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JANUARY 2026

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

www.ncaa.com.na

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

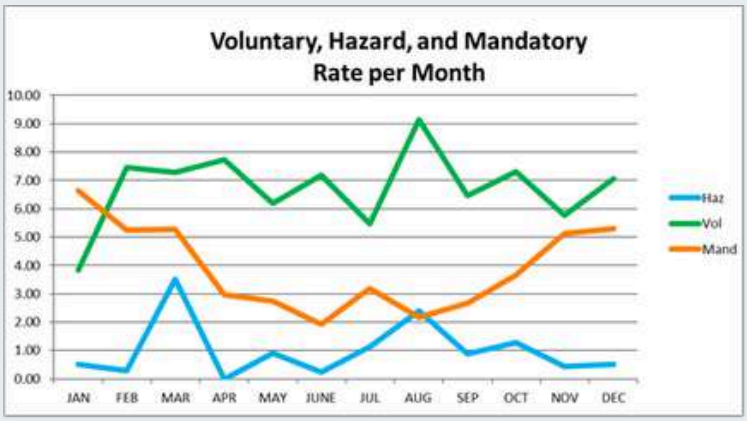
January 2026

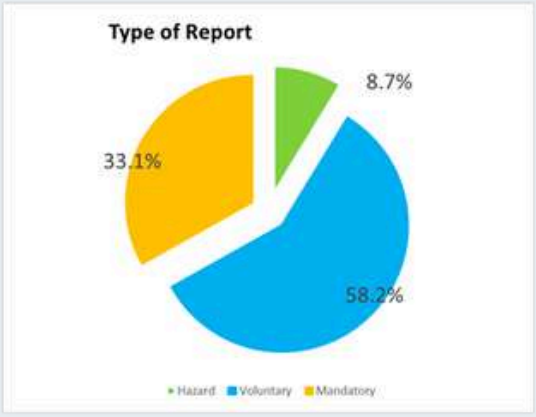
There were 46 occurrence reports in January, these included:

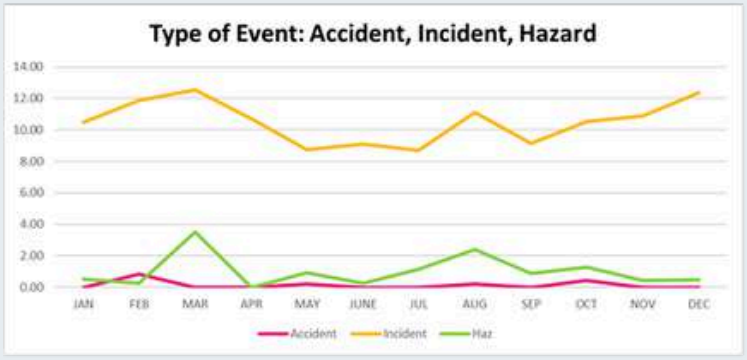
- 26 mandatory events, and of the 20 voluntary reports there were 2 hazard reports. The running total is 33.1% voluntary, 8.7% hazard, 58.2% mandatory.
- 21 medium-risk events, including 15 bird strikes, and no high-risk events, resulting in a reduction to 1.4% high risk, 23.2% medium risk, and 75.4% low risk.
- There were no accidents in January, while in two occurrences minor damage was sustained.
- Rates of maintenance and general aviation reporting remain very low.

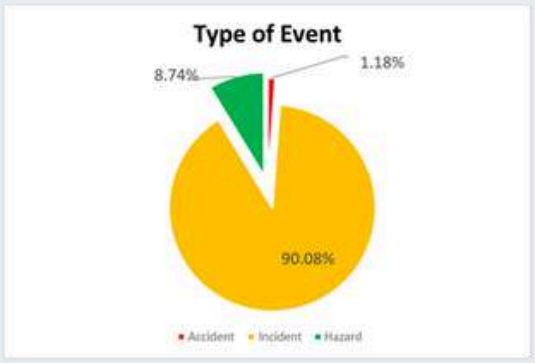
Detailed information is available in the occurrence section, and trends will be reviewed by the State Safety Programme Steering Committee (SSP Steercom) and the SSP Technical Working Group (TWG)

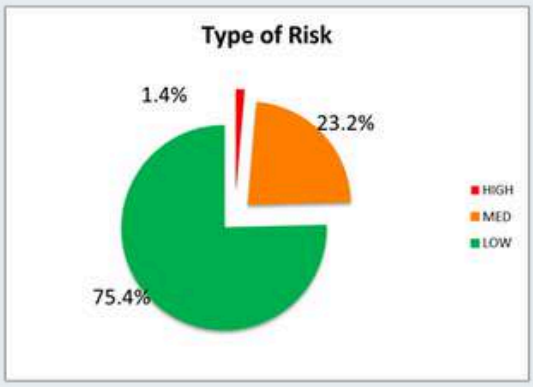
For more information about classifications of risk, see the definitions in Safety Bulletin 1-22. Graphs included in this document show 12-month rolling figures unless specified.

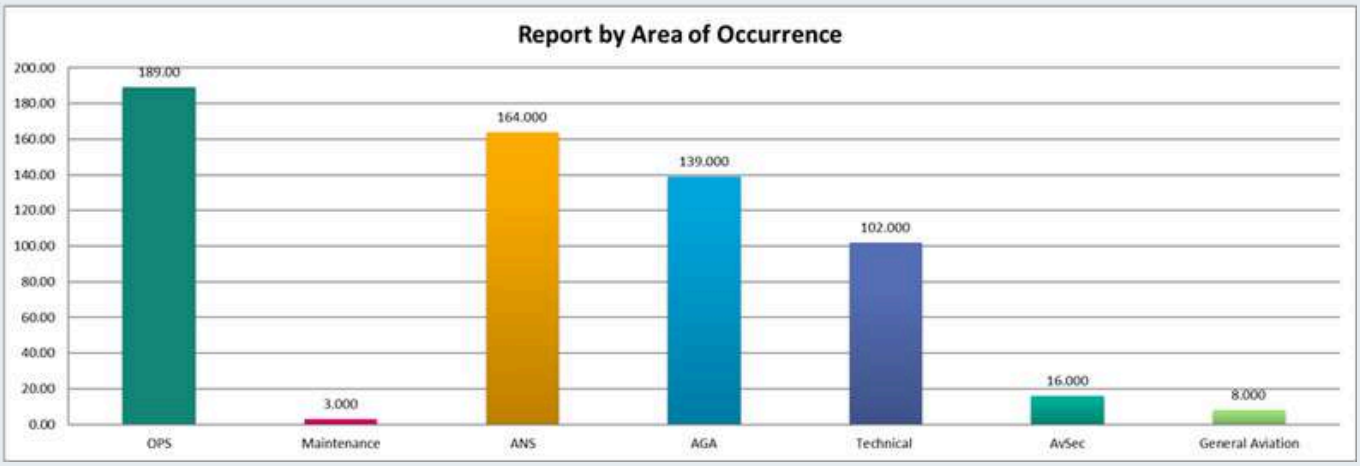












Safety Dashboard

Safety Performance Indicators January 2026

SPIs

Of significance this month is a higher-than-normal rate of bird-strikes, increasing for the third consecutive month. As mentioned last month, this is speculated to be due to the abundance of flora increasing insect and bird prevalence. See more bird avoidance tips in the November edition of Safety Matters.

	AirProx/LOS	CFIT	Rwy Excurs.	Wildlife	LOCI	Rwy Incurs.	Maint & Tech
12 mth avg	0.385	0.041	0.082	1.698	0.144	0.133	2.070
JAN '25	0.259	0.000	0.000	4.396	0.000	0.000	1.810
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 '25	0.430	0.000	0.000	0.645	0.215	0.430	1.934
NOV '25	0.427	0.000	0.000	1.067	0.000	0.213	1.921
DEC '25	0.756	0.000	0.252	3.023	0.000	0.000	2.015
Target 2026	0.327	0.111	0.100	1.308	0.129	0.120	1.842
Avg 2025	0.363	0.062	0.082	1.460	0.144	0.133	2.047
SD 2025	0.277	0.114	0.121	0.760	0.260	0.150	1.221
Alert 3	0.640	0.176	0.203	2.220	0.404	0.283	3.267
Alert 2	0.916	0.290	0.324	2.980	0.664	0.433	4.488
Alert 1	1.193	0.403	0.446	3.740	0.924	0.584	5.709

Safety Thought for the Month

"Accidents usually start long before they happen, in the silence of those who sense the risk but say nothing." - Anon

Stay Safe!

Reporting

Dear Stakeholders,

As we begin 2026, the Namibia Civil Aviation Authority continues to prioritise safety, compliance and collaboration across the aviation ecosystem. In late 2025, both Hosea Kutako and Walvis Bay International Airports successfully achieved re-certification, each securing an 83% effective implementation score under the Namibia Civil Aviation Regulations, reaffirming our collective commitment to internationally recognised safety and operational standards.

The NCAA also reaffirmed its regulatory mandate in January by upholding established permit application timelines, ensuring that all operators — domestic and foreign — comply with safety and oversight requirements prior to operating in Namibian airspace.

A notable area of emerging safety focus remains the increasing incidence of unauthorised RPAS (drone) activity near aerodromes and restricted airspace. Such operations present a tangible hazard to manned aviation and public safety, and the NCAA will continue educational outreach and regulatory enforcement under Part 101 of the Namibian Civil Aviation Regulations.

These developments underscore our shared responsibility — government, industry and the flying public — to sustain and improve safety performance. As oversight evolves, we will remain vigilant, transparent and proactive in addressing risks and fostering a safety culture that ensures the safety and security of Namibia's skies.

Yours in Safety, Ms. Toska Sem

SMS - LEAD BY EXAMPLE

SMS is a top down and bottom up process. It applies to everyone, from the CEO or accountable manager, down to the guy or girl cleaning the shop floor.

The safety policy must show visible endorsement of safety by top management, but it is not enough to hang a policy on the wall, management must lead by example. Only in this manner will the safety culture grow and the SMS thrive.

Safety should take precedence at management meetings. Actions should always be backed up by risk assessments signed by management. When leaders actively participate in safety reviews, respond meaningfully to safety reports, accept accountability for outcomes, and ensure actions are taken. In doing so, they signal that SMS is a living system rather than a compliance exercise.

From the bottom up, frontline personnel mirror this behaviour when they see that speaking up leads to action rather than blame. Supervisors and operational staff lead by example by reporting hazards, challenging unsafe practices, and supporting peers who raise safety concerns. This reciprocal leadership creates trust, reinforces just culture principles, and enables safety information to flow freely across the organisation. Safety induction training must apply to everyone - so that even the lowest paid employee knows how to report. Imagine if the cleaning staff found an oil spill under an aircraft - would they wipe it up and go about their business or would they report to the supervisor or manager?

An SMS is strongest when leadership behaviours at all levels consistently demonstrate that safety is expected, supported, and acted upon.

If you need your staff to gain a short introduction to SMS, a one hour free introductory video workshop is available, from Aviason, an AFCAC training partner https://aviason.com/aviason-safety-management-workshop/

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

SAFETY OCCURRENCES

JANUARY 2026

WILDLIFE STRIKES (VOLUNTARY, MEDIUM RISK, AGA)

Continuing the trend of increased bird encounters, there were seventeen wildlife events reported this month, fifteen bird encounters, predominantly at FYWH. This is the highest since Feb/Mar 2021. NAC has begun to intensify airport Wildlife Management Programme efforts. Pilots should be vigilant and refer to the November 2025 edition of Safety Matters for additional guidance.

Wildlife	Events and near misses		
No.	**AD**	**Phase**	**Details**
6	FYWH	Takeoff	Bird unknown
5	FYWH	Landing	Bird unknown, Greater Kestrel
1	FYWE	Takeoff	Bird unknown
2	FYWF	Enroute	Bird unknown
1	FYNG	Takeoff	Vulture
1	FYTF	Landing	Springbok
1	FYKM	Ground	Dog

The table below shows rates of bird and wildlife reports per 1000 movements for the past three years.

YEAR	JAN	FEB	MAR	APR	MAY	JUNE	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
2026	4.396												61
2025	1.533	1.104	1.505	2.956	1.148	0.957	0.913	1.377	0.447	0.645	1.067	3.023	61
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	1.538	42

SAFETY OCCURRENCES

JANUARY 2026

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

There were seven technical events reported this month, including one engine failure and an occurrence of smoke in the cockpit, detailed on page 13, and an oil leak detailed on page 14.

No.	Fault	Type
1	Engine failure (see page 13)	Piston
1	Oil pressure gauge leak (see page 14)	Turbine
1	Flap motor fault (see page 13)	Tubine
1	Flap fail annunciator	Jet
1	Flat tyre	Piston
1	Gear fault	Piston
1	Unspecified	Turbine

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

SAFETY OCCURRENCES

JANUARY 2026

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

The following twelve Air Navigation Services events occurred.

No.	Fault	Area
1	No MET officer	FYWH
5	MET equipment failures	FYWB, FYWH
1	Radar fault	FYWF
2	Power failures	FYKM, AIM
2	Strip printer faults	FYWF
1	Total equipment failure	FYWF

A-MET failures continue to be an issue. New Automatic Weather Observing Stations (AWOS) will assist in provision of surface conditions, however it will not address the absence of TAFs. The matter has been elevated to MWT.

SAFETY OCCURRENCES

JANUARY 2026

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	FYWH
1	Go around due to parallel ops	FYWH
1	Go around training	FYWE
1	Diversion due to weather	FYWE

Pilots are commended for going around from an unstable approach. While it should by now be the norm, and not an exception, there is still an element of pride that sometimes creeps in and fights with the doubt. Remember *if in doubt - there is no doubt.*

Non-simultaneous movements on the parallel runway/taxiway at FYWH present operational complexity, particularly between 1300 and 1400 local when multiple scheduled arrivals occur. Crews are advised to be cognisant and plan accordingly.

SAFETY OCCURRENCES

JANUARY 2026

COLLISION WITH A VEHICLE (MANDATORY, LOW RISK, OPS/AGA)

A vehicle backed into a parked aircraft damaging the underside of the wing. Onlookers had attempted to alert the driver without success. It was also noted that the driver was on his cellphone at the time.

Operation of vehicles on airside requires full concentration and attention. Drivers should never be operating cell phones while driving at any time but especially around aircraft.

UNAUTHORISED DRONE ACTIVITY (MANDATORY, LOW RISK, OPS)

Drone activity was observed by farmers in the Stampriet area. The observations appeared to indicate that the drones were targeting animals, and the reporter expressed concern that they may have been used by poachers.

MEFT was contacted and OPS is investigating.

SAFETY OCCURRENCES

JANUARY 2026

ENGINE FAULT (MANDATORY, MEDIUM RISK, OPS/AIR)

During a post maintenance test flight, ground runs were normal, then during the takeoff run, there was a sudden drop in fuel pressure followed by a power loss and engine splutter.

The AMO completed an investigation and it was discovered that the fuel flow was set incorrectly due to a faulty fuel pressure gauge. Fuel flow was increased during servicing since the gauge showed a false low pressure indication.

The AMO has implemented a policy requiring all engine gauges to be overhauled or calibrated during major engine work. Many aircraft instruments remain original and average approximately 45 years of age, which may affect reliability. Where there is any doubt, gauges will be replaced with modern equivalents. Other AMOs are strongly encouraged to do the same.

FLAP MOTOR FAILURE (MANDATORY, MEDIUM RISK, OPS)

During a flight away from base, the flap circuit breaker (CB) tripped. The crew reset the CB twice but it tripped immediately. The flight was continued and the standby flap motor was used for landing. The AMO was consulted and the crew were advised to return to base without further utilisation of flaps. On the return leg, smoke emanated from the circuit breaker panel. The crew pulled both the main and standby flap motor circuit breakers and the smoke ceased.

Always reset CBs strictly in compliance with the manufacturer's guidance.

SAFETY OCCURRENCES

JANUARY 2026

OIL LEAK (MANDATORY, MEDIUM RISK, ANSSO)

On a training flight, the crew noticed oil dripping from the avionics panel and immediately returned for landing. It was discovered that the line to the oil pressure gauge was ruptured.

LOSS OF SEPARATION (MANDATORY, MEDIUM RISK, ANSSO)

A scheduled airliner on final descended through the level of a VFR charter flight on right base. The separation was 3.7nm when both aircraft were at 7700ft (less than the legally required 5nm).

It is not clear from the report whether both aircraft had each other in sight nor whether they were told about each other (passed essential traffic). Reporters are advised to include as much detail as possible on reports.

ANSSO is investigating.

NOSE WHEEL SEPARATED (MANDATORY, LOW RISK, OPS/AIR)

After a normal landing and while decelerating, the pilot experienced a vibration and shortly afterwards, the aircraft's nosewheel came off, the aircraft pitched forward and slid along the runway for approximately 15m. The pilot immediately shut off the mixture and master, then vacated the aircraft.

On investigation by the pilot, it appeared that one of the axle nuts had come off the wheel assembly.

DAAII is investigating.

RUNWAY LIGHTS AND WEATHER (VOLUNTARY, LOW RISK, OPS/ANSSO)

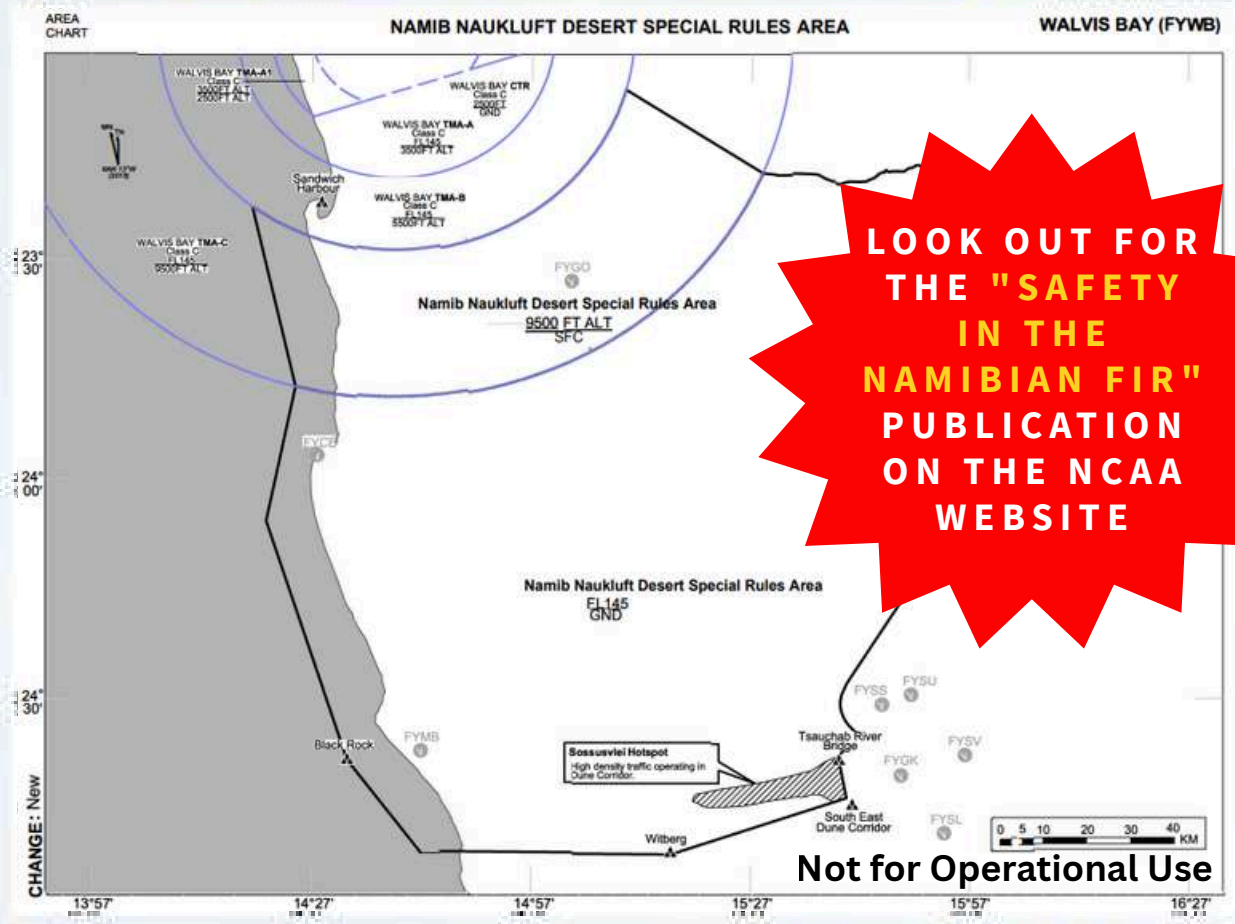
An aircraft inbound in marginal weather was not advised of deteriorating conditions. Thereafter they could not obtain a visual on the runway at MDA. On a second approach, where they had the runway visual downwind, they also lost sight of the runway during rain. The pilots queried ATC as to whether the lights were on, they were told they were. On the third approach, questioning again whether the lights were on, suddenly the lights became visual and the landing was then made utilising the PAPIs successfully.

This event occurred in another FIR, however it is included for information, to note how vital it is to ensure essential equipment such as runway lighting is operative during IFR operations. Lack of runway lighting will change the visibility requirements of the approach and departures.

HOTSPOTS

1. Special rules area (SRA) southeast of Walvis Bay called "Naukluft Desert Special Rules Area." Information is provided in AIC A09/2020 and AIP AD FYWB. All aircraft to **listen out and broadcast on 127.55** (not Information South 123.8).

Regular position reports are essential for the **high-density VFR traffic**.



LOOK OUT FOR THE "SAFETY IN THE NAMIBIAN FIR" PUBLICATION ON THE NCAA WEBSITE

Not for Operational Use

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GROUND RADIO CERTIFICATES (HAZARD, MEDIUM RISK, ANSSO/OPS)

CRAN were approached about the ground radio certificates of competency, specifically for ground personnel and RPAS pilots. Initial reactions were positive and formalities will proceed in order for NCAA to begin developing guidance material, directives, and examinations.

The process was benchmarked against other CAAs and ICAO guidance material, and it was found that there is normally a separate syllabus for ground operations, which allows certificate holders to concentrate on topics important to them.

Currently airside drivers and engineers taxiing aircraft are required to complete the restricted radio certificate which involves learning in-flight radio procedures, subtracting from time better spent studying critical knowledge relevant to their role.

See more on ground personnel related events on pages 18 to 21.

MAGNETIC BEARINGS (HAZARD, MEDIUM RISK, ANSSO/OPS)

There are a number of airports which are subjected to runway direction change, from being rounded up, for example, from 006 to down from 004. The aerodrome operators are working on changes as expeditiously as possible, with the primary issue being the ICAO compliant frangible signage. IFP exemptions, similar to FYWH approachare also in progress.

INTERNATIONAL OCCURRENCES

JANUARY 2026

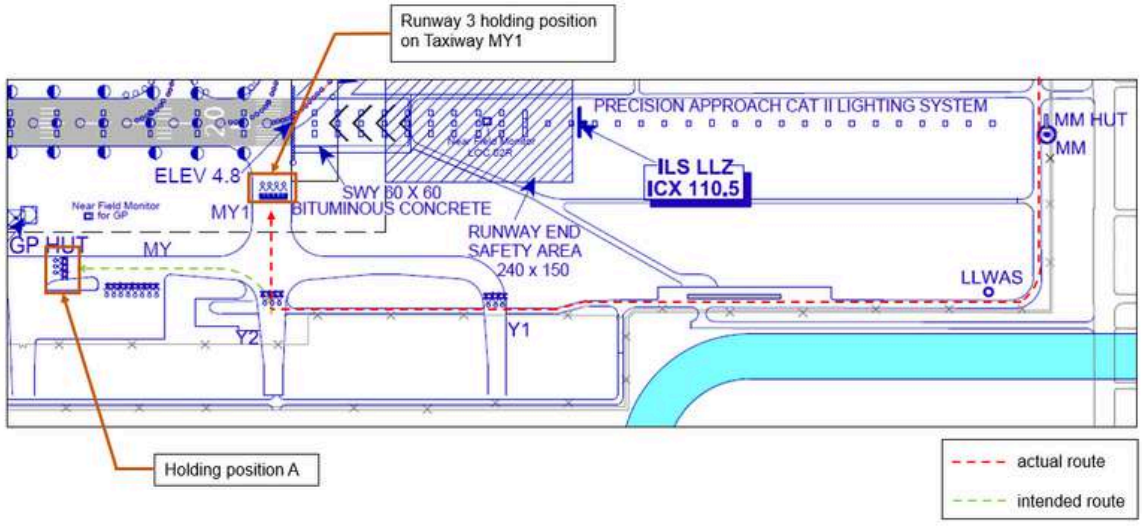
RUNWAY INCURSION - ARFF

A vehicle entered the active runway at Changi after turning into the wrong taxiway. The vehicle, using a newly opened access road, and only familiar with the route through verbal briefings, turned right into taxiway MY1 instead of right and left into MY. While on MY1 approaching the runway stop bars, the driver reported approaching holding point Alpha stop bars.

The controller did not verify the vehicle's position despite the availability of Surface Movement Ground Control System (SMGCS) - turning off the stop bars for the vehicle to proceed. An alert sounded on the SMGCS which was also not heard by the runway controller or the shift supervisor. An aircraft lined up on the runway alerted the runway controller of the vehicle, by which time the vehicle had also realised his mistake and completed a U-turn.

The vehicle camera identified that the vehicle driver was distracted by radio communication procedures which led to missing vital visual cues.

Following the event, awareness training for both drivers and ATC were conducted. The ARFF installed runway warning devices and changed procedures to require one driver and one radio operator. The ANSP increased the levels of alert on the SMGCS.



SAFETY ARTICLE

AIRSIDE DRIVING BEST PRACTICES

The following article for airside drivers provides some tips and guidance to help improve airside operations. Please share with your drivers.

- To minimise call sign confusion, aerodrome operators should ensure the use of predefined and process-specific unique call signs for manoeuvring area vehicles.
- Speak clearly and at a moderate speed, especially if the speaker has marked regional or non-native accent.
- Always listen before starting a transmission and be aware that there may sometimes be a short gap between a transmission by other traffic or ATC and the corresponding reply.
- Press the radio transmit switch before beginning to speak and do not release it until a transmission is finished, otherwise it may be 'clipped' and an important part of the content lost.
- **Know the airport layout and the location and designation of all runways, taxiways and holding points.** Always have an airport layout chart with you for extra guidance.
- Find out before setting out which runways are in use and the location of any "work in progress" or taxiway closures which may affect usual routes. In addition, it is **essential that vehicle drivers are briefed** at the start of a shift, including providing awareness for safety-significant airport information, which should also be reviewed again before the start of the mission by the vehicle driver. (Effective briefings are an integral part of everyday flight operations so that this general concept and layout of briefings and relevant NOTAMs can be used by vehicle drivers as well.)
- Strictly adhere to **vehicle speed limits**; ATC will assume this if they need to amend a current clearance.
- Use marked roadways where available.
- Where shifts permit always have two on board - one driver, one observer.

Prepared by:
SPQ/SKYBRARY

SAFETY ARTICLE

AIRSIDE DRIVING BEST PRACTICES CONT'D

- If in any doubt about an ATC instruction, obtain a repeat by saying **"Say Again"** (or "Say Again all before/after/between…"). It is far better to speak up and cause a minor disturbance than keep your mouth shut and make a potentially fatal mistake. If you are not sure, always ask.
- Do not proceed beyond the previous clearance limit until a response has been obtained and **understood.** This is especially important regarding runway entrance and crossing. Vehicle driver procedures and guidance should contain a requirement for explicit ATC clearances to enter or cross on any runway, regardless of runway status (active/inactive).
- Ensure that all ATC clearances are read back in full before proceeding.
- Remember the designated radio call sign for either the driver or the vehicle and use it to identify each transmission made.
- **Listen to aircraft/ATC communications** and where possible, use the information acquired to build up a mental map of what else is moving - or about to be moving - in the area in which you are at present, or where you are about to proceed. This is called maintaining **'situational awareness'** and is important for flight crew too. Be alert to the potential for a runway collision between an aircraft and an airside vehicle and when crossing into the protected area, and listen out for clearances to line up, takeoff, or land for avoidance of a runway incursion. Furthermore, it is recommended that aerodrome operators implement training policies and a means to support vehicle drivers with identification of hold limits in respect to protected areas of a crossing runway (e.g., marking, geofencing, airport moving map).

SAFETY ARTICLE

AIRSIDE DRIVING BEST PRACTICES CONT'D

- If the vehicle being driven has an automatic position transmitter fitted which allows ATC to see its position on a remote display, then this must be switched on whenever on the manoeuvring area, assisting ATC in ensuring separation.
- If a vehicle driver becomes **uncertain of his/her position, the vehicle should be stopped immediately and ATC informed**. Further movement should await ATC instructions.
- If the occupants of a vehicle operating under ATC Control need to work outside it, then they must have a means of hearing calls from ATC - a vehicle loudspeaker or portable radios - and these must be audible even at the high noise levels that are likely to be experienced.
- Be aware of **local radio failure procedures** and be prepared to recognise the signs that this has occurred - whether wholly or only in respect of vehicle reception or transmissions.
- Review airport driver training materials for your specific airport regarding airport signage and markings, hot spot locations, and construction.
- Lastly: **If in doubt, shout out!**

Safety Updates

HIRM

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

Updates

The publication now named Safety in the Namibian FIR, initially intended for foreign pilots to address numerous air-prox events, was approved for distribution and is available in soft copy on the NCAA website, hard copies will be available soon.

Updates to the AIP were published, included were significant changes to FYSM, FYWB, and the Enroute chart.

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: +264 83 235 2468

GLOSSARY

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