

5. Endorsement of licence

- (1) On production by any person of a certificate of proficiency issued in tennis of item 4(2), the Director shall endorse, in the flight engineer licence of the certificate holder, the appropriate level of proficiency indicated on the certificate.
- (2) For purposes of paragraph (1), the Director may accept a certificate of proficiency issued by an approved competent authority of another state party to the Convention if the Director is satisfied that the standards in that state meets the requirements set out in Chap 1.2.9 of Annex 1 to the Convention.

6. Existing flight engineer licences

Notwithstanding item 2(1) any person who holds a Namibian flight engineer licence shall be deemed to have complied with the requirements of operational level 6 of the ICAO language proficiency requirements at set out in Chap 1.2.9 of Annex 1 to the Convention. This transitional provision is valid until 31 December 2008.

MINISTRY OF WORKS AND TRANSPORT

No. 190

2016

**AMENDMENT OF CIVIL AVIATION TECHNICAL STANDARDS: NAM-CATS-AR 21
“CERTIFICATION PROCEDURES FOR PRODUCTS AND PARTS AND AIRCRAFT
AIRWORTHINESS”**

In terms of section 22A of the Aviation Act, 1962 (Act No. 74 of 1962) read with the regulation 11.03.5 of the Namibian Civil Aviation Regulations published under Government Notice No. 1 of 2 January 2001 and in consultation with the Civil Aviation Regulations Committee, I issue the amendments to the technical standards as set out in the Schedule. The technical standards come into operation on 1 August 2016.

A. SIMANA
DIRECTOR: CIVIL AVIATION

Windhoek, 26 July 2016

SCHEDULE**AMENDMENT OF THE NAMIBIAN CIVIL AVIATION TECHNICAL
STANDARDS RELATING TO CERTIFICATION PROCEDURES FOR
PRODUCTS AND PARTS AND AIRCRAFT AIRWORTHINESS****1. GENERAL**

Regulation 11.03.5 of the Namibian Civil Aviation Regulations, 2001 empowers the Director: Civil Aviation to issue or amend technical standards for civil aviation on the matters which are prescribed by regulation.

The Director: Civil Aviation pursuant to the empowerment provision mentioned above, amended the technical standards relating to aerodromes and heliports are contained in Document NAM-CATS-AR 21.

2. PURPOSE

Document NAM-CATS-AR 21 contains the standards, rules, requirements, methods, specifications, characteristics and procedures which are applicable in respect of matters contained in Part 21 of

the Namibian Civil Aviation Regulations, 2001. The purpose of this amendment is to define certain abbreviations and expressions used in the current technical standards and to make provision for the use of alternative certification standards for products and parts and aircraft airworthiness in cases where foreign standards are used

Each reference to a technical standard in this document, is a reference to the corresponding regulation in the Namibian Civil Aviation Regulations, 2001, for example, technical standard 61.01.26 refers to regulation 26 of Subpart 1 of Part 61 of the Regulations.

The abbreviation “CAR” is used throughout this document when referring to any regulation.

The abbreviation “TS” refers to any technical standard.

3. SCHEDULES AND NOTES

Guidelines and recommendation in support of any particular technical standard, are contained in schedules to, and/or notes inserted throughout the technical standards.

Definition

1. In these technical standards “the principal technical standards” means the Namibian Civil Aviation Technical Standards: NAM-CATS-AR 21 “Certification Procedures for Products and Parts and Aircraft Airworthiness” issued under Government Notice No. 3025 of 22 July 2003.

Amendment of the introductory part to the principal technical standards

2. The introductory part to the principal technical standards is amended by the insertion of the following paragraph after paragraph 3:

“4. REFERENCES TO REGULATIONS AND STANDARDS OF OTHER STATES

In these technical standards -

“BCAR” means the British Civil Airworthiness Requirements;

“CS” means the Certification Specifications issued under the EU Basic Regulation (EC) 216/2008 as amended from time to time;

TASK’ means the European Aviation Safety Agency of the European Union;

“FAA” means the Federal Aviation Administration of the USA;

“FAA AC” means Federal Aviation Administration Advisory Circular; and

“FAR” means the Federal Aviation Regulations of the USA.

Amendment of TS 21.02.3 of the principal technical standards

3. TS 21.02.3 of the principal technical standards is amended -

- (a) in item 1 by the substitution in subitem (1) for the words “Joint Airworthiness Requirements” of the word “CS”;
- (b) in item 2 by the substitution in subitem (1) for the words “Joint Airworthiness Requirements” of the words “CS-VLA”;

- (c) in item 3 by the substitution for the subitems (1) and (2) of the following subitems:
- “(1) Compliance for type certification must be shown with the FAA airworthiness requirements as stated in FAR Part 23 or FAR Part 25 or the EASA airworthiness requirements as stated in CS 23 or CS 25 (as amended on the date of the application for certification), as the case may be.
- (2) Aeroplanes imported from a foreign country and assembled there must meet at least FAR Part 23 or FAR Part 25 or CS 23 or 25, or equivalent, and have been certified by an appropriate authority and released for export as such.”.
- (d) in item 4 by the substitution for the subitems (1) and (2) of the following subitems:
- “(1) Compliance for type certification must be shown with the FAA airworthiness requirements as stated in FAR Part 27 or FAR Part 29 or the EASA airworthiness requirements as stated in CS 27 or CS 29 (as amended on the date of the application for certification), as the case may be.
- (2) Rotorcraft imported from a foreign country and assembled there must meet at least FAR Part 27 or FAR Part 29 or CS 27 or CS 29, or equivalent, and have been certified by an appropriate authority and released for export as such.”.
- (e) in item 6 -
- (i) by insertion after paragraph (b) of subitem (1) of the word “or”; and
- (ii) by insertion after paragraph (b) of subitem (1) of the following paragraph:
- “EASA- AMC-29,”;
- (f) in item 9 by the substitution for the subitems (1) and (2) of the following subitems:
- “(1) Compliance for type certification must be shown with the FAA airworthiness requirements as stated in FAR Part 33 or the EASA airworthiness requirements as stated in CS-E (Engines) (as amended on the date of the application for certification), as the case may be.
- (2) Engines imported from a foreign country and assembled in Namibia must meet at least FAR Part 33 or CS-E (Engines), or equivalent, and have been certified by an appropriate authority and released as such Engines manufactured to requirements other than the FAR or CS may be accepted by the Director, if considered practical as regards language, standards, etc.”.
- (g) in item 10 by the substitution for the subitems (1) and (2) of the following subitems:
- “(1) Compliance for type certification must be shown with the FAA airworthiness requirements as stated in FAR Part 35 or the EASA airworthiness requirements as stated in CS-P (Propellers) (as amended on the date of the application for certification), as the case may be.
- (2) Propellers imported from a foreign country and assembled in Namibia must meet at least FAR Part 33 or CS-P (Propellers), or equivalent, and have been certified by an appropriate authority and released as such Propellers manufactured to requirements other than the FAR or CS may be accepted by the Director, if considered practical as regards language, standards, etc.”.

- (h) in item. 11 by the substitution for the subitems (1) and (2) of the following subitems:
- “(1) Compliance for type certification must be shown with the FAA airworthiness requirements as stated in FAR Part 21 or the EASA airworthiness requirements as stated in the EU Basic Regulation (EC) 216/2008 -Part 21 (as amended on the date of the application for certification), as the case may be.
- (2) Avionics imported from a foreign country must meet at least FAR Part 21 or EASA Part 21, or equivalent, and have been certified by an appropriate authority and released as such.”
- (i) in item 12 by the substitution for the subitems (2) and (3) of the following subitems:
- “(2) Compliance for type certification must be shown with the FAA airworthiness requirements as stated in FAR Part 21 or the EASA airworthiness requirements as stated in the EASA Basic Regulation 1592/2002 -Part 21 (as amended on the date of the application for certification), as the case may be.
- (3) Equipment imported from a foreign country and assembled in Namibia must meet at least FAR Part Zlor EASA Part 21, or equivalent, and have been certified by an appropriate authority and released as such.”
- (j) in item 14 by the substitution in paragraph (b) of subitem (2) for the word “JAR” of the word “EASA”.
- (k) in item 16 by the substitution for the word “JAR” of the word “CS” wherever it occurs.”.
-