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BOEING 737 MAX 8

SPECIAL ADVISORY: RETURN OF BOEING 737 MAX 8 IN THE WINDHOEK FIR

1. This AIC replaces AIC A17/2019 issued 3rd September 2019.
2. In 2019 the Executive Director banned the B737 Max 8 aircraft from overflying, arriving, and departing from within the Namibian FIR. This AIC now lifts that ban and stipulates which conditions must be complied with, for operators of the B737-8 and B737-9 (Commercially known as MAX) inside the Namibian FIR.

CONDITIONS FOR B737 MAX

3. All Foreign Operators of B737 Max will need to confirm compliance with all conditions stipulated in EASA_AD_2021_0039R2_1 and FAA AD 2020-24-02 737 Max, specifically:
 - a. ATA 22 – Auto Flight – Flight Control Computer Software, Installation and Test;
 - b. ATA 27 – Flight Controls - Horizontal Stabilizer Trim Wire Bundle Routing, Modification / Stick Shaker – Circuit Breakers (Coloured Caps), Installation;
 - c. ATA 31 – Instruments – Operational Program Software, Updates;
 - d. ATA 34 – Navigation – Angle of Attack Sensors, Test
 - e. Airplane Flight Manual – Limitations / Operating Procedures, Amendment;
 - f. Master Minimum Equipment List, Amendment;
 - g. Operational Readiness Flight;
 - h. Pilot Training according to Boeing requirements;
 - i. Flight Simulation Training Devices, modification.

REFERENCE

4. This document references the following airworthiness directives:
 - a. EASA_AD_2021_0039R2_1
 - b. FAA AD 2020-24-02 737 Max

CONCLUSION

5. When complying with the conditions in this AIC as contained in the NCAA technical guidance material, the foreign operators of the B737-8 and B737-9 (MAX) will be permitted to operate inside Namibian airspace and to arrive or depart from Namibian aerodromes.