



FSS-AIR-FORM 021H/12

REQUIREMENTS FOR OPERATIONS OF FOREIGN-REGISTERED AIRCRAFT IN NAMIBIA - **GENERAL**

For Foreign Registered For Privately Used Operations

1. In the case of aircraft to be used for private air transport purpose, application by the operator for compliance for maintenance is required. This can be satisfied after the owner/operator has demonstrated to the satisfaction of the Airworthiness Subdivision (AWS) of the Safety Division *, that there is in force, an acceptable maintenance arrangement for the aircraft and that the said aircraft is airworthy for private use.

For Foreign Registered Aircraft Operations in Commercial Category

2. For aircraft to be used in commercial air transport, application by the operator for variation of the applicant's Air Operator Certificate is required. (The operations specifications will be varied after the operator has demonstrated to the satisfaction of the AWS/flights operations, that there is in force an acceptable maintenance arrangement for the aircraft and that the aircraft is airworthy, and that it is competent to secure safe operations of the said aircraft.). **The proof will BE THROUGH FIVE (5) PHASE Air Operators Certificate (AOC) holder's certification process.**
3. Notification (by the Namibia CAA) of the Civil Aviation Authority of the country of registration of the aircraft, of the intention to operate the aircraft in Namibia and for confirmation of the Authority's intention on the control of the airworthiness and operations of the aircraft while, in Namibia and whether it intends delegating any of these functions to the Namibia CAA. **Delegation will be through signing of ICAO Article 83bis**
4. The aircraft shall be equipped for the conditions under which they are intended to be operated. These equipment must include DFDR, CVR, GPWS, INS/GPS etc. as necessary (see NAMCARs, Part 47 and/or NAM CARs 121, 127, 135 as the case may be.

IMPORTANT NOTES MOSTLY FOR OPERATIONS IN COMMERCIAL CATEGORIES:

1. Approval must be sought in respect of each aircraft to be so operated, through application for Ops- specs variations. For private use, approval to operate such in Namibia.
2. For commercial transport aircraft, both lessor and lessee are required to be holders of Air Operator Certificates (AOCs) which authorize operations of the particular aircraft. (Application for variation of AOC's Ops- specs must be made at least 30 days prior to the date of intended operations).
3. Foreign registered aircraft operating in commercial transport in Namibia on wet-lease must be placed on the Namibian register of aircraft within 12 months as the CARs require that a Namibian airline operator shall not utilize a wet lease in aircraft for its operations for more than a total period of 12-month period. Additionally, note that such aircraft shall not be the aircraft for the commencement of operations for new AOC holders. For private aircraft the aircraft cannot operate for more than six (6) months in the territory of Namibia.
4. The country of registration must be verified to be an ICAO member state.
5. Evidence must be produced that the CAA of that state has been audited by the ICAO and found satisfactory. For private aircraft, Namibia CAA Inspectors airworthiness/flight operations will determine this in-house.
6. Responsibility for civil aviation safety requirements covering personnel licensing in respect of flight crew and maintenance engineers is agreed upon between the Civil Aviation Authority (CAA) of the country of registration of the aircraft and the Namibia CAA. However, currency and continued competence of the crew will be closely monitored by Namibia CAA. For private aircraft, Namibia CAA Inspectors airworthiness/flight operations will determine this in-house.
7. Valid flight crew license issued by the CAA of the country of registration of the aircraft with current simulator report and medical certificate in respect of each pilot are submitted to Namibia CAA for vetting. Thereafter, the candidates will sit for the Namibia CAA examination. Only successful candidates will be allowed to commence flying the aircraft locally but under supervision for 25 hours before check-out in the case of commercial aircraft. But one supervisory flight and check out by Namibia CAA for private aircraft. Once checked-out, the **crew** will be issued authorization to operate the aircraft in the Namibian airspace. Also, valid maintenance engineer's license issued by the said CAA in respect of each of the engineers will be submitted to Namibia CAA for vetting before commencement of maintenance work and certification of the aircraft in Namibia. For private aircraft, Namibia CAA Inspectors airworthiness/flight operations will determine this in-house.
8. Responsibility for general supervision of the aircraft flight safety shall be agreed upon by the CAA of Country of registration and the Namibia CAA. However, operations of the aircraft is subject to compliance with Namibia CAA requirements as stated in this document. For private aircraft, Namibia CAA Inspectors airworthiness/flight operations will determine this in-house.
9. Line maintenance certification will be done by appropriately qualified CAA license holder while Namibia CAA (Airworthiness Department) will monitor this for maintenance to internationally acceptable standards and compliance with approved check intervals.

10. The CAA's Flight Operations and Airworthiness inspectors will carry out at the lessor's expense, flight operations inspections and audit of maintenance work performed on the said aircraft by the lessor according to its own requirements. For private aircraft, Namibia CAA Inspectors airworthiness/flight operations will determine this in-house.
11. Namibia CAA flight operations inspectors will carry out (at lessor's expense), flight operations inspections as necessary. For private aircraft, Namibia CAA Inspectors airworthiness/flight operations will determine this in-house.
12. Namibia CAA airworthiness inspectors will perform at lessor's expense, survey of the aircraft during annual and/or major checks or accept the maintenance based on the agreement between the two States. Audit of the documents pertaining to the following shall also be carried out depending on agreement between the two States; these are:
 - approval of modifications and repairs on the aircraft,
 - status of compliance with ageing programme (Corrosion Prevention and Control, Supplemental Structural Inspection or equivalent, Service Bulletins, other Airworthiness Directives, etc. as applicable).(For private aircraft, Namibia CAA Inspectors airworthiness/flight operations will determine this in-house).
13. Engineering records especially as they concern but not limited to item no. 12 above, must be furnished to both the lessee and Namibia CAA by the lessor.
14. All documents submitted to Namibia CAA must be in the English Language.
15. Confirmation must be provided by the CAA of Country of registration that the design standard of the leased aircraft comply with the standards prescribed in ICAO Annexes 6 an 8 and Airworthiness Technical Manual Doc. 9051 - AN/896, and according to airworthiness standards of the state of design as acceptably to Namibia CAA. For private aircraft, Namibia CAA Inspectors airworthiness/flight operations will determine this in-house.
16. Certificate of Airworthiness in force in respect of the aircraft, shall be submitted to Namibia CAA Airworthiness Subdivision (AWS).
17. Documentary evidence shall be provided that the CAA of Country of registration has advised the lessor that:
 - (i) Surprise checks by Namibia CAA Flight Operations Inspectors and Airworthiness Surveyors may be carried out on the leased aircraft, flight crew, and maintenance engineers as per ICAO rules.
 - (ii) It must comply with Civil Aviation Regulations in force in Namibia or any Flight Safety Circular and Airworthiness Directives issued by Namibia CAA which will be supplied to both the lessor and its CAA as well as the designated the designated head of the lessor's personnel in Namibia. This shall be done at the lessee's cost where applicable.

- (iii) All reportable defects shall be intimated to Namibia CAA and the CAA of Country of registration in the English Language and the language of the Country of the CAA of registration respectively. In addition, details of a failure or incident and the maintenance action taken must be sent immediately to the AWS in case of component or system failure, or any incident (including foreign body ingestion into the engine), which requires unscheduled maintenance action.
- (iv) In case of incidents or accidents occurring which require investigation while the aircraft is operating in Namibia, the state shall participate with its representatives on the investigation committee, in accordance with the provisions of ICAO Annex 13.
- (n) The CAA of Country of registration will be responsible for furnishing Namibia CAA's AWS with information received from manufacturers/designer of the aircraft in a timely manner.
- (o) In case of the leased aircraft is to be deleted from the register of civil aircraft of the Country of registration and is to be registered in Namibia, this shall be executed in accordance with procedures in ICAO Annex 7, following all requirements for the registration of aircraft in Namibia registry.