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PART 24

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SUBPART 1**GENERAL****Applicability**

24.01.1 (1) This Part applies to

- (a) amateur-built aircraft;
- (b) production-built aircraft;
- (c) veteran aircraft, including warbirds;
- (d) ex-military aircraft;
- (e) any other aircraft not qualifying or no longer qualifying for the issue of a certificate of airworthiness in terms of Part 21.

(2) The aircraft referred to in subregulation (1) are classified in the following sub-groups

- (a) aeroplanes, including microlight aeroplanes;
- (b) helicopters;
- (c) gyroplanes and gyrogliders;
- (d) gliders, including self-launching gliders and touring gliders;
- (e) manned captive and manned free balloons;
- (f) airships;
- (g) remotely piloted aircraft;
- (h) hang-gliders, including powered hang-gliders;
- (i) paragliders, including powered paragliders and paratrikes;
- (j) parachutes; (k) model aircraft; (l) rockets.

(3) This Part does not apply to any aircraft that, for the purpose of flight-

- (a) is to be attached to and towed by a vehicle or vessel travelling on the surface;
- (b) other than a manned captive balloon, is to be moored to the surface or any construction on the surface; or
- (c) is to be flown line-controlled by a person on the surface,

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except that such aircraft may not be operated in contravention of these regulations or cause or be an obstruction to aviation.

(4) The airworthiness design standards for each sub-group of aircraft referred to in subregulation (2) are those referred to in regulation 24.02.1(10)(a).

Reporting of failures, malfunctions and defects and other occurrences

24.01.2 (1) The holder of any authority to fly, proving flight authority or special flight permit issued in terms of the regulations in this Part, must, in accordance with subregulation (3), and in writing report to the Executive Director the occurrence and circumstances of any failure, malfunction or defect in any product, part or appliance manufactured by such holder which -

(a) has resulted in any of the occurrences specified in Document NAM-CATSAR-NTCA;
or

(b) has passed through such, holder's quality assurance system and may result in any of the occurrences specified in Document NAM-CATS-AR-NTCA.

(2) A report referred to in subregulation (1) must include -

(a) the aircraft serial number;

(b) if the failure, malfunction or defect is associated with an article approved under NAM-TSO authorisation, the article serial number and model designation;

(c) if the failure, malfunction or defect is associated with an aircraft engine or aircraft propeller, the engine or propeller serial number;

(d) the product model;

(e) an identification, including the part number, of the part, component or system involved;
and

(f) the nature of the failure, malfunction or defect.

(3) The holder of any authority or permit referred to in subregulation (1) must submit the report referred to in that subregulation to the Executive Director within 24 hours after the holder has become aware of the failure, malfunction or defect required to be reported, but a report which was due on a -

(a) Saturday or a Sunday, may be submitted on the following Monday; or

(b) public holiday, may be submitted on the next working day.

(4) In the case of the investigation of an accident or service difficulty report indicating that a product is unsafe because of a manufacturing or design defect, the holder concerned must report to the Executive Director the results of its investigation and any action taken or proposed by such holder to correct such defect.

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(5) If action is required to correct the defect in existing products the holder concerned must submit the data necessary for the issuing of an appropriate airworthiness directive to the Executive Director.

Issuing of airworthiness directives

24.01.3 (1) The Executive Director may, pursuant to section 38(3) of the Act, issue appropriate airworthiness directives in respect of design changes that are necessary to correct the unsafe condition of a non-type certificated aircraft.

(2) Where the Executive Director issues an airworthiness directive under subregulation (1), the holder of any certificate, approval, authorisation or permit issued in terms of this Part for the aircraft or an aeronautical product of its design, must –

- (a) upon the request of the Executive Director, submit appropriate design changes to the Executive Director for approval; and
- (b) upon approval of the design changes, if applicable, make the descriptive data covering the changes available to all owners and operators of the aircraft or aeronautical product concerned.

Safety inspections and audits

24.01.4 (1) An applicant for the issuing of any certificate, approval, authorisation or permit in terms of this Part must permit an authorised officer, inspector or authorised person to carry out such safety inspections and flight and ground tests as may be necessary to verify the validity of any application made in terms of this Part.

(2) The holder of any certificate, approval, authorisation or permit issued under this Part must permit an authorised officer, inspector or authorised person to carry out such safety inspections and audits, including safety inspections and audits of its partners or subcontractors, which may be necessary to determine compliance with the appropriate requirements prescribed in this Part.

(3) Any inspection carried out on a non-type certificated aircraft under subregulation (1) is of a conditional nature in that the inspector, an appropriately rated aircraft maintenance organisation, aircraft maintenance organisation or approved person is not required to guarantee the airworthiness of the aircraft.

(4) Despite subregulation (3), the owner or operator of the aircraft must at all times be responsible for the airworthiness status of the aircraft and, if called upon, must prove to an authorised officer, inspector or authorised person that the aircraft is in an airworthy condition.

Suspension, revocation and appeal

24.01.5 (1) Without prejudice to the Executive Director's powers to suspend, revoke or impose conditions upon any aviation document under sections 42 and 43 of the Act, an authorised officer, inspector or authorised person may suspend any certificate, approval, authorisation or permit issued under this Part, if -

- (a) after safety inspection or an audit carried out in terms of regulation 24.01.4, it is evident that the holder of the certificate, approval, authorisation or permit -

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- (i) does not comply with the requirements prescribed in this Part; and
 - (ii) has failed to remedy such non-compliance within 30 days after receiving notice in writing from the an authorised officer, inspector or authorised person to do so;
- (b) the an authorised officer, inspector or authorised person is prevented by the holder of the certificate, approval, authorisation or permit or a person acting on behalf of that holder, from carrying out a safety inspection and audit in terms of regulation 24.01.4; or
- (c) the suspension is necessary in the interest of aviation safety.

(2) The authorised officer, inspector or authorised person who has suspended a certificate, an approval, authorisation or a permit in terms of subregulation (1) must deliver a written report in the manner acceptable to the Executive Director as soon as possible after the suspension and stating the reasons for the suspension.

(3) The an authorised officer, inspector or authorised person concerned must as soon as possible submit a copy of the report referred to in subregulation (2) to the holder of the certificate, approval, authorisation or permit which has been suspended.

(4) The holder of a certificate, an approval, authorisation or a permit that has been suspended may, pursuant to Subpart 4 of Part 13, seek a review of the actions of the authorised officer, inspector or authorised person performed under subregulation (1).

(5) A person in respect of whom a decision is taken under this regulation may, after exhausting the review process referred to in subregulation (4), appeal against the decision to the High Court under section 225 of the Act.

Register of certificates, approvals, authorisations and permits

24.01.6 (1) The Executive Director or the designated organisation, as the case may be, must maintain as part of the Civil Aviation Registry, a register of all certificates, approvals, authorisations or permits issued in terms of the regulations in this Part.

- (2) The register must contain the following particulars:
- (a) the full name of the holder of the certificate, approval, authorisation or permit;
 - (b) the postal address, physical address and email address of the holder of the certificate, approval, authorisation or permit;
 - (c) the date on which the certificate, approval, authorisation or permit was issued; and
 - (d) a true, certified copy of the issued certificate, approval, authorisation or permit.

(3) The Executive Director must cause the particulars referred to in subregulation (2) to be recorded in the register within 30 days from the date on which the certificate, approval, authorisation or permit is issued.

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(4) The register must be kept in a safe place as contemplated in regulation 3.04.6 or, if applicable, at the office of the designated organisation.

(5) The head of the CAR referred to in regulation 3.04.6 or, where applicable, the designated organisation, must in accordance with regulation 3.04.6, and on payment of the appropriate fee as prescribed in Part 187, furnish a copy of the register to any person who requests for the copy.

Transitional provision

24.01.7 For the purposes of this Part, and until such time that an organisation has been designated in terms of Part 149, any person building or maintaining a non-type certificated aircraft for aviation recreational purposes must comply with the airworthiness standards and procedures determined by the national body representative of the particular aviation sport or activity for its members, provided that those standards and procedures include those prescribed in, and are not in conflict with, the provisions of this Part.

SUBPART 2
REQUIREMENTS FOR NON-TYPE CERTIFICATED AIRCRAFT

Airworthiness

24.02.1 (1) Before a non-type certificated aircraft, other than an aircraft classified in regulation 24.01.1(2)(k) and (l), is considered to be airworthy it must –

- (a) have been issued with an authority to fly or a proving flight authority or special flight permit, as the case may be, in terms of this Part;
- (b) have been maintained in accordance with the provisions of Subpart 3;
- (c) have no known condition which could make the aircraft unsafe for flight; and
- (d) have on-board, and in working order, the relevant communication and navigation equipment prescribed in Part 94 and Part 96, as applicable, for the operation of the particular type of aircraft.

(2) In the case of amateur built aircraft, the only aircraft that may be built in or imported into, and flown within, Namibia, are those whose build standard has been submitted to the Executive Director in the manner set out in subregulations (3) to (7), inclusive.

(3) Before any person commences with the construction of an aircraft which is intended to be put on the aircraft register pursuant to section 50 of the Act, that person must apply for a build number.

- (4) An application referred to in subregulation (3) must be -
 - (a) made to the Executive Director or the designated organisation, as the case may be;
 - (b) made in the appropriate form set out in Document NAM-CATS-AR-NTCA;
 - (c) accompanied by a copy of the design criteria of the aircraft, as set out in Document NAM-CATS- AR-NTCA; and
 - (d) accompanied by the appropriate fee prescribed in Part 187.
- (5) The Executive Director or the designated organisation, as the case may be, must on receipt of the information and documentation required in terms of subregulation (4), issue the build number to the applicant.
- (6) The Executive Director or the designated organisation, as the case may be, must maintain a register of build numbers issued and make relevant information available to any authorised officer, inspector or authorised person who needs such information for the purpose of oversight and inspection.
- (7) The applicant, on being issued with the build number, must enter a record of the build number in the aircraft's logbook or any other document associated with the construction of the aircraft.

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- (8) In the case of production built aircraft, the only aircraft that may be built in or imported into, and flown within, Namibia, are those whose –
- (a) type design;
 - (b) local or foreign manufacturing organisation and facility;
 - (c) local assembling organisation and facility or agent or distributor; and
 - (d) build standard,

have been approved by the Executive Director.

(9) For the purposes of subregulations (2) to (8), inclusive, the Executive Director or the designated organisation, as the case may be, may consider a foreign manufacturing organisation as being approved, if the facility was approved by an appropriate authority.

(10) The design criteria and the build standard for an amateur or production-built aircraft must –

- (a) comply with the appropriate design criteria as set out in Document NAM-CATS- AR-NTCA;
- (b) comply with any special conditions prescribed in regulation 24.03.5 by the Executive Director or, if applicable, the designated organisation; and
- (c) not incorporate a feature or characteristic that makes the aircraft type unsafe for its intended use

(11) In the case of –

- (a) an amateur built aircraft, static tests, as required, are to be carried out on the aircraft prior to its first flight or after a structural modification referred to in regulation 44.02.9, according to Document NAM-CATS- AR-NTCA.
- (b) a production built aircraft, in the absence of static test documentation from an appropriate authority acceptable to the Executive Director, static tests, as required, are to be carried out on the aircraft prior to its first flight or after a structural modification referred to in regulation 44.02.9, according to Document NAM-CATS- AR-NTCA.

(12) The airworthiness of the aircraft classified in regulation 24.01.1(2)(h) to (l) is the joint responsibility of the owner and operator of the aircraft in accordance with -

- (a) an agreement between them; or
- (b) in the absence of an agreement referred to in paragraph (a), generally accepted practices for such aircraft or as laid down by the approved designated organisation.

Requirement for registration

24.02.2 A non-type certificated aircraft classified in regulation 24.01.1(2)(a) to (g) may not be flown unless it has been registered and marked in accordance with the provisions of Part 47 and Document NAM-CATS-AR-NTCA.

Aircraft documentation

24.02.3 (1) The owner of a non-type certificated aircraft specified under regulation 24.01.1(1) and classified in regulation 24.01.1(2)(a) to (g) must submit to the Executive Director or the designated organisation, as the case may be, for approval, the documentation specified in Document NAM-CATS-AR-NTCA.

(2) In the case of a production-built aircraft, a copy of the approved manuals and the aircraft logbook must accompany the –

- (a) aircraft;
- (b) kit, except for the logbook; or
- (c) approved build standards,

on its or their delivery to a customer.

(3) In the case where proving flights, for the purpose of consideration and issue of an authority to fly are carried out, the owner of the non-type certificated aircraft must retain all documents and records generated in the process for the duration of the life of the aircraft.

Instruments, equipment and placards

24.02.4 (1) Any flight instrument as specified by the manufacturer of the aircraft, required to be installed in terms of these regulations, must be calibrated before first flight, and be checked for calibration annually thereafter.

(2) The minimum instrumentation and equipment and the placards to be installed in non-type certificated aircraft must be as set out in Document NAM-CATS- AR-NTCA.

SUBPART 3
AUTHORITY TO FLY, PROVING FLIGHT AUTHORITY AND SPECIAL FLIGHT PERMIT

Application for authority to fly

24.03.1 (1) An owner of a non-type certificated aircraft classified in regulation 24.01.1(2)(a) to (g) or his, her or its authorised representative who wishes the aircraft to be flown in Namibia must apply for the issue or amendment of an authority to fly for the aircraft.

(2) An aircraft that is classified in regulation 24.01.1(2)(h) to (l) does not require an authority to fly or proving flight authority for it to be flown in Namibia.

(3) An application for the issue or amendment of an authority to fly must be -

(a) made to the Executive Director or the designated organisation, as the case may be, on the appropriate form set out Document NAM-CATS- ARNTCA; and

(b) accompanied by -

(i) the appropriate fee as prescribed in Part 187;

(ii) proof of compliance with the provisions of regulation 24.02.1(11);

(iii) the aircraft logbook or similar document or certified true copies of all entries made in the logbook or similar document;

(iv) certified true copies of all documents and records in the construction or testing file;

(v) a certified true copy of the flight manual, if applicable; and

(vi) a certified true copy of the approved maintenance schedule referred to in regulation 44.04.1 or 44.04.2.

Requirements for authority to fly

24.03.2 (1) An applicant for the issue or an amendment of an authority to fly for a non-type certificated aircraft must provide the Executive Director or the designated organisation, as the case may be, with proof that, in the case of -

(a) a non-type certificated aircraft built in Namibia -

(i) the provisions of Document NAM-CATS-AR-NTCA in respect of proving flights and of performance, handling and strength tests have been complied with; and

(ii) the aircraft, other than an amateur-built aircraft, was manufactured or assembled by an organisation approved by the Executive Director in terms of Subpart 4;

(b) an imported non-type certificated aircraft, where the owner requests the aircraft to be registered in the aircraft register, the aircraft -

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- (i) has been de-registered in the country of export or was never registered;
 - (ii) had been issued with a certificate of airworthiness, an authority to fly or similar certificate by the military or appropriate authority of the State of de-registration; and
 - (iii) complies with all the applicable provisions of this Part; or
- (c) a production-built aircraft which has not been previously issued with an authority to fly or similar certificate by an appropriate authority, it was manufactured or assembled by an organisation approved by the Executive Director in terms of Subpart 4.
- (2) A prospective owner of an aircraft referred to in subregulation (1)(b) or (c) must first consult the Executive Director and obtain approval before importing such an aircraft.
- (3) Documentation required to show compliance with the provisions of subregulation (1) is as set out in Document NAM-CATS-AR-NTCA.
- (4) Except for the production-built aircraft referred to in subregulation (1)(c), only aircraft which previously have been registered and issued with a certificate of airworthiness, an authority to fly or similar document by the appropriate military authority or appropriate authority of the State of de-registration may be imported into Namibia.
- (5) In addition to the provisions of subregulation (1), the applicant must provide the Executive Director with proof that -
- (a) any modification to the aircraft conforms to the design changes approved for the type;
 - (b) the aircraft complies with all appropriate airworthiness directives issued in terms of regulation 24.01.3;
 - (c) the aircraft is issued with the appropriate flight manual and any logbook, repair and alteration forms and documents which the Executive Director may require;
 - (d) an annual inspection has been carried out in accordance with the requirements of regulation 44.02.4; and
 - (e) the aircraft is in a condition for safe operation.
- (6) Where the application is in respect of a previously type-certificated aircraft, other than a veteran aircraft, the applicant must provide proof that the original identification plate has been removed and handed to the appropriate authority and the aircraft re-registered as a different make and type of aircraft.
- (7) On receipt of the proof required in terms of subregulation (6), the Executive Director must inform the original manufacturer of the fact that the aircraft no longer meets its type certificate.
- (8) In addition to the provisions of subregulations (1), (5) and (6), the applicant must provide the Executive Director or the designated organisation, as the case may be, with -

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- (a) any other airworthiness data which the Executive Director or the designated organisation, as the case may be, may require; and
- (b) any document relating to the operation of the aircraft which the Executive Director or the designated organisation, as the case may be, may require.

Issue of authority to fly

24.03.3 (1) The Executive Director or the designated organisation, as the case may be, must grant an application made under regulation 24.03.1 and issue an authority to fly, if the applicant complies with the provisions of regulation 24.03.2.

(2) An authority to fly is issued subject to such conditions and limitations which may be determined by the Executive Director or the designated organisation, as the case may be.

(3) An authority to fly is issued on the appropriate form set out in Document NAM-CATS-AR-NTCA.

- (4) Whether the authority to fly will include authority to operate the aircraft -
 - (a) at night, under instrument meteorological conditions (IMC);
 - (b) in commercial air transport operations; or
 - (c) to conduct semi-acrobatic or acrobatic flights,

depends on the results of the proving flights and the installed equipment.

- (5) In the case of -
 - (a) a locally built amateur-built aircraft;
 - (b) any aircraft that previously has been issued with a certificate of airworthiness in terms of Part 21 or a similar document issued by another State in accordance with Annex 8 to the Chicago Convention; or
 - (c) any aircraft of which the certificate of airworthiness or authority to fly has become invalid as a result of a proposed major modification,

the authority to fly may normally be granted or re-issued, as the case may be, in two stages, namely, a proving flight authority and, thereafter, where applicable, the authority to fly.

(6) Before a proving flight authority or an authority to fly is issued, the Executive Director may require the aircraft to be inspected by an authorised officer, inspector or authorised person, and the owner or operator, if different, must be advised accordingly.

(7) The owner or operator of an aircraft referred to in subregulation (6) must make the aircraft available for the inspection, where and when required by the Executive Director or by the authorised officer, inspector or authorised person.

Proving flight authority

24.03.4 (1) If the Executive Director decides to issue a proving flight authority as contemplated in regulation 24.03.3(5), he or she must issue the authority on the appropriate form set out in Document NAM-CATS-AR-NTCA.

(2) A proving flight authority must show the base from which the proving flights are to be carried out.

(3) A proving flight authority may be extended for further periods at the discretion of the Executive Director or the designated organisation, as the case may be, on the submission of an inspection report equivalent to an annual inspection referred to in regulation 44.02.4.

(4) The constructor of an aircraft, if required, may effect modifications and repairs during the periods of validity of the proving flight authority, but, if a major modification or repair is required, the Executive Director or the designated organisation, as the case may be, may require that the proving flights be commenced afresh.

(5) A proving flight must be carried out in the manner set out in Document NAM-CATS-AR-NTCA.

(6) Flights conducted in terms of a proving flight authority -

(a) are limited to an area not exceeding a 100 kilometre radius from the specified base from which such flights are to be undertaken, unless stated otherwise in the proving flight authority;

(b) may only be conducted under visual meteorological conditions (VMC) by day;

(c) are prohibited over open-air assemblies of persons; and

(d) are prohibited over built-up areas, except where necessary for take-off and landing.

(7) No person, other than essential crew members, including those persons assigned to carry out in-flight inspections, may be carried on board the aircraft during flights conducted in terms of a proving flight authority.

(8) Where a proving flight authority is issued in respect of an aircraft of a new design or of which the originally-approved design has undergone major modification, the first flight or flights must be conducted by a pilot with the appropriate test flight rating.

(9) The owner or operator of the aircraft may, if suitably qualified, with the approval of the Executive Director carry out a flight or flights additional to the flight or flights referred to in regulation 24.03.3(5).

(10) For the purpose of subregulation (9), where the owner or operator of the aircraft consists of more than one natural person, one of these persons must be designated by the test pilot to carry out the proving flights.

(11) The owner or operator referred to in subregulation (9) must be a licensed pilot, holding the appropriate category and class rating, and having been converted on type by an appropriately rated flight instructor.

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(12) Apart from any conversion training which may be required in terms of subregulation (11), flight training may not be conducted on an aircraft operated in terms of a proving flight authority.

(13) Where the limitations for flight still have to be established, such proving flight or flights must be carried out by a pilot with the appropriate test flight rating.

(14) The final proving flight for the issue of an authority to fly must be carried out by a pilot with the appropriate test flight rating who, if applicable, must be the pilot who carried out the proving flights referred to in subregulation (13).

Special flight permit

24.03.5 (1) The Executive Director or the designated organisation, as the case may be, may issue an authority to fly in the form of a special flight permit in respect of a non-type certificated aircraft.

(2) A special flight permit for an aircraft may be issued for the purposes of -

- (a) ferrying an aircraft, where the authority to fly has become invalid, to a base where maintenance can be carried out;
- (b) delivering or exporting the aircraft;
- (c) evacuating the aircraft from areas of impending danger;
- (d) carrying out a flight or a series of flights while the aircraft does not conform to the appropriate airworthiness design standards referred to in regulation 24.02.1; or
- (e) operation of an aircraft at a mass in excess of its maximum certificated takeoff mass for flights beyond the normal range over water or over land areas where adequate landing facilities or appropriate fuel is not available, except that the excess mass that may be authorised under this paragraph is limited to the additional fuel, fuel-carrying facilities, and navigation and emergency equipment necessary for the flight.

(3) An applicant for the issue or an amendment of a special flight permit for an aircraft must be made to the Executive Director or the designated organisation, as the case may be, in the appropriate form set out in Document NAM-CATS-AR-NTCA.

(4) A special flight permit is issued on the appropriate form set out in Document NAM-CATS- AR-NTCA.

(5) A special flight permit issued in terms of this Part is valid only for flights within the borders of Namibia and over international waters, and for flights over or within the territory of another State, permission of the responsible appropriate authority is required.

Period of validity

24.03.6 (1) An authority to fly, a proving flight authority or a special flight permit is valid until-

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- (a) the expiry date which has been determined by the Executive Director or the designated organisation, as the case may be;
- (b) it is surrendered by the holder of the authority or permit or is suspended by the Executive Director or the designated organisation, as the case may be, or by an authorised officer, inspector or authorised person;
- (c) it is revoked by the Executive Director or the designated organisation, as the case may be;
- (d) a major modification is effected to the aircraft; or
- (e) the aircraft is involved in an incident or accident that results in major damage to its primary structure.

2. Subject to the provisions of subregulation (1), an authority to fly, proving flight authority or a special flight permit remains valid for as long as –

- (a) the aircraft remains registered on the aircraft register; and
- (b) the aircraft is maintained in accordance with these regulations.

(3) The holder of an authority to fly, a proving flight authority or a special flight permit which is suspended must forthwith produce the authority to fly, proving flight authority or special flight permit upon the suspension, to the Executive Director or to the designated organisation, as the case may be, or to the authorised officer, inspector or authorised person concerned for the appropriate endorsement.

(4) The holder of an authority to fly, a proving flight authority or a special flight permit which is revoked must forthwith surrender such authority to fly proving flight authority or special flight permit to the Executive Director or to the designated organisation, as the case may be.

(5) An authority to fly, a proving flight authority or a special flight permit, which has been suspended must be reinstated when the cause for the suspension has been corrected to the satisfaction of the Executive Director or the designated organisation, as the case may be.

International operations

24.03.7 (1) An authority to fly or a special flight permit is only valid for flight in Namibian airspace.

(2) Despite subregulation (1), a non-type certificated aircraft, issued with a Namibian authority to fly, may be flown outside Namibia's borders if the appropriate authority with jurisdiction over the relevant airspace has given prior permission for the aircraft to be flown in such airspace, in the full knowledge that the authority to fly is not equivalent to a certificate of airworthiness issued in terms of Annex 8 to the Chicago Convention.

Transferability

24.03.8 (1) Although a proving flight authority or an authority to fly may be transferred in the name of a new owner, the aircraft may be re-registered in the new owner's name only -

- (a) if all documents related to the airworthiness of the aircraft, including reports related to proving flights and the aircraft's logbooks have been handed over to the new owner; or
- (b) if the provisions of paragraph (a) have not or cannot be met, an inspection equivalent to an annual inspection has been carried out by a suitably qualified person other than the original owner, and the aircraft has been certified to be airworthy.

(2) After the transfer of a proving flight authority, the provisions of regulation 24.03.4 apply with the necessary changes.

(3) The Executive Director or the designated organisation, as the case may be, must determine the conditions for the continuation of the proving flights by or on behalf of the new owner, which conditions may include the instruction that the proving flights must be commenced afresh.

(4) The provisions of Part 47 and of Document NAM-CATS-AR-NTCA apply with the necessary changes in respect of an application for the re-registration of an aircraft following a change of ownership.

Aircraft type approval

24.03.9 (1) A person who requires an aircraft type approval for an amateur-built aircraft to qualify as a production-built aircraft must make an application to the Executive Director.

- (2) An application referred to in subregulation (1) must be -
 - (a) made in the appropriate form set out in Document NAM-CATS-AR-NTCA; and
 - (b) accompanied by -
 - (i) the appropriate fee as prescribed in Part 187;
 - (ii) proof of compliance with the provisions of regulation 24.02.1 and the technical standards set out in Document NAM-CATS-ARNTCA;
 - (iii) a copy of the authority to fly issued for the prototype aircraft; and
 - (iv) proof that the applicant meets the requirements of regulation 24.04.1.
- (3) If the Executive Director is satisfied that -
 - (a) the applicant has been or may be approved as a manufacturing organisation in terms of regulation 24.04.2; and
 - (b) the aircraft will be manufactured according to the approved build standard,

he or she must issue a production-built aircraft type certificate on the form set out in Document NAM-CATS-AR-NTCA.

**SUBPART 4
APPROVAL OF ORGANISATIONS**

Application for approval

24.04.1 (1) An applicant for the approval of a maintenance organisation or repair facility must comply with the provisions of Part 145.

(2) An applicant for the approval of a manufacturing organisation must comply with provisions of Part 148.

Approved organisations

24.04.2 A list of approved organisations, if any, must be provided in Document NAM-CATS- AR-NTCA.