



Namibia Civil Aviation Authority

**Aviation Directive**

Reference Number: 1/2/1-8

Personnel Licensing

13 June 2022

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




**ISSUING OF AIRCRAFT STRUCTURE RATING**



Namibia Civil Aviation Authority

Aviation Directive 1/2/1-8

Approval

Edition Number/Version	Rev 0	Effective Date	13 June 2022	
	Position	Name	As signed	Date
Developed by:	Licensing Inspector	Uendjiziri Commando		10/06/22
Reviewed by:	Acting Senior Manager PEL	Andrew Theron		10/06/2022
Legal revision:	Chief Legal Counsel	Christoph Seimelo		10/06/2022
Checked and Recommended for Approval by:	Acting General Manager: Safety	George Matroos		10/06/22
NCAA Approval:	Interim Executive Director of NCAA	Ericsson M. Nengola		10/06/2022





Definitions:

1. **Aircraft Structure worker** :also referred to as aircraft structural repair or aircraft sheet metal worker who maintains and repair the structure part of an aircraft's fuselage, wings, and control surfaces in accordance with the Aircraft Manufacture Recommendations.
2. **Construction material /Construction method** :Only aviation approved stock material or Original Equipment Manufacturer parts listed in a relevant parts list may be used for repairs hardware to be used as per Original Equipment Manufacturer (OEM) instructions or AC 43-12-2B.
3. **CRMA**: Certificate Relating to Maintenance of an Aircraft

## 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 issue of an Aircraft Structure rating.

## 2. Background

2.1 There is currently no guidance in the regulations on the issuance of Aircraft Structure rating, while there are Aircraft Structure ratings that were issued based on a checklist only. The authority therefore needs a legal mechanism to issue an Aircraft Structure rating.



### **3. Purpose**

3.1 This directive aims to provide the legal framework for the issuance of Aircraft Structure rating to qualifying persons.

### **4. Applicability**

4.1 This directive applies to all Aircraft Maintenance Engineers who intend to apply for an Aircraft Structure rating.

### **5. Effective Date**

5.1 This directive shall be effective from 13 June 2022 until cancelled or superseded by promulgated relevant regulations or a revised substitution.

### **6. Reference**

6.1 The following regulation are referred to in this document:

- a. NAMCAR 2001, Part 66,43 & 187.

### **7. Action Required**

7.1 The Namibia Civil Aviation Authority (NCAA) may issue an Aircraft Structure rating, provided the applicant meet the criteria outlined in this directive.

7.2 The rating referred to in 7.1 shall permit the holder to work as a licenced AME for Aircraft Structure **only**, according to the type of structure material endorsed on the licence as per NAMCARS 2001 66.01.4.

7.3 An applicant aspiring for an Aircraft Structure rating shall apply to PEL using form FSS PEL 66-07 accompanied by all the required documents and the application proof of payment of N\$220.00.

## **8. Application for a licence or amendment of thereof**

8.1 Application for license or amendment documents showing the following are required:

- a. the identity of the applicant;
- b. the age of the applicant;
- c. the experience record of the applicant;
- d. one recent passport size photograph of the applicant
- e. the appropriate fee as stipulated in paragraph 7.3 of this directive and part 187.00.11(r).

8.2 An application for the amendment of an Aircraft Structure rating must be made to the Executive Director in the appropriate form FSS PEL 66-07 and be accompanied by:

- a. a copy of the licence held by the applicant;
- b. proof that the applicant has passed the theoretical knowledge examination referred to in paragraph 9.1 (c) of this directive;
- c. Proof of 6 months maintenance experience record of the applicant in respect to the type of construction material or construction method, and for composite experience on type for pressurised or unpressurised and;
- d. the appropriate fee as prescribed in paragraph 7.3 of this directive

## **9. Requirements for the issue of an Aircraft Structure rating**

9.1 An applicant for an Aircraft Structure rating shall-

- a. Not be less than 21 years of age;
- b. Have successfully completed training for Aircraft Structure Worker trade test at an approved trade test centre as per NAMCATS 66.02.2 (2);
- c. Have passed the following theoretical Knowledge examination Airframe General, Aircraft Corrosion, Sealant's course, Namibian Air law and Human factors, applicants applying for aircraft composite structure rating should submit a certificate of introduction to composite or fundamentals of composite; and
- d. Have acquired two years of experience **after** qualifying for Aircraft Structure trade, which 6 months should be on the type of structure material applied for, applicants applying for a composite structure rating should have 6 months on the type of composite applied for either pressurized or unpressurized.

#### **10. Period of Validity**

10.1 Unless suspended or revoked in terms of the Act, an AME licence is valid for a period of 24 months calculated from the date on which the licence is issued as per NAMCARS 66.02.7.

#### **11. Renewal of Aircraft Structure rating**

11.1 To renew an AME licence the holder of the licence must, within the 24 months preceding the date of expiry of the licence, have exercised the privileges of the licence for not less than six months.

#### **12. Reissue of Aircraft Structure rating**



12.1 The holder of a licence which has expired due to the lapse of the period referred to in paragraph 11.1 of the directive ,may apply to the Executive Director for re-issuing of the expired licence.

12.2 Upon application for re-issuing of the expired licence ,the Executive Director must re-issue such licence if he or she is satisfied that:

- a. The applicant has provided proof of payment;
- b. The applicant is fit and proper person within the meaning of section 69 of the Act to exercise the privileges of the Aircraft Structure Worker licence;
- c. the re-issue of the AME license would not be contrary to aviation safety.

12.3 If less than two years has expired since the lapse of an AME licence, the applicant must, provide proof of aircraft maintenance engineer experience of at least six months immediately prior to the application for the re-issue.

12.4 If a period of more than two years but less than five years has expired since the lapse of an AME license , the applicant must, write the following exam:

- a. Namibian Air Law
- b. Human factors

and provide proof of experience of at least six months immediately prior to the application for the re-issue.

12.5 If an applicant for the re-issuing of an AME licence has not worked in a maintenance or servicing facility within the aviation environment for a period of five years or more since the expiry of his or her licence, the applicant must

comply with the requirements for the initial issue of such licence as prescribed in paragraph 9.1 and in addition and provide proof of experience of at least six months immediately prior to the application for the re-issue.

### **13. Privileges of Aircraft Structure rating**

13.1 A holder of a valid Aircraft Structure rating ,shall be entitled to

- a. Certify ,in accordance with the regulation in Part 43, the CRMA of the specific work done.
- b. Certify ,in the logbook –
  - i. Maintenance of repair including spray painting ,performed on aircraft structure work **only** as per the construction material endorsed on the licence.

Note 1: Spray painting is only applicable to the specific work done on the structure.

### **14. Enforceability of the Directive**

14.1 This directive shall be enforceable to all licensed Aircraft Structure Maintenance Engineers and Aviation Maintenance Organisation to ensure that licence holders do not perform privileges not endorsed on their licence.

Issued by



Ericsson Nengola

Interim Executive Director

