



SSN

Soaring Society of Namibia

HAZARD REPORT 2023/24 NO.02

1.0 IDENTIFIED HAZARD

During the 2023/24 competition season, NCAA ANS reported an aircraft accidentally straying into the Windhoek TMA, the latter which is forbidden. Fortunately, the aircraft transponder was operational, enabling ATC to track the aircraft and notifying the SSN.

2.0 RISK ANALYSIS

It was determined that the identified hazard constituted a risk. To properly analyse the risk, it necessitated identification of the root cause.

Investigation revealed that pilots alternate between aircraft. Consequently, pilots enter their individual specific settings into the navigation system of a particular aircraft. These settings may vary from pilot to pilot. In this instance, the pilot did not check the previous settings which resulted in the pilot being unaware that he was straying into the Windhoek TMA.

3.0 RISK ASSESSMENT

The risk was assessed in terms of probability and severity.

On the probability axis, the risk was assessed as "occasional." On the severity axis, the risk was assessed as "hazardous" due to the possibility of a near miss or collision with another aircraft in the TMA.

In terms of the risk matrix, the risk is rated as **4B**. The risk is escalated to a rating of **4A** in the event of a glider straying into the TMA without a transponder being switched on.

A rating of **4A** or **4B** places the risk in the "intolerable" region of the risk matrix, necessitating mitigation methods.

4.0 MITIGATION

Consequent to this assessment, the issue was thoroughly discussed at a post-season meeting attended by the NCAA ANS and the SSN held on 09 April 2024. It was resolved that SSN base CFI's must alert pilots daily to check navigation settings prior to take-off.

In addition, depending on battery charge, pilots will be encouraged to fly with transponders switched on.

Safety is of paramount importance to the SSN and in terms of its mandate to oversee all safety related aspects of its operations in accordance with its MoP and its NAMCAR Part 149 ARO approval, hazards and concomitant risks will be monitored consistently, and the necessary internal disciplinary actions be initiated against all transgressors.

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