

 <p>NCAA NAMIBIA CIVIL AVIATION AUTHORITY</p>	<p>REPUBLIC OF NAMIBIA</p> <p>NAMIBIA CIVIL AVIATION AUTHORITY</p> <p>AERONAUTICAL INFORMATION CIRCULAR</p>	<p>Executive Director Namibia Civil Aviation Authority Private Bag 12003 Ausspannplatz WINDHOEK</p>
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AIRWORTHINESS
GENERAL
GROUPING OF AIRFRAMES, ENGINES AND PROPELLERS

1. In pursuance of the requirements of regulation NAMCATs, applicants for the initial issue of an AME licence will only be allowed to write examination on one type of airframe or engine or one group or sub-group of airframes or engines or one series of airframes or engines, in any one category.
2. In accordance with NAMCAR 66.04.1, 2001, as amended, airframes and engines are grouped as follows by the Executive Director of the NCAA.
3. Airframes;
 - 3.1. Group 1
 - 3.1.1. All normal types of wooden construction up to but not including a maximum certificated mass of 5700 kg.
 - 3.1.2. When reference is made in a licence to this group, the privileges of the licence may be exercised in respect of the following airframes:
 - 3.2. Group 2
 - 3.2.1. All normal types of composite or tubular metal fabric covered construction up to but not including a maximum certificated mass of 5700 kg.
 - 3.2.2. When reference is made in a licence to this group, the privileges of the licence may be exercised in respect of the following airframes:
 - a. Bellanca (Aeronca) 7AC, 11AC and 15AC series.
 - b. Bellanca (Champion) 7ECA 7KCAB, 7GCBC, 7GCAA and 14-13-3, 17-30 series.
 - c. Fairchild 24 series.
 - d. Auster J, MK 5 and 6 series.
 - e. Chrislea CH3 series.
 - f. DH 82A.
 - g. Grob G109B
 - h. Maule M-4, M-5, M-6.
 - i. Piper J3, PA12 to PA22 and PA25 series.
 - j. Stinson 108 series.

- k. Taylorcraft BC & BL series plus D.
- l. Avions Pierre Robin DR 400-180
- m. Mooney M20, Procaer F15B.

3.3. Group 3

3.3.1. All normal types of all-metal construction up to, but not including, a maximum certificated mass of 5700kg.

3.3.2. When reference is made in a licence to this group, or sub-group, the privileges of the licence may be exercised in respect of the following airframes:

- a. Beech B19, 23, 24, 33, 35, 36 and 76 series.
- b. Cessna 120, 140, 150, 152, 170, 172, 175, 177, 180, 182, TR182, 185, A188, A188A, T188, 206, 205, 207, 210, 210-5 (205), T210, 336 series.
- c. Grumman American Aviation AA1A, AA1B, AA5, AA5A, AA5B series.
- d. Piper PA24, PA28, PA32, PA38, PA30/39, PA44 series, PA23 and PA23-160 only.
- e. Alon Aircoupe A-2, Aero 45 series:
 - i. Avions Pierre Robin HR100-210, HR100-285, HR200-120 and HR200-120B series.
 - ii. Beagle 121 series.
 - iii. Bolkow Junior 208 series.
 - iv. DHC1-22 series.
 - v. Dornier DO27A-1 and -4.
 - vi. Ercoupe 415 series.
 - vii. Fuji FA200-180 series.
 - viii. Globe Swift G.C. & York Swift GC-18 series.
 - ix. Helio H-250 and H-295 series.
 - x. Interceptor Corp. Meyers 200 Luscombe Siltaire 8 series.
 - xi. Mooney M20C, D, E, F, G, J, J(201), K & M22 series.
 - xii. Partenavia P64B series.
 - xiii. Rockwell Commander 100 & 200, 5-2A series.
 - xiv. Socata MS880, MS885, MS593E, 150T, 150ST, 235E & TB10 series.
 - xv. Siai Marchetti S205-18/20, 208 & F260 series.
 - xvi. Trenner Master Z-326 & Z-226
 - xvii. Victa Airtourer 100, 115 & 150 series.

3.4. Group 3 (Rotorcraft)

3.4.1. All normal helicopter types (including engines) with a maximum certificated mass up to but not including 1 800 kg.

3.4.2. When reference is made in a licence to this group, the privileges of the licence may be exercised in respect of the following helicopters:

- a. Aerospatiale SA341G series.
- b. Bell 47G-3B-1, 47G-3B-2, 47G-4, 47G-4A, 47G-5 and 47G Soloy.
- c. Bell 206B series.
- d. Brantley B2 series.
- e. Enstrom F28 & 280C series.
- f. Hiller UH12E series.
- g. Hughes 269B, 269C, 369 series.
- h. Robinson R22

- i. S.N.I.A.S. SA318C
- j. Silvercraft SH-4.

3.5. Group 4

3.5.1. All normal types of wooden construction with a maximum certificated mass of 1 800 to 5 700 kg inclusive.

3.5.2. When reference is made in a licence to this group, the privileges of the licence may be exercised in respect of the following airframes: NIL.

3.6. Group 5

3.6.1. Normal types of composite or tubular metal fabric covered construction with a maximum certificated mass of 1 800 to 5 700 kg inclusive.

3.6.2. When reference is made in a licence in the group the privileges of the licence may be exercised in respect of the following airframes:

- a. Beechcraft D17S.

3.7. Group 6

3.7.1. Normal types of all-metal construction with a maximum certificated mass of 1 800 to 5 700 kg inclusive.

3.7.2. When reference is made in a licence to this group or sub-group, the privileges of the licence may be exercised in respect of the following airframes:

- a. Rockwell Commander S2R, S2R-T34, 600 S-2D and S-2C. Rockwell Commander 500 and 680 series. Rockwell Commander 681, 690 and 695 series.
- b. Beech 99, 90, 100 and 200 series. Beech 17, 18, 50 & 95 series. Beech 55, 56, 58, 60, 65, 70, 65-80, 65-90, 95-55 and E185 series.
- c. Cessna T188C, P210, T210T, T303, 310, 320, 337 & 340 series. Cessna 401, 402, 404, 411, 414, 421 series. Cessna 500/501 series. Cessna 425 & 441 series.
- d. Piper PA23, PA31, PA34, PA36 & 600 series.
- e. Atlas C4m Aero Star 600, 601 Beale B206 and G3. Britten Norman Islander BN2A, B series. DHC-2, DHC 6 and DH89A series. Dornier DO28 & DO27Q-4 and D28D-1. Embraer EMB 11 OP1. Grumman G-164D & G-164 series. Meyers 200C. Mitsubishi MU-2B-35. Partenavia P68B. Pilatus PC6/B1-H2. PZL M18 Dromader and M-18. Swearingen SA-226AT and SA-226TC. Short SC7 Skyvan 3. Transavia PL-12.

3.8. Group 6 (Rotorcraft)

3.8.1. All normal helicopter types (including engines with a maximum certificated mass of 1800 kg to 5700 kg inclusive):

- a. Aerospatiale SA316B, SA350B and AS355B.
- b. Bell 206L, 206L-1, 212, 222 and 412 series.
- c. MBB BO-105C and MBB BK 117.
- d. Sikorsky S-62A.

3.9. Group 7

3.9.1. All normal types with a maximum certificated mass above 5 700 kg.

3.9.2. Reference will not be made to this group in licenses, and the privileges of a license can be exercised for the following airframes ONLY if the types are specifically detailed in the license:

- a. Airbus A300 Series
- b. Beech 300 Series
- c. Boeing 727 Series
- d. Boeing 737 Series
- e. Boeing 707 Series
- f. Boeing 747 Series
- g. CASA 352L
- h. Cessna 550
- i. Convair CV440/580 and 340 Series
- j. Douglas A26 Series
- k. Douglas DC-3C & DC-4 Series
- l. Fokker F27 Series
- m. Hawker Siddeley HS 125 Series
- n. Hawker Siddeley HS 748 Series
- o. Learjet 24/25/35 Series
- p. Lockheed 382 Series
- q. Mystere Falcon 50
- r. Nord 262 Series
- s. Viscount 700 Series

3.10. Group 7 (Rotorcraft)

3.10.1. All normal helicopter types (including engines) with a maximum certificated mass above 5 700 kg.

3.10.2. Reference will not be made to this group in licenses, and the privileges of a license can be exercised for the following airframes ONLY if the types are specifically detailed in the license:

- a. Sikorsky S58 Series
- b. Sikorsky S61 Series

3.11. Group 8: Unconventional types

4. Engines

4.1. Group 01

4.1.1. All unsupercharged piston engines normally fitted with fixed pitch propellers.

4.1.2. When reference is made in a license to this group, the privileges of the license may be exercised in respect of the following engines:

- a. Continental A & C series, Continental O-200, O-300 & G.O. 300 Series.
- b. Lycoming O-145, O-235, O-290 & O-320 Series.
- c. Blackburn Cirrus Minor II & Cirrus Major III, DH Gipsy Major Series. Franklin 64 A series. Potez 4E20, Reigner 4L00, Walter M337 & Minor 4-11 & 6-111 Series. Warner Super Scarab 165 Series. Ranger 6-440 Series.

4.2. Group 02

4.2.1. All supercharged piston engines normally fitted with fixed-pitch propellers or unsupercharged piston engines normally fitted with variable-pitch propellers.

4.2.2. When reference is made in a license to this group, the privileges of the license may be exercised in respect of the following engines:

- a. Continental E, IO-360, O-470, IO-470, 470, 6-285 A & B IO-520 series.

- b. Lycoming GO 435 & Go 480 series. Lycoming IO-320, O-360, IO-360, O-540, IO-540 & IO-720 series. Lycoming HO-360, VO-360, VO-435 & VO-540 series. (Category D only)
- c. Franklin 6A8, 6A-335 & 350 series.

4.3. Group 03

4.3.1. All engines not included under Groups 01 and 02.

4.3.2. Reference will not be made to this group in licenses, and the privileges of a license can be exercised for the following engines ONLY if the types are specifically detailed in the license:

- a. Airesearch TFE 731 Series
- b. Airesearch TPE 331 Series
- c. Allison 501 - D22 Series
- d. Allison 250 Series (Category D only)
- e. Cyclore C9GC Series
- f. "PZI-KALISZ" ASZ-621R
- g. Continental TS IO-360, TSIO-470, TSIO-520, GTSIO-520 Series
- h. DH Gipsy Queen 70 Series
- i. General Electric CJ610 Series
- j. General Electric CF700 Series
- k. General Electric CFM56 Series
- l. General Electric CT58 Series (Category D only)
- m. Lycoming TIO-360, TIO-520, TIO-541, TSIO-360, GSO-480, IGO-480, IGSO-480, GSO-540, IGO-540 Series
- n. Pratt & Whitney Wasp Junior R985 Series : R1 340 Series
- o. Pratt & Whitney Twin Wasp SIC3G (including R1830 series) & 2SDI3G (including R2000 Series)
- p. Pratt & Whitney Double Wasp CB Series (including R2800 Series)
- q. Pratt & Whitney JT3, JT8 & JT9 Series
- r. Rolls Royce Dart 532
- s. Rolls Royce Bristol Viper 522 Series
- t. United Aircraft of Canada PT6A & JT15D Series
- u. Turbomeca Bastan VI Series.

NOTE:

- (1) Continental series engines listed under engine groups 01, 02 and 03 include those Continental engines of Rolls Royce manufacture.

5. Propellers

5.1. Group P1. Variable pitch propellers normally fitted to aircraft with a maximum certificated mass of 2700 kg and less. When reference is made in a license to this group, the privileges of the license may be exercised in respect of all propellers fitted to engines installed in aircraft of a maximum certificated mass of 2 700 kg. or less. Where identical basic propeller types fitted to engines installed in aircraft with a maximum certificated mass of 2700 kg. or less are also fitted to engines installed in aircraft exceeding a maximum certificated mass of 2 700 kg., the privileges of a licence rated in this group may also be exercised in respect of such propellers.

5.2. All other variable pitch propellers will be granted by individual endorsement only.