



**Namibia Civil Aviation Authority**

**Aviation Directive (AD)**

1/2/2-2

Airworthiness Department

October 2024

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**Experimental Certificate: - Amendment of an Experimental  
Certificate to Include Commercial Flying  
Training**



Namibia Civil Aviation Authority -  
Safety Division

**AVIATION DIRECTIVE-**  
**Amendment of an Experimental Certificate**  
**to Include Remunerated Training**

**Approval**

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Checked and Recommended for Approval by:	General Manager: Safety	Ericsson M. Nengola		11.10.2024
NCAA Approval:	Executive Director of NCAA	Toska Sem		15/10/2024





**Namibia Civil Aviation Authority -  
Safety Division**

**AVIATION DIRECTIVE-  
Amendment of an Experimental  
Certificate to Include Remunerated  
Training**

**CONTENTS**

1.	<b>LEGAL AUTHORITY.....</b>	<b>4</b>
2.	<b>BACKGROUND .....</b>	<b>4</b>
3.	<b>PURPOSE .....</b>	<b>5</b>
4.	<b>APPLICABILITY .....</b>	<b>5</b>
5.	<b>APPLICATION FEES .....</b>	<b>7</b>
6.	<b>CONTACT.....</b>	<b>8</b>
7.	<b>REFERENCE.....</b>	<b>9</b>
8.	<b>EFFECTIVE DATE .....</b>	<b>10</b>
9.	<b>SCHEDULE .....</b>	<b>11</b>
9.1.	<b>DETERMINATION OF THE SUITABILITY OF THE AIRCRAFT TYPE DESIGN FOR REMUNERATED TRAINING.....</b>	<b>11</b>
9.1.1.	<b>Eligibility of the Concerned Aircraft for remunerated training under an approved Aviation Training Organisation.....</b>	<b>11</b>
9.1.2.	<b>Suitability of the Aircraft Type Design .....</b>	<b>11</b>
9.1.3.	<b>Showing Compliance to an Aircraft Type Design as a Qualifying Criterion .....</b>	<b>12</b>
9.1.4.	<b>Supply of Continuing Airworthiness Data .....</b>	<b>13</b>
9.2.	<b>ACTION REQUIRED FOR AMENDMENT OF THE STANDARD EXPERIMENTAL CERTIFICATE .....</b>	<b>15</b>
9.2.1.	<b>Application for the Determination of the Suitability of the Concerned Aircraft and its Type Design for Remunerated Training.....</b>	<b>15</b>
9.2.2.	<b>Application for the Amendment of the Standard Experimental Certificate .....</b>	<b>15</b>
9.2.3.	<b>Safety Oversight of the Production Built Aircraft used for Remunerated Training.....</b>	<b>15</b>
9.3.	<b>ESTABLISHMENT OF MAINTENANCE SCHEDULE FOR THE PRODUCTION BUILT AIRCRAFT USED FOR REMUNERATED TRAINING .....</b>	<b>16</b>
9.3.1.	<b>Format of the Maintenance Schedule .....</b>	<b>16</b>
9.4.	<b>ESTABLISHMENT OF MAINTENANCE CONTROL MANUAL FOR THE PRODUCTION BUILT AIRCRAFT USED FOR REMUNERATED TRAINING .....</b>	<b>17</b>
9.5.	<b>ACKNOWLEDGEMENT OF THE SAFETY RISK ASSOCIATED WITH THE USE OF NON-TYPE CERTIFIED AIRCRAFT FOR COMMERCIAL OPERATION .....</b>	<b>18</b>
APPENDIX 1:	<b>APPLICATION FORM FOR THE DETERMINATION OF THE SUITABILITY OF A NON-TYPE CERTIFIED AIRCRAFT TYPE DESIGN FOR REMUNERATED TRAINING .....</b>	<b>19</b>
APPENDIX 2:	<b>APPLICATION FORM FOR THE AMENDMENT OF AN EXPERIMENTAL CERTIFICATE FOR A NON-TYPE CERTIFIED AIRCRAFT TO INCLUDE REMUNERATED TRAINING: .....</b>	<b>20</b>
APPENDIX 3:	<b>EXAMPLE OF AN AMENDED EXPERIMENTAL CERTIFICATE .....</b>	<b>21</b>



**Namibia Civil Aviation Authority -  
Safety Division**

**AVIATION DIRECTIVE-  
Amendment of an Experimental  
Certificate to Include Remunerated  
Training**

## **1. LEGAL AUTHORITY**

**1.1.** Pursuant to section 38 (6) of the Civil Aviation Act, “the Executive Director may issue an Aviation Directive (“AD”) comprised of a permission, approval or procedure, or the imposition of a condition, restriction, or prohibition which the Executive Director believes on reasonable grounds to be –

- a) consistent with the objectives of applicable regulatory requirements, procedures, or documents; and
- b) necessary and expedient to better achieve the objects of the Act”.

**1.2.** This AD sets in place requirements for the use of Non-Type Certified Aircraft (NTCA) for commercial flying training.

## **2. BACKGROUND**

**2.1.** NAMCAR Part 21 only allows commercial flying training to be conducted on type certified aircraft that qualify for a Standard Certificate of Airworthiness issued in Part 141 Aviation Training - in accordance with NAMCAR 21.08.1(3) (b). For a type-certified aircraft to be endorsed suitable for training, a Type Certificate Data Sheet (TCDS) as issued by the State of Design and relevant aircraft operation manuals should contain information attesting the capability of such an aircraft to be used for flying training.

**2.2.** As for NTCA, the current Civil Aviation Regulations (NAMCARs) of 2001 require all aircraft intended for recreational use under NAMCAR Part 149 to submit evidence of membership to an approved Aviation Recreational Organisation (ARO) in accordance with the provisions NAMCAR 24.02.2 and Part 149, Subpart 2. The primary safety oversight obligation lies with the ARO that oversee maintenance personnel either under a Part 145 approved Aircraft Maintenance Organisation (AMO) or Authorised Persons to conduct Maintenance on NTCA in accordance with provisions of Part 44, Subpart 2.

**2.3.** All NTCA placed on the Namibian National Aircraft register are registered under the auspices of an ARO to be used for recreational purposes, with the exception of the aircraft type of NTCA-Sling 4; which was determined to be suitable for commercial flying training under the condition



that it will be maintained under the provisions of NAMCAR 44.02.2 (3), by a Part 66 licensed Aircraft Maintenance Engineer (AME) working under a Part 145 approved AMO.

- 2.4.** Implementation of this AD may result in the amendment of an Experimental Certificate issued for aviation recreational use under NAMCAR Part 149 (Regulatory Requirement: 149.01.1) to be amended to include commercial flying training under Part 141 at NCAA approved ATOs (Aviation Training Organizations).

### **3. PURPOSE**

This Aviation Directive provides the basis for determination of the suitability of a non-type certified production-built aircraft for commercial flying training through a process of validating the type design of such non-type certified production-built aircraft against the regulatory requirements of NAMCARS 21.02.3 and the corresponding technical standards as contained in NAMCATS 21.02.3 (14) – (15).

### **4. APPLICABILITY**

- 4.1.** Schedule 9 of this Aviation Directive apply to a Namibian registered non-type certified (Production-Built Aircraft) that is intended to be used for commercial flying training under an approved Aircraft Training Organisation (ATO), Part 141.
- 4.2.** The process to amend the standard experimental certificate to include remunerated training consists of the following Sub-processes:
- 4.3.** Sub-Processes: Determination of the suitability of the aircraft type design and concerned aircraft through demonstration of compliance to:
- I. NAMCAR 21.02.3 and the corresponding technical standards as contained in 21.02.3 (14) – (15)
  - II. Evidence of uninterrupted operational history of the concerned aircraft since placement on the aircraft register supported by:
    - a) Aircraft Technical Log
    - b) Logbooks for all first-class aeronautical products as established after placement on the Namibian National Aircraft Register:
      - (i) Aircraft Airframe;
      - (ii) Aircraft Engine; and



**Namibia Civil Aviation Authority -  
Safety Division**

**AVIATION DIRECTIVE-  
Amendment of an Experimental  
Certificate to Include Remunerated  
Training**


(iii) Aircraft Propeller

- III. An application for the determination of the suitability of an NTCA type design for commercial flying training, must be made to the Executive Director in form FSS-AIR-FORM-076A (refer to 0 Appendix 1).

**4.4. Sub- Processes:** Application for the aircraft to be placed on operation specification of an ATO

This sub-process will only be initiated following a successful determination under the paragraph 4.3 that the aircraft type design and the concerned production-built aircraft is suitable for commercial flying training. In this second sub-processes, the prospective applicant will be required to submit an application using the provided application form and prepare the aircraft for an initial conformity inspection at the contracted AMO.


Furthermore, the ATO to operate the NTCA-production built aircraft will be required to establish a Maintenance Control Manual and provide maintenance agreements with the contracted AMO responsible for maintenance.

	<p><b>Namibia Civil Aviation Authority - Safety Division</b></p>	<p><b>AVIATION DIRECTIVE- Amendment of an Experimental Certificate to Include Remunerated Training</b></p>
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## 5. APPLICATION FEES

The following fees shall be payable upon application –

- (a) For the application for the determination of the suitability of the non-type certified aircraft type design for commercial flying training **N\$3500.**
- (b) For the application for the amendment of the standard experimental certificate to include commercial flying training **N\$ 885**
- (c) Acceptance of maintenance schedule for the production-built aircraft used for COMMERCIAL flying training **N\$ 500.**
- (d) For the approval of an Maintenance Control Manuel for an aircraft of maximum take-off weight (mass) of 2700 kg or less **N\$ 1800.**

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## 6. CONTACT

Aircraft Operators or Aircraft Owners requiring further information should contact –

**Senior Manager Airworthiness – Mr. Robert Mathe**

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 <p><b>NCAA</b> NAMIBIA CIVIL AVIATION AUTHORITY</p>	<p><b>Namibia Civil Aviation Authority - Safety Division</b></p>	<p><b>AVIATION DIRECTIVE- Amendment of an Experimental Certificate to Include Remunerated Training</b></p>
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## **7. REFERENCE**

1. **FAA Aircraft Certification Service -Airworthiness Certification Branch, A.-2. (July 8; 2016). *Light-Sport Aircraft Airworthiness Certification.***



Namibia Civil Aviation Authority -  
Safety Division

**AVIATION DIRECTIVE-  
Amendment of an Experimental  
Certificate to Include Remunerated  
Training**

## 8 EFFECTIVE DATE


This AD will come into force on the 15<sup>th</sup> of **October 2024** and will be applicable until the two sub-processes set out in **SCHEDULE 9** are integrated into NAMCAR Parts 24 and 44 to allow commercial operation of NTCA that goes beyond commercial flying training.

Issued by:

Date :

**TOSKA SEM**  
EXECUTIVE DIRECTOR FOR CIVIL AVIATION



	<b>Namibia Civil Aviation Authority - Safety Division</b>	<b>AVIATION DIRECTIVE- Amendment of an Experimental Certificate to Include Remunerated Training</b>
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## 9. SCHEDULE

### 9.1. DETERMINATION OF THE SUITABILITY OF THE AIRCRAFT TYPE DESIGN FOR REMUNERATED TRAINING.

#### 9.1.1. Eligibility of the Concerned Aircraft for remunerated training under an approved Aviation Training Organisation

The review of the operational history of the concerned production-built aircraft is crucial for the determination of the type design specifications and condition of safe operation. The eligibility will therefore be determined through inspection of the logbooks established for class I Aeronautical products and direct interviews of the Aircraft Maintenance Engineer or an Authorised Person who has been maintaining and servicing the Aircraft since it was placed on the Namibian National Aircraft Register.

The operational and maintenance history to be reviewed includes but is not limited to the following:

- (a) Aircraft Maintenance Status Report detailing the maintenance and serviceability status of all installed Class I and II Aeronautical products.
- (b) Latest Certificate of Release to Service
- (c) Compliance with all mandatory instructions of Continuous Airworthiness (Service Bulleting (SB); Service Letter (SL); Service instructions (SI) etc. previously issued for the concerned Aircraft Airframe; Engine and Propeller
- (d) Copies of logbooks for aircraft airframe; engine and propeller
- (e) Major component changes (serialized life limited components as per OEM Chapter 5 or equivalent) (if applicable)
- (f) Records of minor and major repair and modification embodied on the concerned aircraft.
- (g) All reported or not reported occurrences including incidences; serious incidences and accidents.
- (h) Mass and balance data and the last date of weighing
- (i) Evidence that the engine and propeller models installed, are the correct models as required by the aircraft Type Certificate Data Sheet or Type Approval Data Sheet

#### 9.1.2. Suitability of the Aircraft Type Design

An applicant intending to amend Standard Experimental Certificate issued for a production-built aircraft to include remunerated training shall provide the Executive Director with proof that -



**Namibia Civil Aviation Authority -  
Safety Division**

**AVIATION DIRECTIVE-  
Amendment of an Experimental  
Certificate to Include Remunerated  
Training**

- (a) the production-built Aircraft complies with the appropriate airworthiness design standards as prescribed in Document NAMCATS-AR, Technical Standard 21.02.3 (14) – (15), in force on the date of application or any later date selected by the applicant in terms of regulation 21.02.2(3)(b);
- (b) the production-built aircraft complies with the appropriate aircraft noise, fuel venting and engine emission standards referred to in Part 34 or Part 36, as applicable;
- (c) the production-built Aircraft complies with any special conditions prescribed by the Executive Director in terms of regulation 21.02.13;
- (d) any airworthiness design standards not complied with are compensated for by factors providing an equivalent level of safety; and
- (e) in the case of an aircraft type, no feature or characteristic makes the aircraft type unsafe for the intended use.

The applicant intending to use a production - built aircraft for remunerated training under an approved ATO shall-

- (a) provide the Executive Director with a type design consisting of -
  - (i) the drawings and specifications necessary to define the configuration and the design features of the product which have been shown to comply with the appropriate airworthiness design standards referred to in regulation 21.02.3;
  - (ii) a list of the drawings and specifications referred to in subparagraph (i);
  - (iii) information on dimensions, materials, and processes and on methods of manufacture and assembly of the product necessary to ensure the conformity of the product;
  - (iv) the airworthiness limitations specified in the appropriate airworthiness design standards referred to in regulation 21.02.3; and
  - (v) any other data necessary to allow, by comparison, the determination of the airworthiness, noise characteristics, fuel venting and engine emissions, if applicable, of later products of the same type.

**9.1.3. Showing Compliance to an Aircraft Type Design as a Qualifying Criterion**

The Sub-regulation 21.08.4(3)(b) requires the applicant for the issuance of an Experimental Certificate to show that the concerned Aircraft conforms to its type design. It is this conforming status to an accepted Aircraft Type Design that will serve as a qualifying criterion in the determination of the suitability of the concerned Aircraft to be used for remunerated training.



The compliance for a production-built Aircraft to its accepted Aircraft Type Design is demonstrated through the application of Technical Standards as contained in NAMCATS-AR, 21.02.3 (14) – (15). These Technical Standards require, among other things, the following compliance:

- (a) The construction, design, flight performance, powerplant, operational and continued airworthiness must be based on either the FAR, the BCAR-SLA, or the EASA CS SLA specifications as listed in each subgroup.
- (b) A type design based on Airworthiness Design Standards from a competent Civil Aviation Authority must be equivalent to the Airworthiness Codes mentioned in 9.1.2(f).
- (c) Design loads shall demonstrate compliance to:
  - (i) The load conditions and requirements of FAR 23 Subpart C – Structure (or its equivalent) must be considered in the design of the aircraft.
  - (ii) FAR Part 23 paragraphs 23.303, 23.333, 23.335, 23.337 and 23.341 must be complied with. The words “semi-aerobatic aeroplane” must be substituted for the words “utility category airplanes.”
  - (iii) Static tests of the unit being in conformity with the ultimate loads and especially to structural and ground resonance loads
  - (iv) The highest standard of workmanship and construction must be in conformity with recognised aeronautical workshop practices. Refer to AC 43-13.

#### **9.1.4. Supply of Continuing Airworthiness Data**

The applicant must arrange and submit to the NCAA an undertaking from the manufacturer of the concerned production aircraft to continue to supply to NCAA those items listed in NAMCAR 21.04.4 (1). As follows:

- (a) proof that the type design has been approved by the exporting State by the issue of a type design approval or an equivalent document;
- (b) details of the airworthiness design standards complied with, for the approval of a type design referred to in paragraph (a), including:
  - (i) the airworthiness design standards;
  - (ii) the effective date of such standards;
  - (iii) any special conditions imposed under the foreign type design;



**Namibia Civil Aviation Authority -  
Safety Division**

**AVIATION DIRECTIVE-  
Amendment of an Experimental  
Certificate to Include Remunerated  
Training**

- (iv) any requirements not complied with and any compensating factors providing an equivalent level of safety; and
- (v) any airworthiness limitations;
- (c) a list identifying the data submitted for the issue of the type design approval referred to in paragraph (a), showing compliance with the appropriate airworthiness design standards;
- (d) a copy of the flight manual approved under a foreign type design approval certificate.
- (e) the illustrated parts catalogue; and
- (f) the maintenance manual for the product;
- (g) proof that the manufacturer has agreed to provide the Executive Director with a copy of all amendments and re-issues of the documents referred to in paragraphs (d), (e) and (f).



Namibia Civil Aviation Authority -  
Safety Division

**AVIATION DIRECTIVE-  
Amendment of an Experimental  
Certificate to Include Remunerated  
Training**

## **9.2. ACTION REQUIRED FOR AMENDMENT OF THE STANDARD EXPERIMENTAL CERTIFICATE**

### **9.2.1. Application for the Determination of the Suitability of the Concerned Aircraft and its Type Design for Remunerated Training**

The two sub processes illustrated below will be implemented through applying using application form number „ **FSS-GEN-FORM-076A SUITABILITY OF A NON-TYPE CERTIFIED AIRCRAFT TYPE DESIGN FOR REMUNERATED TRAINING** “contained in **Appendix 1**.

### **9.2.2. Application for the Amendment of the Standard Experimental Certificate**

Upon the successful determination of the suitability of the concerned production-built Aircraft and its approved type design, the applicant will use the application form number „ **FSS-AIR-FORM-076C AMENDMENT OF AN EXP. CERTIFICATE FOR A NON-TYPE CERTIFIED TO INCLUDE REMUNERATED TRAINING** “contained in **Appendix 2** to amend the existing Standard Experimental issued for operation under NAMCAR Part 149 to include an operation condition allowing for remunerated training under an approved ATO.

### **9.2.3. Safety Oversight of the Production Built Aircraft used for Remunerated Training**

Before an amended Experimental Certificate allowing for remunerated training is issued; the concerned production-built aircraft will be removed from the safety oversight of an **Aviation Recreational Organisation (ARO)** and will forthwith be directly safety oversighted by the NCAA. This will require the Aircraft owner or operator to seek an independent third-party insurance other than the group insurance under the **ARO**. If feasible the contracted AMO will be required to conduct a major annual inspection and issue a Certificate of Release to Service in accordance to **NAMCATs 43.03.3** and the provisions of **NAMCAR 103.02.4**. Thereafter the contracted AMO will be required to make arrangements for a conformity inspection to be conducted by airworthiness inspectors. Upon the successful conformity inspection, the production-built aircraft will be issued with an amended Experimental Certificate as depicted in **Appendix 3**.



### **9.3. ESTABLISHMENT OF MAINTENANCE SCHEDULE FOR THE PRODUCTION BUILT AIRCRAFT USED FOR REMUNERATED TRAINING**

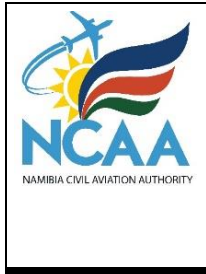
To operate the concerned production-built aircraft, the NCAA approved Aviation Training Organization must develop an Accepted Maintenance Schedule in accordance with NAMCAR 44.04.2 out of the aircraft maintenance and servicing manuals provided for by the Original Equipment Manufacturer (OEM) . Such a Maintenance Schedule shall contain a description of the procedures to be followed, to the extent applicable, to ensure that:

- (a) the aircraft is maintained in an airworthy condition.
- (b) the operational and emergency equipment required for intended flight is serviceable.
- (c) the Experimental Certificate remains valid for each aircraft to which the AMS applies.
- (d) a description of the administrative and contractual arrangements between the owner and the person or persons approved to carry out maintenance on the aircraft is provided.

#### **9.3.1. Format of the Maintenance Schedule**

The AMS shall contain or reference the following information:

- (a) maintenance tasks and the intervals at which these are to be performed, considering the anticipated utilisation of the aircraft.
- (b) when applicable, a continuing structural integrity program.
- (c) procedures for changing or deviating from paragraphs (a) and (b) above.



## **9.4. ESTABLISHMENT OF MAINTENANCE CONTROL MANUAL FOR THE PRODUCTION BUILT AIRCRAFT USED FOR REMUNERATED TRAINING**

To operate the concerned production-built aircraft, the NCAA approved Aviation Training Organisation must develop a maintenance control manual (MCM) in accordance with NAMCAR 44.04.3. The established MCM shall contain the following information, as applicable:

- (a) the description of the procedures required to ensure that:
  - (i) each aircraft covered by the MCM, is maintained in an airworthy condition;
  - (ii) the operational and emergency equipment necessary for an intended flight is serviceable.
- (b) the Experimental Certificate issued remains valid for each aircraft covered by the MCM;
- (c) the administrative arrangements between the operator and an appropriately rated approved AMO;
- (d) the maintenance procedures and the procedures for completing and signing off maintenance that is based on a system other than that of an appropriately rated approved AMO;
- (e) the ratings of the person or persons who are required by the MCM to ensure that all maintenance is carried out in accordance with the MCM with regard to an Accepted Maintenance Schedule.
- (f) The design and application of the operator's Maintenance schedule shall observe Human Factors principles;
- (g) a description of the methods used for the completion and retention of the maintenance records;
- (h) a description of the procedure for monitoring, assessing and reporting maintenance required by the operator of an aircraft in terms of these the Namibian Civil Aviation Regulations, NAMCARs, 2020 as amended;
- (i) a description of the procedures for complying with the service information reporting requirements to the aircraft manufacturer and to the Executive Director;
- (j) a description of the procedures for implementing action resulting from Mandatory Airworthiness Notification and procedures for assessing continuing airworthiness information, issued by the Organisation responsible for the type design of the aircraft covered by the MCM;



**Namibia Civil Aviation Authority -  
Safety Division**

**AVIATION DIRECTIVE-  
Amendment of an Experimental  
Certificate to Include Remunerated  
Training**

- (k) a description of establishing and maintaining a system of analysis and continued monitoring of the performance and efficiency of the Maintenance Schedule in order to correct any deficiency in that programme;
- (l) a description of procedures for controlling the removal and use of parts from other aircraft and the controlling of Time Between Overhaul records when this occurs;
- (m) a description of the procedure for advising the Executive Director of significant in-service occurrences;
- (n) a description of aircraft types and models to which the manual applies.

**9.5. ACKNOWLEDGEMENT OF THE SAFETY RISK ASSOCIATED WITH  
THE USE OF NON-TYPE CERTIFIED AIRCRAFT FOR COMMERCIAL  
OPERATION**

Non-Type Certified Aircraft (NTCA), by definition, have not undergone a formal type certification process reviewed and approved by the State of Design. As a result, NTCA may present a lower safety level compared to type-certified aircraft (FAA Aircraft Certification Service – Airworthiness Certification Branch, July 8, 2016). It is therefore essential for any Approved Training Organization (ATO) utilizing NTCA to ensure that student pilots are made aware of the differences in safety levels between type-certified and non-type certified aircraft. Additionally, the ATO should require student pilots to sign an acknowledgment of the risks associated with operating NTCA, specifically the lower safety levels compared to type-certified aircraft.



Namibia Civil Aviation Authority -  
Safety Division

**AVIATION DIRECTIVE-  
Amendment of an Experimental  
Certificate to Include Remunerated  
Training**

**APPENDIX 1: APPLICATION FORM FOR THE DETERMINATION OF THE  
SUITABILITY OF A NON-TYPE CERTIFIED AIRCRAFT TYPE  
DESIGN FOR REMUNERATED TRAINING**

NAMIBIA CIVIL AVIATION AUTHORITY  
No 12 Rudolph Hertzog Street,  
P/Bag 12003, Ausspannplatz,  
Windhoek, Namibia  
Web: [www.ncaa.com.na](http://www.ncaa.com.na), email: [info@ncaa.na](mailto:info@ncaa.na)  
Phone: +264 83 235 2100



**APPLICATION FORM FOR THE DETERMINATION OF THE SUITABILITY OF A NON-TYPE CERTIFIED AIRCRAFT  
TYPE DESIGN FOR REMUNERATED TRAINING**

<b>1.</b>	<b>Particulars Regarding the Applicant</b>					
1.1.	Full name of applicant					
1.2.	Trade name if applicable					
1.3.	NCAA approval No. (for an ATO)					
1.4.	Full business / residential address					
1.5.	Postal Address					
1.6.	Telephone: home					
1.7.	Cellular phone					
1.8.	E-mail address					
1.9.	Telephone: home					
1.10.	Name of organization or person who can be contacted for further information concerning this application:					
1.10.1.	Position of the person					
1.10.2.	Contact telephone / Cellular number					
1.11.	Date of registration of company / close corporation / trust					
<b>2.</b>	<b>Aircraft Description-</b>					
2.1.	Aircraft Registration Number					
2.2.	Registered Aircraft Owner					
2.3.	Aircraft Make/Model					
2.4.	Engine manufacturer					
2.5.	Engine model					
2.6.	Engine Serial Number					
2.7.	Engine Type Certificate Designation					
2.8.	Propeller manufacturer					
2.9.	Propeller serial number					
2.10.	Propeller model					
2.11.	Propeller Type Certificate Designation					
2.12.	Current Airframe hours					
2.13.	Current Hobbs					
2.14.	CURRENT ENGINE TBO DETAILS (complete where applicable)					
2.14.1.	Engine Serial Number (s)	Hours operated since new	Hours operated since overhaul	Cycles since new	Cycles since overhaul	Date of overhaul or manufacture
	Engine 1					
	Engine 2					
2.15.	CURRENT PROPELLER TBO DETAILS (complete where applicable)					



Namibia Civil Aviation Authority -  
Safety Division

**AVIATION DIRECTIVE-  
Amendment of an Experimental  
Certificate to Include Remunerated  
Training**

**APPENDIX 2: APPLICATION FORM FOR THE AMENDMENT OF AN  
EXPERIMENTAL CERTIFICATE FOR A NON-TYPE CERTIFIED  
AIRCRAFT TO INCLUDE REMUNERATED TRAINING:**

NAMIBIA CIVIL AVIATION AUTHORITY  
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Phone: +264 83 235 2100



**APPLICATION FORM FOR THE DETERMINATION OF THE SUITABILITY OF A NON-TYPE CERTIFIED AIRCRAFT  
TYPE DESIGN FOR REMUNERATED TRAINING**

<b>1.</b>	<b>Particulars Regarding the Applicant</b>					
1.1.	Full name of applicant					
1.2.	Trade name if applicable					
1.3.	NCAA approval No. (for an ATO)					
1.4.	Full business / residential address					
1.5.	Postal Address					
1.6.	Telephone: home					
1.7.	Cellular phone					
1.8.	E-mail address					
1.9.	Telephone: home					
1.10.	Name of organization or person who can be contacted for further information concerning this application:					
1.10.1.	Position of the person					
1.10.2.	Contact telephone / Cellular number					
1.11.	Date of registration of company / close corporation / trust					
<b>2.</b>	<b>Aircraft Description-</b>					
2.1.	Aircraft Registration Number					
2.2.	Registered Aircraft Owner					
2.3.	Aircraft Make/Model					
2.4.	Engine manufacturer					
2.5.	Engine model					
2.6.	Engine Serial Number					
2.7.	Engine Type Certificate Designation					
2.8.	Propeller manufacturer					
2.9.	Propeller serial number					
2.10.	Propeller model					
2.11.	Propeller Type Certificate Designation					
2.12.	Current Airframe hours					
2.13.	Current Hobbs					
2.14.	CURRENT ENGINE TBO DETAILS (complete where applicable)					
2.14.1.	Engine Serial Number (s)	Hours operated since new	Hours operated since overhaul	Cycles since new	Cycles since overhaul	Date of overhaul or manufacture
	Engine 1					
	Engine 2					
2.15.	CURRENT PROPELLER TBO DETAILS (complete where applicable)					





Namibia Civil Aviation Authority -  
Safety Division

**AVIATION DIRECTIVE-  
Amendment of an Experimental  
Certificate to Include Remunerated  
Training**

**EXAMPLE OF AN AMENDED EXPERIMENTAL CERTIFICATE- CONT- Backside**

SPECIFIC OPERATING PROVISIONS	
<b>10. DETAILS OF AIRCRAFT</b>	
NAME OF APPLICANT	→ : → MAX MUSTERMANN
REGISTRATION MARK	→ : → V5- 11
AIRCRAFT MANUFACTURER	→ : → AIRCRAFT FACTORY
SERIAL NUMBER	→ : → 0000000
ENGINE TYPE & MODEL	→ : → 0000000
ENGINE SERIAL NUMBER	→ : → 0000000
<b>11. OPERATING PROVISIONS</b>	
In the interest of public and aviation safety, the applicant is required to comply with the following:	
11.1. There is in respect of the aircraft third – party liability insurance for an amount of not less than N\$ 500 000.00;	
<b>11.2. The Aircraft is legible to be used for remunerated flying training under a NAMCAR Part - 141 approved Aviation Training Organisation; (RENUMERATED TRAINING ENABLING SOP-CONDITION);</b>	
11.3. The aircraft is serviceable before each flight and has undergone an annual inspection undertaken 12 months after the renewal or issuance of the Experimental Certificate or after 100 flight hours which ever come first. Such Annual inspection shall be correctly certified in the applicable airframe logbook	
11.4. All flights shall not be undertaken over built up areas and open air assemblies of persons except for the purposes of take-off and landing.	
11.5. In exception of aircraft used for training, which are properly equipped for instrument meteorological conditions (IMC), All other Aircraft shall only conduct their flights by day under visual meteorological conditions (VMC)	
11.6. All the requirements of the Namibian civil Aviation Regulations, 2001, as amended, are met.	
<ul style="list-style-type: none"> <li>• → This authority is rendered invalid if the ownership of the aircraft is changed and must notify the Director with 14 days</li> <li>• → This authority is rendered invalid if the aircraft is involved in an incident or accident.</li> <li>• → This document or certified copy must be carried in the aircraft at all times.</li> <li>• → The aircraft may not be operated over any foreign country without special permission from the authority of that country.</li> </ul>	
No entries or endorsements may be made on this Certificate except by an authorized person. If this Certificate is lost, The Namibian Civil Aviation should be informed at once. Any person finding this Certificate should forward it immediately to the Director, Namibia Civil Aviation Directorate, Ministry of Works And Transport No 4 Rudolph Hertzog, P.M. Bag 12003, Ausspannplatz, Windhoek, Namibia.	
<b>12. The Specific Operating Provisions set forth on the reverse side are approved.</b>	
→ Effective Date:	By direction of the Director of civil Aviation
→ 03 October 2023	
→ Amendment No.	
→ ORIGINAL	→ Signature/Senior Manager Airworthiness
<b>13. I hereby accept and receive the Specific Operating Provisions appearing on the reverse side on behalf of the certificate holder.</b>	
_____	_____
Title	Signature
_____	_____
	Date

2 of 2

FSS-AIR-FORM-039/16 → 6/2016