



# GOVERNMENT GAZETTE

## OF THE

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### CONTENTS

*Page*

#### GOVERNMENT NOTICES

No. 70	Amendment of Namibia Civil Aviation Technical Standards: NAM-CATS-OPS 91 "General Operating and Flight Rules": Civil Aviation Act, 2016 .....	1
No. 71	Amendment of Namibia Civil Aviation Technical Standards: NAM-CATS-OPS 91 "Air Transport Operations – Large Aeroplanes": Civil Aviation Act, 2016 .....	3
No. 72	Amendment of Namibia Civil Aviation Technical Standards: NAM-CATS-OPS 91 "Air Transport Operations – Small Aeroplanes": Civil Aviation Act, 2016 .....	5

## Government Notices

### MINISTRY OF WORKS AND TRANSPORT

No. 70

2017

AMENDMENT OF NAMIBIA CIVIL AVIATION TECHNICAL STANDARDS:  
NAM-CATS-OPS 91 "GENERAL OPERATING AND FLIGHT RULES":  
CIVIL AVIATION ACT, 2016

Under section 227(1) of the Civil Aviation Act, 2016 (Act No. 6 of 2016) read with regulation 11.03.5 of the Namibian Civil Aviation Regulations published under Government Notice No. 1 of 2 January 2001, after consideration of the recommendations made by the Civil Aviation Regulations Committee, I have amended the technical standards as set out in the Schedule.

**A. SIMANA**  
**ACTING EXECUTIVE DIRECTOR**  
**NAMIBIA CIVIL AVIATION AUTHORITY**

Windhoek, 6 March 2017

## SCHEDULE

**Definitions**

1. In these technical standards “the Technical Standards” means the Namibian Civil Aviation Technical Standards: NAM-CATS-OPS 91 “general operating and flight rules” issued under Government Notice No.186 of 22 August 2003.

**Amendment of Technical Standards 91.05.1 of the Technical Standards**

2. Paragraph 6 of Technical Standard 91.05.1 is amended -

(a) by the substitution for paragraph 6.2 of the following paragraph:

**“6.2 Purpose**

(1) This paragraph prescribes the requirements for the use of GNSS within Namibian airspace, for the purpose of -

- (a) position fixing;
- (b) long range navigation including operations on designated RNAV routes;
- (c) deriving distance information, for en route navigation, traffic information, ATC separation, and instrument approaches; and
- (d) application of RNAV based separation.

(2) GNSS must not be used as a sole means navigation system.

(3) GNSS may be used as an en route supplemental navigation aid.”.

(b) by the substitution for paragraph 6.5 of the following paragraph:

**“6.5 Airworthiness requirements**

The following airworthiness requirements must be satisfied:

- (1) GNSS navigation equipment must have EU EUROCAE Technical Standard Order (E/TSO) or US FAA Technical Standard Order (TSO) C129a, C145a or C146a (or CAD approved equivalent) authorisation;
- (2) The aircraft must be placarded that the GNSS is not approved as a sole navigation aid; and
- (3) Automatic barometric aiding function, as provided by E/TSO C-129, must be connected.

*Notes: 1. Owners, operators and pilots-in-command should be aware that TSO C129 receivers may not be able to take advantage of future enhanced GNSS capabilities, such as wide area or local area augmentation systems (SBAS or GBAS).”.*

(c) by the substitution of the abbreviation GNSS for the abbreviation GPS in the heading of paragraph 6.9 of the Technical standards.

- (d) by the addition after subparagraph (6) of paragraph 6.9 of the Technical Standards of the following subparagraph:

- “(7) The pilot-in-command must, when using GNSS derived distance information on an ILS/DME or LOC/DME or VOR/DME instrument approach procedure, ensure that -
- (a) the GNSS distance information is based on the co-ordinates of the DME that is associated with the current published instrument approach procedure; and
  - (b) the current data for the DME co-ordinates is permanently stored in the GNSS database.”.

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## MINISTRY OF WORKS AND TRANSPORT

No. 71

2017

### AMENDMENT OF NAMIBIA CIVIL AVIATION TECHNICAL STANDARDS: NAM-CATS-OPS 121 “AIR TRANSPORT OPERATIONS - LARGE AEROPLANES”: CIVIL AVIATION ACT, 2016

Under section 227(1) of the Civil Aviation Act, 2016 (Act No. 6 of 2016) read with regulation 11.03.5 of the Namibian Civil Aviation Regulations published under Government Notice No. 1 of 2 January 2001, after consideration of the recommendations made by the Civil Aviation Regulations Committee, I have amended the technical standards as set out in the Schedule.

**A. SIMANA**  
**ACTING EXECUTIVE DIRECTOR**  
**NAMIBIA CIVIL AVIATION AUTHORITY**

Windhoek, 6 March 2017

### SCHEDULE

#### Definitions

**1.** In these technical standards “the Technical Standards” means the Namibian Civil Aviation Technical Standards: NAM-CATS-OPS 121 “Air Transport Operations - Large Aeroplanes” issued under Government Notice No. 257 of 22 December 2003.

#### **Amendment of Technical Standards 121.05.40 of the Technical Standards**

- 2.** Paragraph 6 of Technical Standards 121.05.40 is amended -
- (a) by the substitution for paragraph 6.2 of the following paragraph:
 

“6.2 **Purpose**

    - (1) This paragraph prescribes the requirements for the use of GNSS within Namibian airspace, for the purpose of -
      - (a) position fixing;
      - (b) long range navigation including operations on designated RNAV routes;

- (c) deriving distance information, for en route navigation, traffic information, ATC separation, and instrument approaches; and,
  - (d) application of RNAV based separation.
- (2) GNSS must not be used as a sole means navigation system.
- (3) GNSS may be used as an en route supplemental navigation aid.”.
- (b) by the substitution for paragraph 6.5 of the following paragraph:

**“6.5 Airworthiness requirements**

The following airworthiness requirements must be satisfied:

- (1) GNSS navigation equipment must have EU EUROCAE Technical Standard Order (E/TSO) or US FAA Technical Standard Order (TSO) C129a, C145a or C146a (or CAD approved equivalent) authorisation;
- (2) The aircraft must be placarded that the GNSS is not approved as a sole navigation aid; and
- (3) Automatic barometric aiding function, as provided by E/TSO C-129, must be connected.

***Notes: 1. Owners, operators and pilots-in-command should be aware that TSO C129 receivers may not be able to take advantage of future enhanced GNSS capabilities, such as wide area or local area augmentation systems (SBAS or GBAS).”.***

- (c) by the substitution of the abbreviation GNSS for the abbreviation GPS in the heading of paragraph 6.9 of the Technical standards.
  - (d) by the addition after subparagraph (6) of paragraph 6.9 of the Technical Standards of the following subparagraph:
    - “(7) The pilot-in-command must, when using GNSS derived distance information on an ILS/DME or LOC/DME or VOR/DME instrument approach procedure, ensure that -
      - (a) the GNSS distance information is based on the co-ordinates of the DME that is associated with the current published instrument approach procedure; and
      - (b) current data for the DME co-ordinates is permanently stored in the GNSS database.”.
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**MINISTRY OF WORKS AND TRANSPORT**

No. 72

2017

**AMENDMENT OF NAMIBIA CIVIL AVIATION TECHNICAL STANDARDS:  
NAM-CATS-OPS 135 "AIR TRANSPORT OPERATIONS - SMALL AEROPLANES":  
CIVIL AVIATION ACT, 2016**

Under section 227(1) of the Civil Aviation Act, 2016 (Act No. 6 of 2016) read with regulation 11.03.5 of the Namibian Civil Aviation Regulations published under Government Notice No. 1 of 2 January 2001, after consideration of the recommendations made by the Civil Aviation Regulations Committee, I have amended the technical standards as set out in the Schedule.

**A. SIMANA**  
**ACTING EXECUTIVE DIRECTOR**  
**NAMIBIA CIVIL AVIATION AUTHORITY**

Windhoek, 6 March 2017

**SCHEDULE****Definitions**

**1.** In these technical standards "the Technical Standards" means the Namibian Civil Aviation Technical Standards: NAM-CATS-OPS 135 "Air Transport Operations Small Aeroplanes" issued under Government Notice No.187 of 25 August 2003.

**Amendment of Technical Standards 135.05.29 of the Technical Standards**

**2.** Paragraph 6 of Technical Standards 135.05.29 is amended -

(a) by the substitution for paragraph 6.2 of the following paragraph:

**"6.2 Purpose**

(1) This paragraph prescribes the requirements for the use of GNSS within Namibian airspace, for the purpose of -

- (a) position fixing;
- (b) long range navigation including operations on designated RNAV routes;
- (c) deriving distance information, for en route navigation, traffic information, ATC separation, and instrument approaches; and
- (d) application of RNAV based separation.

(2) GNSS must not be used as a sole means navigation system.

(3) GNSS may be used as an en route supplemental navigation aid.".

(b) by the substitution for paragraph 6.5 of the following paragraph:

**"6.5 Airworthiness requirements**

The following airworthiness requirements must be satisfied:

- (1) GNSS navigation equipment must have EU EUROCAE Technical Standard Order (E/TSO) or US FAA Technical Standard Order (TSO) C129a, C145a or C146a (or CAD approved equivalent) authorisation;
- (2) The aircraft must be placarded that the GNSS is not approved as a sole navigation aid; and
- (3) Automatic barometric aiding function, as provided by E/TSO C-129, must be connected.

***Notes: 1. Owners, operators and pilots-in-command should be aware that TSO C129 receivers may not be able to take advantage of future enhanced GNSS capabilities, such as wide area or local area augmentation systems (SEAS or GBAS)."***

- (c) by the substitution of the abbreviation GNSS for the abbreviation GPS in the heading of paragraph 6.9 of the Technical standards.
  - (d) by the addition after subparagraph (6) of paragraph 6.9 of the Technical Standards of the following subparagraph:
    - “(7) The pilot-in-command must, when using GNSS derived distance information on an ILS/DME or LOC/DME or VOR/DME instrument approach procedure, ensure that -
      - (a) the GNSS distance information is based on the co-ordinates of the DME that is associated with the current published instrument approach procedure; and
      - (b) the current data for the DME co-ordinates is permanently stored in the GNSS database.”
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