September at Aviation Week Africa, NCAA signed an MoU with the Zimbabwe Civil Aviation Authority, and later in the month another was signed with the Korean Civil Aviation Authority at a recent event, forging crucial international partnerships.

In terms of agreements, NCAA also signed a legal agreement with EMPIC which will pave the way for transition to electronic record keeping and audit management, improving management of findings and identification of hazards.

We had a full month in terms of training and workshops with NCAA hosting two international events, and one local workshop. A three-day CASE II Project, enhancing air cargo and airmail security standards for participants from Africa, the Middle East, and Asia and the AFCAC-AFI-CES Assessment and Risk Assessment Workshop, bringing aviation professionals together to enhance safety and security across the AFI region. The Aviation Medical Assessors gathered for a local workshop on medical standards in aviation.



A productive two weeks were experienced by the Namibian contingency at the 42nd ICAO Assembly, resulting in many important resolutions in areas such as AI, sustainable aviation, and regulatory sandboxes, among many others.

As always, we are dedicated to improving safety in all aspects of our activities and this is demonstrated by the number of safety events and initiatives this month.

Stay safe, stay engaged, and keep reporting.

Yours in safety, Ms Toska Sem, Executive Director

SAFETY MEETINGS 101

Safety meetings might be confusing. What type of meetings are typically needed by an SMS and how often, how this can be scaled to smaller and larger operations, and what are the objectives of the different meetings? Read on to assist you in improving your SMS communications.

There are typically three key meetings in an SMS:

1. **Operational Safety Meetings:** A meeting with all operational staff normally chaired by the safety manager or their delegate. Essential to be held on a regular basis, ideally monthly and should reach as many operational staff as possible. These can be split into sectors for large organisations (eg, pilots, ground staff, etc). In a very small organisation they may be combined with a management safety meeting. Operational safety meetings should discuss relevant safety findings and recommendations, operational changes resulting from recommendations or from the SAG, and may include case studies or discussion on topics of interest to safety. Operational safety meetings are crucial for any size organisation to instill a positive safety culture at operational levels.
2. **Safety Action Group (SAG):** A meeting of operational management, facilitated by the safety manager, but may possibly be chaired by another manager. The SAG needs to have access to decision making capacity on operational matters and is aimed at practical implementation of safety recommendations. In a large organisation, SAGs may be needed on a monthly basis, smaller organisations they should be not less than quarterly. A very large organisation may need separate SAGs for various activities matching the operational activities.
3. **Safety Review Board (SRB)/Safety Coordination Committee:** A high level meeting between the SAG chair and various senior executives. This is held quarterly or annually. In very small organisations it may be combined with the SAG since there is only a limited number of management personnel. In very large organisations there may be more than one board/committee, for example, the AME SRB, the AOC SRB, which would then feed into an executive or board committee meeting.

Meetings should be seen as a chance for improving safety and should not be a chore. The more we have open communication on safety the further our aims for continual improvement will be achieved.

Finally, as always, remember, for incident and hazard reporting, email to both incidents@ncaa.na and daaii@mwt.gov.na; for voluntary or anonymous reports, follow the Confidential Reporting Link.

SAFETY OCCURRENCES

SEPTEMBER 2025

WILDLIFE STRIKES (VOLUNTARY, MEDIUM RISK, AGA)

There were only four wildlife events reported this month: two bird strikes and two encounters with livestock.

Wildlife	Events and near misses		
No.	**AD**	**Phase**	**Details**
1	FYWH	Landing	Owl
1	FYWE	Landing	Bird unknown
2	FYKM	Ground	Goats

The table below shows rates of bird and wildlife reports per 1000 movements.

YEAR	JAN	FEB	MAR	APR	MAY	JUNE	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
2025	1.533	1.104	1.505	2.956	1.148	0.957	0.913	1.377	0.447				54
2024	2.042	3.941	0.000	1.615	1.106	0.599	1.799	1.131	0.464	0.431	3.941	0.000	67
2023	1.346	0.823	1.398	0.696	0.623	0.966	0.471	0.438	0.525	1.192	1.116	*0.500*	42
2022	0.846	0.739	1.126	1.272	1.308	2.350	1.877	0.219	0.250	0.679	0.684	1.925	50
2021	2.864	7.380	8.123	2.052	3.745	4.223	0.000	2.778	0.000	1.855	0.835	0.000	74

SAFETY OCCURRENCES

SEPTEMBER 2025

TECHNICAL FAULTS (MANDATORY, LOW RISK, AIR/OPS)

There were only four maintenance events reported this month

No.	Fault	Type
1	Unspecified	Jet
1	Alternator Failure	Piston
2	Engine faults (see page 17)	Piston, Jet

AMO personnel are again reminded of the critical importance of the elements in NAMCATS Part 140 Appendix A, as identification of trends that an individual AMO may not pick up, and it provides closure to the trends. AMOs, ATOs, AOCs, always ensure to submit the closure report from the AMO when there is a technical event, either via the PRAM or directly from the AMO.

SAFETY OCCURRENCES

SEPTEMBER 2025

ATS / A-MET RELATED EVENTS (MANDATORY, LOW RISK, ANSSO)

The following five Air Traffic Services and Meteorological events occurred.

No.	Fault	Area
3	No MET information	FYWH, FYWF
1	Telephone lines unserviceable	FYWB
1	Shift unmanned	FYWB

Investigation into the recent MET failures is ongoing. While there were significantly fewer reports this month, it is not yet clear whether this is due to actions completed, apathy to reporting, or non-causal. Remember reports are essential for trending so do ensure they are submitted!

SAFETY OCCURRENCES

SEPTEMBER 2025

AERODROME RELATED EVENTS (MANDATORY, LOW RISK, AGA)

There were five aerodrome-related events this month.

No.	Fault	Location
1	Crash alarm unserviceable	FYWE
1	Aerodrome unusable	FYOK
1	Hazard of tyre tracks on aerodrome	FYHM
2	Calibration of scales expired	FYKM, FYRU

It is noted that FYOK is reported as completely unusable with many villages and bush encroaching and animals and people on the runway. While review with the regional council has been conducted, the repairs seem outside the scope of their budget. Pilots should seek an alternative.

SAFETY OCCURRENCES

SEPTEMBER 2025

GO AROUNDS AND DIVERSION EVENTS (VOLUNTARY,LOW RISK, OPS/ANSSO)

The following table shows go-around and diversion events.

No.	Details	Intended
1	Go around due to unstable approach	FYWE
2	Go around due to tailwinds	FYWH, FYMO
2	Go arounds due to traffic (no parallel ops)	FYWH
1	Go around due to windshear	FYWE
1	Go around due to vehicle on runway	FYWA
4	Diversions due to weather	FYSM, FYLZ, FYWB
2	Diversions due to facilities failure	FYLZ, FYDN
2	Diversions due to VIP	FYWE

SAFETY OCCURRENCES

SEPTEMBER 2025

RUNWAY EXCURSION (MANDATORY, MEDIUM RISK, OPS/PEL)

A student planning to do a touch and go experienced a gust, which was overcompensated for, resulting in the aircraft veering off the runway.

A student taxiing off the runway applied power to increase speed, but applied too much and the aircraft veered off the taxiway, while still not clear of the active runway.

RUNWAY EXCURSION (MANDATORY, MEDIUM RISK, AIR/OPS)

A foreign-registered jet aircraft returning from a maintenance flight reported on touchdown that the brakes and reversers had failed. They subsequently used the park brake to stop. With little runway left, they elected to ground loop rather than impact with the runway end barriers. All main gear tyres burst.

DAAII is investigating.

SAFETY OCCURRENCES

SEPTEMBER 2025

POOR RADIOTELEPHONY - TOW OPERATOR (MANDATORY, MEDIUM RISK, AGA)

A tow operator was reported to have poor radio telephony skills, unaware of the standard phraseology required for operating on a manoeuvring area and unfamiliar with airport procedures.

The radio license requirements for ground personnel are in development to improve radio competency standards.

TA/RA ALERT (MANDATORY, MEDIUM RISK, OPS/ANSSO)

A VFR aircraft was told to sequence number two behind an airliner on final. The aircraft turned quite tightly behind the aircraft, resulting in the airliner receiving a RA requiring them to climb and level off.

Not only was the sequencing very unsafe for the airliner the light aircraft was also endangering itself to the effects of wake turbulence. The matter is being looked into by OPS.

RUNWAY INCURSION BY VEHICLE (MANDATORY, MEDIUM RISK, AIR)

A security vehicle authorised to escort a departing aircraft, crossed runway 09/27 at FYWE without a clearance.

The matter was investigated, the driver will receive remedial training, and the entire driving staff of the operator will receive refresher training.

SAFETY OCCURRENCES

SEPTEMBER 2025

INFRINGING MILITARY AIRSPACE (MANDATORY, MEDIUM RISK, OPS)

Two aircraft, on separate occasions, flew through military airspace that was NOTAM'd active, risking collision with high-speed jet aircraft operating in the vicinity.

The incident took place in information airspace whereupon the controller is not qualified to provide ATC instructions, however, as mitigation if there was a collision risk, they could revert to emergency action or involve approach/area control. It is noted however, that pilots must take extreme precautions to identify prohibited areas should they be NOTAM'd active, especially FYM areas, where the closing rate of a military jet is extremely high.

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

A hot air balloon experienced sudden un-forecast strong wind gusts on landing resulting in execution of an emergency landing. There were fortunately no injuries to crew or passengers, however the basket suffered cosmetic damage.

INADVERTENT FUEL SELECTION (MANDATORY, MEDIUM RISK, OPS)

On a routine outbound charter flight, one passenger was seated in the front right seat due to weight and balance issues. The passenger was briefed about the importance of remaining clear of all controls. Due to an imbalance, the left fuel selector was selected off as per the flight manual procedure. Shortly afterwards, the passenger reached up to the overhead controls and began to select the right fuel selector off. The pilot realised what was happening as the selector was halfway off and slapped the passenger's hand away, returning the selector to on. After de-briefing the passenger about not touching the controls, it was established that the passenger thought it was an air vent control.

It is essential to brief front-seat passengers thoroughly on access to aircraft controls; however, as this case demonstrated, despite careful briefing, pilots should always be prepared for the unexpected. The pilot is commended for their quick response.

SAFETY OCCURRENCES

SEPTEMBER 2025

HIGH ENGINE CYLINDER HEAD TEMPERATURE (MANDATORY, MEDIUM RISK, AIR)

On the climb after departure, an aircraft experienced high engine cylinder head temperature (CHT). Enrichening the mixture allowed the CHT to remain within limits; however, after a short time, the engine started running rough. The pilot maintained altitude and routed to the nearest aerodrome, flying a high circuit, to maintain gliding distance in case of a failure. The flight landed safely without further issue.

Always divert to the nearest aerodrome if experiencing engine faults, and be prepared for the worst, like this pilot did.

NCAA HAZARD BULLETIN

Take Care
AT AN AIRPORT

Look-out and Listen-out

Vehicular runway incursions are by far the highest percentage of all incursions reported. Airports are reminded of the importance of instilling runway safety mentality into airside drivers regularly, and drivers are advised to always ensure compliance with instructions:

Always lookout and listen-out!

WWW.NCAA.COM.NA
SPQ@NCAA.NA
083 235 2100

INTERFERENCE ON 118.7 (MANDATORY, MEDIUM RISK, ANSSO)

The interference on 118.7 was tracked down by CRAN to a specific location in a maintenance hangar and the hangar owner was requested to rectify the situation.

Of note is that there were only 4 official reports on the matter, while on unofficial channels, pilots reported the issue was near continuous, and they were sick of reporting. The reason for the lack of official reports is being investigated.

A lack of reporting culture continues to hinder safety improvement efforts. It is noted that while filling out the incident reporting form may be time-consuming, the online reporting form is available, should take no more than 3 to 5 minutes, and is accessible from mobile. Participants will be urged to follow the official reporting channels and not assume someone else has. Even if that entity is ATC.

GROUND RADIO LICENSE (VOLUNTARY, MEDIUM RISK, PEL)

A process of benchmarking was achieved with both ICAO Docs and fellow CAAs, which indicates that it is a recommended practice to have a ground radio license or equivalent radio qualification associated with an airside driving permit specifically for ground personnel. Guidance material on implementation is available from various CAAs. The process has been initiated to amend the CRAN MoU for issuance, and if successful, a directive will be issued for approval of said licenses.

Those who reported this as a hazard are commended for forward thinking, including entities from training schools, the IOSG, and NAC.

INTERNATIONAL OCCURRENCES

SEPTEMBER 2025

DESCENT BELOW APPROACH BAN ALTITUDE

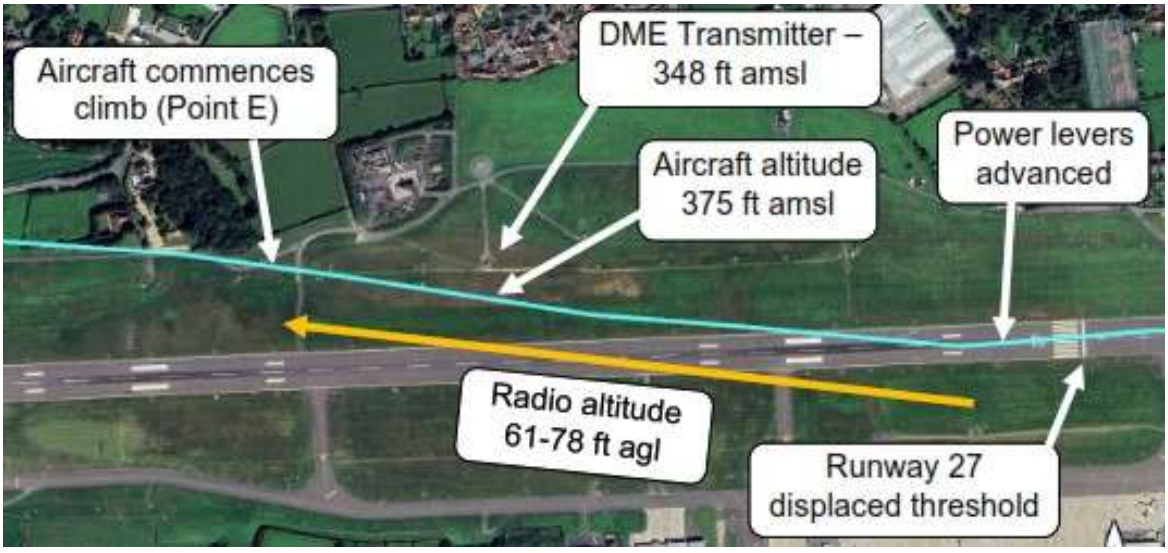
An ATR 72-500 conducting a scheduled passenger flight breached an approach ban while attempting to land in thick fog. The aircraft conducted a Category 1 ILS approach in instrument conditions, descended below the regulatory ban altitude, and as a result ended up 61 feet off the ground, and 27 feet from a radio mast before a delayed go-around was successfully executed. The flight subsequently diverted and landed safely.

Under international civil aviation regulations (ICAO, EASA, and equivalent national rules), an approach ban prohibits continuation below a specified minimum altitude (1,000 ft above airport elevation in Namibia) if the runway visual range (RVR) is below prescribed minima.

Investigation

A formal investigation was conducted by the relevant civil aviation authority. The incident was reported late, so cockpit voice recorder (CVR) data was overwritten, but flight data recorder (FDR), ATC radar, radio communications, and RVR recordings were available.

Of note on training records, the Captain had been reminded that the ATR is a multi-pilot aircraft and the first officer's line check comments encouraged active assistance to the captain when needed.



INTERNATIONAL OCCURRENCES

SEPTEMBER 2025

DESCENT BELOW APPROACH BAN ALTITUDE

Sequence of Events

This was the crew's second flight of the day. Fog was developing at the destination, but forecasts suggested improvement. Sufficient fuel was loaded for a possible diversion. Enroute, the crew slowed to delay arrival as RVR remained below the 550 m minimum for a CAT 1 ILS approach. After several holds, RVR briefly reached minima, and the approach was attempted.

During descent, RVR dropped again below minimums. Despite this, the aircraft continued below the 1,000 ft approach ban altitude. At decision altitude, both pilots reported visual references. Confusion arose: the first officer called for a go-around; the captain applied power and partially retracted flaps, but the aircraft remained level at 61–78 ft agl for 15 seconds, drifting near a DME mast. Only after combined pilot intervention did the aircraft climb. The flight then diverted and landed safely.

Analysis

Without CVR data, cockpit communication could not be fully reconstructed, but key factors were identified:

- Approach Ban Ignored: The captain relied on "old rules" and continued descent despite RVR below minimums; the first officer did not challenge him.
- CRM and Communication Issues: The approach briefing omitted discussion of the ban or applicable minima. Both pilots spoke English as a second language, affecting coordination.
- Go-Around Execution: Confusion during the go-around resulted in low-level flight before corrective actions achieved a climb.
- Operator Oversight: At the time, no formal flight data monitoring programme was in place.

INTERNATIONAL OCCURRENCES

SEPTEMBER 2025

DESCENT BELOW APPROACH BAN ALTITUDE

Probable Cause

The investigation concluded that descent below the approach ban, reliance on outdated procedures, and miscommunication during the go-around led the aircraft to fly dangerously low before climb was established.

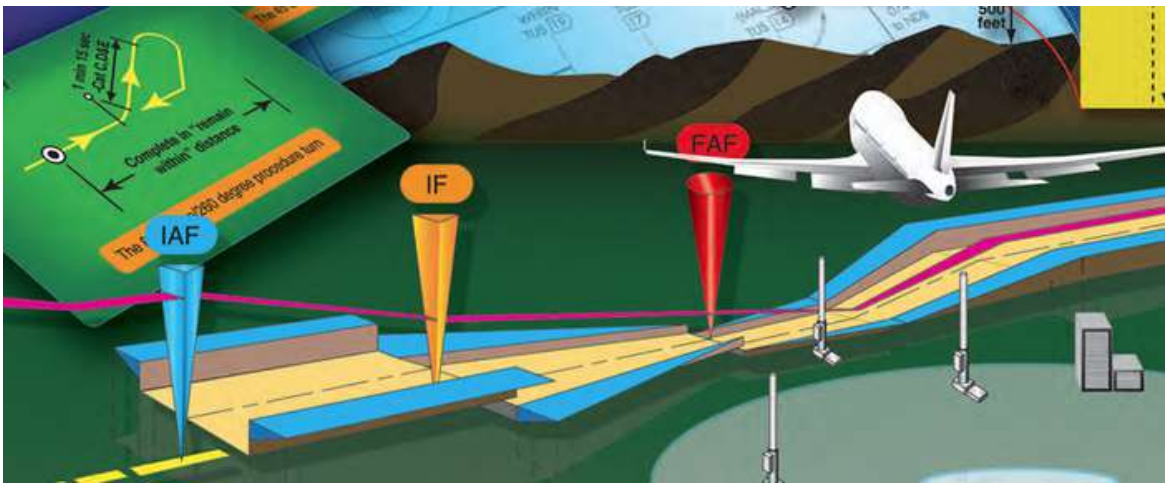
Safety Actions

Following the event, measures were implemented to:

1. Introduce flight data monitoring to detect safety issues.
2. Enhance pilot recruitment with psychological assessment.
3. Revise simulator training for first officers to actively challenge unsafe decisions.
4. Strengthen training feedback requirements.
5. Emphasize crew coordination and CRM.
6. Consider adding communication as a standalone assessment in NOTECHs.

Conclusion

The incident highlights the risks of disregarding international approach ban regulations, poor crew communication, and insufficient oversight. It reinforces the importance of strict compliance with minima, proactive challenge culture, and robust training in CRM and communication for multi-crew operations.



SAFETY ARTICLE

DEBRIEFING THE SHIFT

Every day in aviation, we have a chance to learn and improve. One of the best opportunities for you to do so is immediately after your shift/flight/duty period.

Recounting the day's successes and failures is a sure-fire way to move towards preventing them from recurring and may even prompt you to write that critical report that others can also learn from.

When to debrief

Debriefings should be done at the end of duties. If there is something serious enough for an intermediate briefing, it may pre-empt the removal of all affected parties from duties. However, in exceptional cases a briefing after an event may be needed.

What to debrief:

Start with briefing what went well, move on to what could be done better, and then ensure to cover in detail what went wrong, ensuring in each case to discuss proactive prevention strategies.

How to Debrief

The senior staff member shall ensure to open the floor to subordinates prior to briefing themselves. This is important because if there is a gradient, junior staff members have a tendency not to contradict their seniors. Ask for reflection on each of the components specified, what went well, what could improve, and what went wrong, with helpful suggestions and ensure to avoid blame. There is normally never one single cause or individual in an event. The senior staff member should wrap up the event with a summary and confirmation of recommendations

Suggested instructions to employees:

While flight debriefings are built into post-flight procedures, they don't always happen - don't shortcut this important step. For other sectors of aviation, consider including this process in your station instructions, shift duties, SOPs, or other governing documents and workshop the concept to gain buy-in.

Self-reflection is the key to error reduction. Let us all work towards the concept of CANI - constant and never-ending improvement. Every shift debrief is a step toward a safer tomorrow.

Prepared by:
SPQ

SAFETY NOTICE

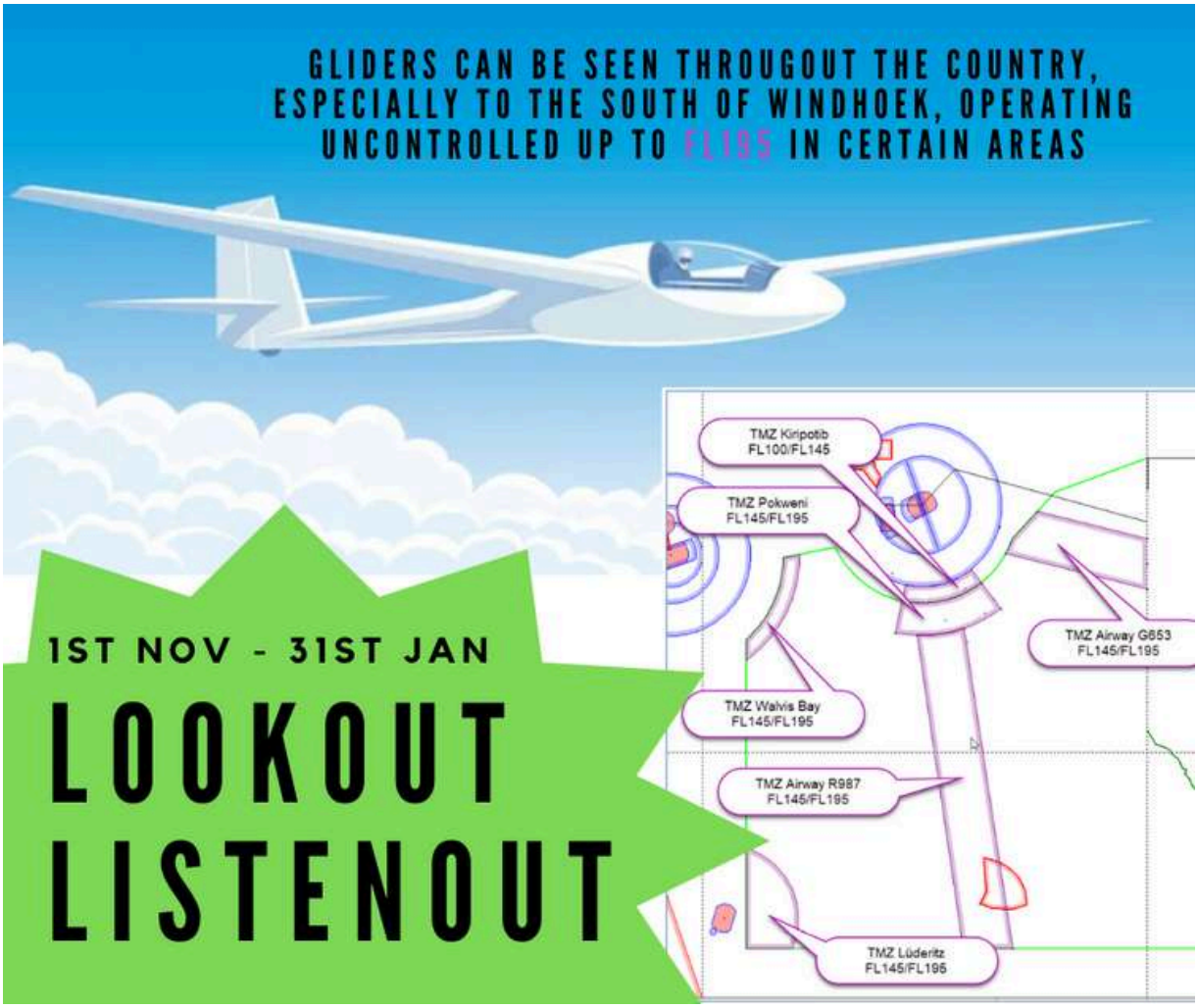
GLIDER SEASON IS UPON US AGAIN SOON!

Every November, hundreds of graceful gliders descend upon the country, hailing from regions around the globe, from as far as Australasia, to Europe, to the USA. These delicate aircraft are very beautiful but also very difficult to spot.

Please remember to be aware of the different areas of Class A airspace that are downgraded (by NOTAM) to Class E during the season, from the 1st November to the 31st January. See more in **AIP ENR 5.5.**

As an added safety measure, the Soaring Society of Namibia made a rule that all gliders from the 2025 season have transponders and shall have them switched on during flight, made possible with advancements in battery technology. Gliders must have radios in mandatory broadcast zones. However, they are often conducting unpredictable manoeuvres and extra vigilance is required. Also, remember many gliders will be in groups following the same thermals, so when you see one, there is likely more around.

Keep a look out and stay safe!



Prepared by:
SPQ

Safety Updates

HIRM

NCAA again, invites all stakeholders to keep a look out and report any hazardous observation, attitudes, or precursor events. The more awareness of hazards the better our system moves from reactive to predictive. **Together we can make the skies safer!** And don't forget you can report online or via email.

Updates

- Updates to the NASP and the SSP Manual are well underway, and recommendations or input are welcome.
- Four MoUs were developed for signature at the ICAO assembly, forging better international relations.
- An amendment to the CRAN MoU is in final stages of drafting.

Invitation to Contribute

Service providers and users are invited to contribute topics, ideas, articles, or questions 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

GLOSSARY

Term / Acronym	Meaning / Description	Term / Acronym	Meaning / Description
A-MET	Aviation Meteorological Services – aviation weather services.	NAMCAR	Namibian Civil Aviation Regulations – the core aviation law in Namibia.
AGA	Aerodromes and Ground Aids – department responsible for the safety of airport infrastructure.	NTCA	Non-Type Certified Aircraft – aircraft not holding a type certificate under ICAO Annex 8.
AIP	Aeronautical Information Publication – a document published to provide information essential to air navigation.	OCC	Operations Control Centre – typically responsible for dispatch and operational control.
AMO	Approved Maintenance Organisation – a facility authorised by NCAA to perform aircraft maintenance.	OPS	Flight Operations Section – department overseeing flight safety, compliance, and investigations.
ANSSO	Air Navigation Services and Safety Oversight – refers to the department responsible for oversight of air navigation services.	PRAM	Person Responsible Aircraft Maintenance – a post holder designated for an AOC to address maintenance matters
AOC	Air Operator Certificate – certification issued by NCAA to an air transport operator allowing it to operate commercial air services.	QMS	Quality Management System – a structured system for quality assurance and continuous improvement.
ATO	Approved Training Organisation – an entity authorised by NCAA to conduct aviation personnel training for licenses or certificates.	RPAS	Remotely Piloted Aircraft Systems – pilotless aircraft, including model aircraft and those commonly referred to as drones.
ATS	Air Traffic Services – includes services such as air traffic control (ATC), flight information, and alerting services.	SDCPS	Safety Data Collection and Processing System – structured data management tool to support SMS and SSP.
AVSEC	Aviation Security – the part of aviation concerned with preventing unlawful interference or acts of sabotage.	SMS	Safety Management System – a systematic approach to managing safety, including organizational structures and procedures.
CARTAP	Civil Aviation Regulations Technical Advisory Panel – A committee convened in terms of Part 11 to review regulations and technical standards	SPI	Safety Performance Indicator – a data-driven metric used to monitor safety performance.
CHT	Cylinder Head Temperature – the temperature at the top portion of a piston engine cylinder	SPT	Safety Performance Target – a specific safety goal to be achieved.
CNS	Communication, Navigation, Surveillance – essential infrastructure for air traffic management.	SRA	Special Rules Area – a designated airspace with additional rules or procedures applied additional to the standard rules of the air.
Doc 9859	ICAO Safety Management Manual – foundational guidance for States and service providers on SMS and SSP	SSP	State Safety Programme – the national programme for managing aviation safety.
HIRM	Hazard Identification and Risk Management – a proactive safety management approach.	TWG	Technical Working Group – an expert team working under the SSP to analyse safety data.
ICAO	International Civil Aviation Organization – UN body that sets global aviation standards.	UTC	Universal Coordinated Time – standard aviation time reference. sometimes referred to as GMT or Z
MEFT	Ministry of Environment, Forestry and Tourism – required for approvals in protected areas.	WHV	Hosea Kutako International Airport VOR
NAMCATS	Namibian Civil Aviation Technical Standards – technical regulatory requirements in Namibia.		