

**RED SKY VENTURES**

# **PPL Air Law**

**Study guide**



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## **Note to text**

### **Current Namibian Law**

The Namibian Air Law comprises of the following Documents:

- Namibian Civil Aviation Regulations: NAM CAR
- Namibian Civil Aviation Technical Standards: NAM CATS
- Namibian Integrated Aeronautical Information Package:  
AIC, AIP, AIP SUPP

These study notes have been compiled from the Namibian CAR, the published CATs and relevant parts of the other documentation forming the IAIP.

The Namibian law is currently under revision. Some of the NAM CATS have been published, however there is still some gaps in their implementation. Where there is no provision in the NAM CAR's the standard must revert to the previous Namibian Law, that is the South African Civil Aviation Law as amended and frozen in 1991. Where these documents, mainly the ANR and RAC sections, are referred to it is noted. Once the NAM CATS have been published these study notes will be amended as soon as practical to reflect the changes. Of those applicable, Part 61 CATS is still to be released at present.

These notes have been compiled for purposes of an easy reference for the relevant information for PPL law. This is not only a study guide for exam purposes but is aimed at providing a reference source of the relevant parts of the Namibian law for private pilots while operating within Namibia.

### **Layout**

Generally the chronological layout of the parts has been followed. Some text has been grouped in order of subject where it was seen to be more relevant, for example fuel, weight and balance etc, where all related references have been included.

### **Use of case and formatting**

Where possible original text has been used, however in some cases for ease of reference phrases have been abbreviated or simplified. Text in capitals has been used for emphasis of importance, and is therefore normally a direct quote. Text included in italics is author opinion provided for clarification or for interest.

### **Disclaimer**

Whenever there is doubt in the content of this document, the above original documents or the authority should be referred to, every entry has a reference for this purpose. Attempt has been made to summarise the Law as accurately as possible, however mistakes may still be made, the author holds no liability for incorrect information.

## ***Explanation of Parts:***

The Civil Aviation Regulations (CAR), for ICAO countries, and the FAR and JAR have been divided into parts with the same base numbering for ease of reference. Meaning, for example, if you wish to find out about flight crew licensing for example, you will look in “Part 61” whether you look in the Namibia, South Africa, USA, or anywhere else that follows this system.

The purpose of the Civil Aviation Technical Standards (CATS) is to attach further definitions to the regulations, which may be amended without the requirements of regulations. The information contained bears the same reference number to the regulation that it applies to. The CAR's require that the CAT's be adhered to, so in this sense it has the same gravity as the CAR's, but avoids overburdening the rules with technicalities that may change, and simplifies the amendment process.

The parts of particular interest to flight crew members are:

- Part 1: Definitions and Abbreviations
- Part 11: Details and Exemptions
- Part 12: Accidents and Incidents
- Part 43: AMO certification
- Part 61: Flight crew licensing
- Part 67: Medical Certification
- Part 91: Flight Operations
- Part 92: Dangerous goods
- Part 121: Air transport operations: Large Aeroplanes
- Part 127: Air transport operations Helicopters
- Part 135: Air transport operations: Small Aeroplanes
- Part 139: Aerodrome Licensing
- Part 141: Aviation training organisations

This text is aimed at the fixed wing, VFR Private Pilot, therefore Part 1, 61, 67, and 91 have been covered in detail. Instrument flight rules are included in the CPL notes.