



# GOVERNMENT GAZETTE

## OF THE

# REPUBLIC OF NAMIBIA

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N\$4.00

WINDHOEK - 9 March 2012

No. 4895

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### APPLICATION TO OPERATE AIR SERVICES

The following applications for Scheduled Air Transport Services, Non-scheduled Air Transport Services, Flying Training Air Services or Aerial Work Air Services indicate (1) reference number; (2) name of applicant and nature of application; (3) number and type of aircraft; (4) nature of proposed air service; and (5) routes over or area within which the proposed air services are to be rendered and are published in terms of section 5 of the Air Services Act, 1949 (Act No. 51 of 1949) as amended. Representations by interested parties in respect of the applications shall comply with the requirements of section 6 of the Air Services Act, 1949 (Act No. 51 of 1949) and shall be in ninefold in respect of each application and shall be delivered by hand or sent by registered post to the Secretary, Transport Commission of Namibia, Private Bag X12005, Windhoek to reach that office not later than 21 days after the date of publication of this *Government Gazette*.

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**WINDHOEK****00A00753****8 February 2012**

Application for the Amendment of a Scheduled Air Service License No. 00012, dated 25 March 1993, issued to Air Namibia (Pty) Ltd, in terms of the Air Service Act 1949 (Act No. 51 of 1949) as amended.

**1. Name and Address of applicant:**

Air Namibia (Pty) Ltd  
TransNamib Building,  
Bahnhof Street  
Windhoek

**2. Base of operation:**

As presently approved.

**3. Types of traffic to be conveyed:**

As presently approved.

**4. Routes to be served:**

As presently approved.

**5. Tariff of charges:**

As presently approved.

**6. Aircrafts to be added:**

1 x ERJ 135

**7. Detailed reasons why such alteration, modification or amendment is sought:**

See Annexure "A"

**ANNEXURE "A"**

Detailed reasons why amendment/modification is sought

In line with the approved business plan, Air Namibia will be introducing flights to three new destinations during the first quarter of year 2012. The 3 new destinations are Gaborone, Harare and Ondjiva. To be able to fly to these destinations, an additional (4th Embraer ERJ) is required.

The initial intention was to get an Embraer ERJ 145 with a seat capacity of 50 passengers and not an ERJ 135 with 37 seats. The reason for having decided on the 50 seater was to optimize on routes and days on which demand is more than the 37 seats offered by the ERJ 135.

Prior to commencement and finalization of the procurement process for the ERJ 145, Air Namibia re-assessed the decision and with input / contributions from IATA Consulting. The outcome of the re-assessment indicated that the Embraer ERJ 145 (50 seater) is not suitable, but that an Embraer ERJ 135 (37-seater) be acquired.

A suitable aircraft has been identified being an ERJ135 to be sourced from Air France Regional. This is a sister ship with the other three ERJ 135 we currently operate and is 100% commonality with all parts and components for ease of maintenance and parts are interchangeable.

A copy of the draft Letter of Intent (LOI) is enclosed herewith for the Transportation Commission's information purposes only, and it is trusted that the information contained therein will be treated as confidential.

It is envisaged that the aircraft would be entering into service in May 2012.

Reasons for the change described above are primarily the following;

- A study of the performance charts of the Embraer ERJ 145 provided by the aircraft manufacturer indicates that this aircraft has performance limitations on some of the routes, at certain temperatures. For example, at 30 Degrees Celcius, the aircraft can only take a maximum of 32 passengers from Eros to Ondangwa.
- Even though the ERJ 135 and ERJ 145 have a common cockpit, same crew type rating and same for maintenance, the cabin configuration is different (37 seats vs 50 seats), which would result in challenges to crew scheduling during aircraft swops due to maintenance and other reasons.
- Lease rates for the ERJ 145 are much higher than those for the ERJ 135.
- After a thorough review of the newly approved Business Plan, the IATA Consultant recommend that the 4th ERJ should not be ERJ 145 as it will not give SW operational commonality and it also has heavy penalty restriction from Eros airport.

**WINDHOEK****00A00754****13 February 2012**

Application for the Amendment of a Scheduled Air Service License No. 00037, dated 13 March 1996, issued to Nomad Aviation (Pty) Ltd, in terms of the Air Service Act 1949 (Act No. 51 of 1949) as amended.

**1. Name and Address of applicant:**

Nomad Aviation (Pty) Ltd  
P.O. Box 357  
Walvis Bay  
Namibia

**2. Base of operation:**

As presently approved.

**3. Areas to be served:**

Namibia and the rest of the World.

**4. Types of traffic to be conveyed:**

As presently approved.

**5. Routes to be served:**

As presently approved.

**6. Tariff of charges:**

As presently approved.

**7. Aircraft to be added:**

1 x Piper Seneca (Twin Engine) aircraft  
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