

AVIATION

Carriage by Air Act 17 of 1946, as amended in South Africa to March 1978

Summary: This Act ([SA GG 3649](#)) gives effect to the Warsaw Convention that governs international air travel. It was brought into force in respect of both South Africa and South West Africa on 22 March 1955 by SA Proc. No. 65 of 1955 ([SA GG 5434](#)).

Applicability to SWA: Section 1 originally stated: “In this Act, ‘Union’ includes the Mandated Territory of South-West Africa and the port and settlement of Walvis Bay.” It was amended by Act 5 of 1964 to remove the reference to Union and to define “Republic” to include “any territory in respect of which Parliament is competent to legislate”.

Transfer of administration to SWA: The administration of this Act was transferred to SWA by the Executive Powers (Transport) Transfer Proclamation (AG 14/1978), dated 15 March 1978. There were only two amendments to the Act in South Africa after the date of transfer and prior to Namibian independence – the *Carriage by Air Amendment Act 81 of 1979* ([RSA GG 6529](#)) and the *Transfer of Powers and Duties of the State President Act 97 of 1986* ([RSA GG 10438](#)) (section 7) – neither of which was made expressly applicable to SWA.

Section 3(1)(a) of the transfer proclamation excluded section 5 of the Act (which deals with the ratification of amendments to the Warsaw Convention by the State President) from the operation of section 3(1) of the General Proclamation, meaning that the administration of this section was not transferred to SWA.

Section 3(2) of the transfer proclamation excluded the reference to “Republic” throughout the Act from the operation of section 3(1)(c) of the General Proclamation, and specified that it should be read to include SWA as well as South Africa.

Amendments: The following pre-independence South African amendments were applicable to SWA –

- *Carriage by Air Amendment Act 5 of 1964* ([RSA GG 728](#))
- *RSA Proclamation R. 294 of 1967* ([RSA GG 1892](#))
applies the Hague Protocol to “the Republic” from 17 December 1974
- *RSA Proclamation R. 93 of 1974* ([RSA GG 4276](#))
applies the Guadalajara Convention to “the Republic” from 4 April 1974

Act 14/1992 ([GG 430](#)) amends sections 1, 3, 5 and 7 and substitutes certain expressions to make the Act consistent with an independent Namibia, and to provide for the conversion of sums in francs into Namibian currency in respect of claims against carriers.

Regulations: Regulations are authorised by section 8 of the Act. Pre-independence regulations have not been researched. No post-independence regulations have been promulgated.

Notices: See GN 265/1998 ([GG 1982](#)), which deals with the conversion of sums into francs in terms of section 3(7).

Related international agreements: The schedule to the Act, as amended, contains the *Warsaw Convention* as amended and supplemented by the Hague Protocol and the Guadalajara Convention. However, Namibia has ratified the *Convention for the Unification of Certain Rules relating to International Carriage by Air (Montreal Convention), 1999* which supersedes the *Warsaw Convention* system. This ratification took place on 27 September 2001,

according to the international depositary, the International Civil Aviation Organization (ICAO), and became binding on Namibia on 4 November 2003. Article 55 of the Montreal Convention, on the Relationship with other Warsaw Convention instruments) provides:

This Convention shall prevail over any rules which apply to international carriage by air:

1. between States Parties to this Convention by virtue of those States commonly being Party to –
 - (a) the Convention for the Unification of Certain Rules relating to International Carriage by Air signed at Warsaw on 12 October 1929 (hereinafter called the Warsaw Convention);
 - (b) the Protocol to amend the Convention for the Unification of Certain Rules relating to International Carriage by Air signed at Warsaw on 12 October 1929, done at The Hague on 28 September 1955 (hereinafter called The Hague Protocol);
 - (c) the Convention, Supplementary to the Warsaw Convention, for the Unification of Certain Rules relating to International Carriage by Air Performed by a Person other than the Contracting Carrier, signed at Guadalajara on 18 September 1961 (hereinafter called the Guadalajara Convention);
 - (d) the Protocol to amend the Convention for the Unification of Certain Rules relating to International Carriage by Air signed at Warsaw on 12 October 1929 as amended by the Protocol done at The Hague on 28 September 1955, signed at Guatemala City on 8 March 1971 (hereinafter called the Guatemala City Protocol);
 - (e) Additional Protocol Nos. 1 to 3 and Montreal Protocol No. 4 to amend the Warsaw Convention as amended by The Hague Protocol or the Warsaw Convention as amended by both The Hague Protocol and the Guatemala City Protocol, signed at Montreal on 25 September 1975 (hereinafter called the Montreal Protocols); or
2. within the territory of any single State Party to this Convention by virtue of that State being Party to one or more of the instruments referred to in sub-paragraphs (a) to (e) above.

Air Services Act 51 of 1949, as amended in South Africa to March 1978

Summary: This Act ([SA GG 4201](#)) provides for the licensing and control of air carriers.

Applicability to SWA: Section 24 states “The provisions of this Act and any amendment thereof shall apply in respect of any air services provided by the Railway Administration, and shall also apply to the Territory of South West Africa”, which is defined in section 1 to include “the Eastern Caprivi Zipfel referred to in section three of the South West Africa Affairs Amendment Act, 1951 (Act No. 55 of 1951).”

Transfer of administration to SWA: The administration of this Act was transferred to SWA by the Executive Powers (Transport) Transfer Proclamation (AG 14/1978), dated 15 March 1978. There was only one amendment to the Act in South Africa after the date of transfer and prior to Namibian independence – the *Transfer of Powers and Duties of the State President Act 97 of 1986* ([RSA GG 10438](#)) – which was not made expressly applicable to SWA.

Section 3(1)(b) of the transfer proclamation excluded section 2(2) of the Act (which refers to bilateral agreements between South Africa and other countries) from the operation of section 3(1) of the General Proclamation, meaning that the reference to the “Government of the Republic” in this section was not to be construed as a reference to the Administrator-General. Section 3(1)(h) of the transfer proclamation excluded section 15 of the *Air Services Amendment Act 43 of 1973* from the operation of section 3(1) of the General Proclamation.

Section 3(2) of the transfer proclamation excluded the references to the “Republic” throughout the Act from the operation of section 3(1)(c) of the General Proclamation and provided that “Republic” should be deemed to include “the territory”.

Amendments: The following pre-independence South African amendment was applicable to SWA –

- *Air Services Amendment Act 6 of 1964* ([RSA GG 728](#)).

Act 51 of 1959 was also amended by the *Air Services Amendment Act 43 of 1973* ([RSA GG 3906](#)). However, *Act 43 of 1973* was never brought into force in respect of South Africa or South West Africa. Therefore, the amendments contained in it are not incorporated here. *Act 43 of 1973* was repealed in South Africa by the *Repeal of Laws Act 94 of 1981* ([RSA GG 7855](#)), which came into force on its date of publication: 28 October 1981. However, this repeal, which took place after the date of transfer, was not effective in respect of South West Africa.

Act 6/1991 ([GG 216](#)) amends the Act substantially to make it consistent with an independent Namibia (affecting sections 1, 2, 3, 4, 7, 8, 11, 13, 16, 17, 19, 20, 22, 24 and the substitution of certain words).

The Posts and Telecommunications Companies Establishment Act 17 of 1992 ([GG 447](#)) amends section 11.

Act 31/1998 ([GG 1991](#)) amends sections 4, 9 and 11 and repeals section 10.

The Road Traffic and Transport Act 22 of 1999 ([GG 2251](#)) amends section 1.

Regulations: Pre-independence regulations have not been comprehensively researched.

Civil Air Services Regulations are contained in RSA GN R.449/1964 (RSA GG 752), as amended by the following:

- RSA GN R.1799/1967 (RSA GG 1799)
- GN 224/1995 ([GG 1204](#))
- GN 59/1998 ([GG 1825](#)).

Application: Visiting aircraft are excluded from the application of section 2(1) of the Act in terms of modifications set forth in GN 58/1998 ([GG 1826](#)).

Aerodrome Ordinance 12 of 1963

Summary: This Ordinance ([OG 2487](#)) provides for the establishment, management and maintenance of airports.

Amendments: Section 3(1) of the Ordinance was assigned to the administration of the Minister of Transport by GN 179/1986 ([OG 5254](#)).

Regulations: Regulations are authorised by section 6(1) of the Ordinance. Pre-independence regulations have not been researched.

Airports Company Act 25 of 1998

Summary: This Act ([GG 1958](#)) provides for the incorporation of a company to undertake the operation, management and control of certain aerodromes in Namibia. The Act came into force on 1 November 1998 (GN 261/1998, [GG 1981](#)). However, by virtue of section 19(2) of the Act, sections 5-13 and sections 15-18 came into force on 5 February 1999, in terms of GN 19/1999 ([GG 2045](#)), on the date of transfer to the Company of the aerodromes listed in the Schedule set by the Minister in terms of section 14(1). (This date of transfer was originally set as 5 November

1998 by GN 262/1998 ([GG 1981](#)), but this notice was withdrawn by GN 275/1998 ([GG 1993](#)).

Amendments: The State-owned Enterprises Governance Act 2 of 2006 ([GG 3698](#)), which was brought into force on 1 November 2006 by Proc. 13/2006 ([GG 3733](#)) and later re-named the Public Enterprises Governance Act 2 of 2006, amends sections 1-11 and 14.

Regulations: Regulations are authorised by section 5(5), but none have yet been promulgated.

Notices: Charges set forth in GN 263/1998 ([GG 1981](#)) were withdrawn by GN 275/1998 ([GG 1993](#)).

Aerodrome and airport charges are contained in GN 20/1999 ([GG 2045](#)).

Cases:

Westair Aviation (Pty) Ltd & Others v Namibia Airports Company Ltd & Another 2001 NR 256 (HC)

Fire Tech Systems CC v Namibia Airports Co Ltd & Others 2016 (3) NR 802 (HC) (overview of establishment of company under Act in introduction to case concerning tender by Namibia Airports Company)

Anhui Foreign Economic Construction (Group) Corp Ltd v Minister of Works and Transport & Others 2016 (4) NR 1087 (HC) (section 9(1)(b); relationship between section 5(2)(a) of the Airports Company Act 28 of 1998 and section 7(1)(a) of the Tender Board Act 16 of 1996).

Four Three Five Development Companies (Pty) Ltd v Namibia Airports Company & Others 2017 (1) NR 142 (HC) (court finds no exceptional circumstances to justify departure from doctrine that statutory remedies must be exhausted before court engages in judicial review of administrative decision; the section 12 remedies provided in the statute are immediate, cost-effective, sufficient and practical, and not undermined by the alleged unlawfulness of the initial decision since they involve independent decision-makers; for a contrasting decision on exhaustion of statutory remedies, see *Viljoen v Chairperson of the Immigration Selection Board & Another* 2017 (1) NR 132 (HC)).

Civil Aviation Act 6 of 2016

Summary: This Act ([GG 6047](#)) consolidates the laws relating to civil aviation and civil aviation offences. It establishes the Namibia Civil Aviation Authority (NCAA) and the Air Navigation Services in that Authority, and provides for a civil aviation regulatory and control framework. It implements several international aviation agreements applicable to Namibia. It also establishes the Directorate of Aircraft Accident and Incident Investigations and provides for the establishment of Namibia Register of Aircraft and the Civil Aviation Registry. It repeals the *Aviation Act 74 of 1962* and the *Civil Aviation Offences Act 10 of 1972*. It was brought into force with effect from 1 November 2016 by GN 260/2016 ([GG 6164](#)).

Regulations: Regulations made in term of the repealed Acts survive in terms of section 236(2) of the Act.

These pre-independence regulations made in terms of the *Aviation Act 74 of 1962* remain in force:

State Airport Regulations are contained in RSA GN R.1974/1963 (RSA GG 674), as amended by –

RSA GN R.397/1964 (RSA GG 748)

RSA GN R.2027/1965 (RSA GG 1319)

RSA GN R.943/1967 (RSA GG 1773)
RSA GN R.1031/1970 (RSA GG 2740)
RSA GN R.2233/1970 (RSA GG 2944)
RSA GN R.331/1973 (RSA GG 3799)
RSA GN R.1258/1973 (RSA GG 3983)
RSA GN R.1564/1973 (RSA GG 4017)
RSA GN R.1677/1973 (RSA GG 4023)
RSA GN R.2443/1973 (RSA GG 4124)
RSA GN R.774/1975 (RSA GG 4674)
RSA GN R.142/1976 (RSA GG 4976)
RSA GN R.1472/1976 (RSA GG 5260)
RSA GN R.2512/1976 (RSA GG 5366)
RSA GN R.2633/1977 (RSA GG 5846)
RSA GN R.441/1978 (RSA GG 5915)
RSA GN 12 of 15 January 1988 (OG 5487)
GN 223/1995 ([GG 1204](#))
GN 235/1997 ([GG 1739](#))
GN 61/1998 ([GG 1825](#))
GN 215/1998 ([GG 1942](#))
GN 255/1998 ([GG 1972](#)).

Regulations Regarding the Investigation of Aircraft Accidents are contained in GN 274/2020 ([GG 7383](#)), which repealed GN 82/2000 ([GG 2298](#)), which in turn replaced RSA GN R.120 of 26 January 1973 (RSA GG 3773).

Namibian Civil Aviation Regulations, 2001 (NAM-CARS) are contained in GN 1/2001 ([GG 2467](#)). These regulations came into force on 2 March 2001. They are amended by GN 57/2006 ([GG 3615](#)), GN 201/2006 ([GG 3741](#)), GN 80/2017 ([GG 6281](#)), GN 210/2018 ([GG 6696](#)), GN 293/2018 ([GG 6763](#)) – as amended by GN 369/2018 ([GG 6816](#)), Government Notice 409/2019 ([GG 7086](#)), and Government Notice 112/2020 ([GG 7199](#)) - and by GN 410/2019 ([GG 7086](#)), GN 89/2020 ([GG 7157](#)) and GN 236/2020 ([GG 7348](#)). Note that the amendments made by GN 236/2020 will come into force 6 months after date of publication (the publication date being 30 September 2020), with the *exception* of Part 21: Subparts 2, 3, 5, 6 and 7 and other provisions of Part 21 that make reference to type certification, which will be brought into force on a date set by the Minister by notice in the *Government Gazette*.

These regulations repeal Chapters 2-3, 6, 10-11, 12-16, 21-24 of the Air Navigation Regulations, 1976 (as amended), along with the portions of Chapters 1, 2, 3, 4, 5, 7, 8, 9 and 25 relating to pilots and to flight engineers. They also repeal the Rules of the Air, Air Traffic Services, Search and Rescue and Overflight Regulations, 1975 (RSA GN R.1753 of 19 September 1975) and the Air Navigation Regulations, 1963 (RSA GN R.1779/1963), as amended by GN 11/1988 ([OG 5487](#)) and GN 62/1998 ([GG 1825](#))).

These pre-independence regulations made in terms of the *Aviation Act 74 of 1962* initially remained in force but have since been repealed:

The **Air Navigation Regulations, 1976**, contained in RSA GN R.141/1976 (RSA GG 4975), as amended by -

- RSA GN R.1283/1976 (RSA GG 5234)
- RSA GN R.2380/1977 (RSA GG 5804)
- GN 225/1995 ([GG 1204](#))
- GN 60/1998 ([GG 1825](#))
- GN 1/2001 ([GG 2467](#)).

These were supplemented by Safety Directive No. DCA 97-1, published in General Notice 223/1997 ([GG 1639](#)), effective from 1 April 1997. There were initially some partial repeals:

- Reg 21.01.9 of the *Namibian Civil Aviation Regulations, 2001* enacted in GN 1/2001 ([GG 2467](#)) repealed Chapter 14 of the *Air Navigation Regulations, 1976*.
- Reg 145.01.9 of the *Namibian Civil Aviation Regulations, 2001* enacted in GN 1/2001 ([GG 2467](#)) repealed Chapters 21 and 22 of the *Air Navigation Regulations, 1976*.
- Reg 148.01.8 of the *Namibian Civil Aviation Regulations, 2001* enacted in GN 1/2001 ([GG 2467](#)) repealed Chapters 23 and 24 of the *Air Navigation Regulations, 1976*.

The remaining *Air Navigation Regulations, 1976* and Safety Directive No. DCA 97-1 were both repealed in their entirety by GN 89/2020 ([GG 7157](#)), which also amended the *Namibian Civil Aviation Regulations, 2001*.

These regulations made in terms of the *Civil Aviation Offences Act 10 of 1972* initially remained in force but have since been repealed:

The **Civil Aviation Security Regulations**, contained in GN 181/1996 ([GG 1348](#)) were repealed by GN 293/2018 ([GG 6763](#)).

Technical standards: Standards made in term of the repealed Acts survive in terms of section 236(2) of the Act. The following technical standards were issued in terms of Regulation 11.03.5 of the *Namibian Civil Aviation Regulations, 2001*:

NAM-CATS-CCL Cabin Crew Licensing (came into force on 1 September 2002)	GN 120/2002 (GG 2773)
NAM-CAT-DO Design organisations for products and appliances	GN 50/2003 (GG 2939)
NAM-CATS-MORG Manufacturing Organisations	GN 51/2003 (GG 2939)
NAM-CATS-ARM Registration and marking	GN 52/2003 (GG 2939)
NAM-CATS-OPS 98 Operation of powered paragliders	GN 53/2003 (GG 2939)
NAM-CATS-MR Medical certification	GN 54/2003 (GG 2940)
NAM-CATS-OPS 100 Operation of gyroplanes	GN 55/2003 (GG 2941)
NAM-CATS-OPS 102 Operation of free balloons and airships	GN 56/2003 (GG 2941)
NAM-CATS-AMO Aircraft maintenance organisations	GN 57/2003 (GG 2941)
NAM-CATS-AH Licensing and operation of aerodromes and heliports	GN 58/2003 (GG 2941) as amended by GN 181/2016 (GG 6096), which brought the standards into force on 1 August 2016
NAM-CAT-OPS 133 Helicopter external-load operations	GN 59/2003 (GG 2944)
NAM-CAT-OPS 105 Operation of parachutes	GN 60/2003 (GG 2944)
NAM-CAT-OPS 106 Operation of hang gliders	GN 61/2003 (GG 2944)
NAM-CAT-OPS 104 Operation of gliders	GN 62/2003 (GG 2944)
NAM-CATS-ARO Aviation recreation organisations	GN 63/2003 (GG 2944)
NAM-CATS-AIRS Aeronautical information services	GN 64/2003 (GG 2944)
NAM-CAT-DG Conveyance of dangerous goods	GN 65/2003 (GG 2944)

NAM-CAT-OPS 103 Operation of microlight aeroplanes	GN 66/2003 (GG 2944)
NAM-CATS-GMR General maintenance rules	GN 67/2003 (GG 2945)
NAM-CATS-ENVIRO Noise certification	GN 68/2003 (GG 2945)
NAM-CATS-ATO Aircraft training organisations	GN 157/2003 (GG 3024)
NAM-CATS-OPS Agricultural Operations	GN 158/2003 (GG 3024)
NAM-CATS-AR Certification procedures for products and parts and aircraft worthiness	GN 159/2003 (GG 3025) as amended by GN 190/2016 (GG 6096) which brought the standards into force on 1 August 2016
NAM-CATS-AR Air Traffic Service Personnel Licensing	GN 160/2003 (GG 3026)
NAM-CATS-OPS 91 General Operating and Flight Rules	GN 186/2003 (GG 3045) as amended by GN 70/2015 (GG 6273)
NAM-CATS-OPS 135 Air Transport Operations – Small Aeroplanes	GN 187/2003 (GG 3047) as amended by GN 183/2016 (GG 6096) which brought the standards into force on 1 August 2016, and as amended by GN 72/2015 (GG 6273) Note that the table of contents of GG 6273 gives the wrong number for these standards.
NAM-CATS-OPS 121 Air Transport Operations – Large Aeroplanes	GN 257/2003 (GG 3112) as amended by GN 185/2016 (GG 6096), which brought the standards into force on 1 August 2016, and as amended by GN 71/2015 (GG 6273) Note that the table of contents of GG 6273 gives the wrong number for these standards.
NAM-CATS-ATS Airspace and Air Transport Services	GN 9/2004 (GG 3135)
NAM-CATS-AMEL Aircraft Maintenance Engineer Licensing	GN 54/2004 (GG 3179)
NAM-CATS-OPS 127 Air Transport Operations – Helicopters	GN 55/2004 (GG 3180) as amended by GN 184/2016 (GG 6096) which brought the standards into force on 1 August 2016
NAM-CAT-OPS 136 Air Transport Operations – Free Balloons	GN 182/2016 (GG 6096) which brought the standards into force on 1 August 2016
NAM-CATS-FCL 65 Air Traffic Services Licencing - Proficiency in Languages used for Radiotelephony Communications	GN 186/2016 (GG 6096) which brought the standards into force on 1 August 2016
NAM-CATS-FCL 63	GN 187/2016 (GG 6096)

Flight Crew Licencing - Proficiency in Languages used for Radiotelephony Communications	which brought the standards into force on 1 August 2016
NAM-CATS-FCL 61 Air Transport Operations – Designation of Examiners	GN 188/2016 (GG 6096) which brought the standards into force on 1 August 2016
NAM-CATS-FCL 61 Flight Crew Licencing – Proficiency in Languages used for Radiotelephony Communications	GN 189/2016 (GG 6096) which brought the standards into force on 1 August 2016

Codes: The Enforcement Code of the Namibian Civil Aviation Regulations, 2001, issued in terms of Regulation 13.01.1, is contained in General Notice 28/2020 ([GG 7100](#)).

Notices: GN 296/2018 ([GG 6767](#)) identifies aviation participants and the dates on which such participants must have aviation security programmes in place.

GN 5/2021 ([GG 7446](#)) vests certain assets in the Namibia Civil Aviation Authority with effect from 31 July 2020.

Designations: The Executive Committee of the United Hang Gliding Association of Namibia is named as the designated body to give effect to regulation 149.01.2(1) of the Civil Aviation Regulations, 2001 (GN 98/2005, [GG 3447](#)).

Appointments: Members and alternate members of the Board of the Namibia Civil Aviation Authority are announced in GN 261/2016 ([GG 6164](#)). Board members are also announced in GN 5/2021 ([GG 7446](#)).

Related international agreements: Several international treaties are annexed to the Act:

Schedule 1: “Convention on International Civil Aviation, signed at Chicago, on 7 December 1944 (Chicago Convention)”. Note that the version of the Convention in the Schedule does not accurately reflect the amendments which have been agreed to, and not agreed to, by Namibia.

Convention on International Civil Aviation (Chicago Convention), 1944

Protocol relating to an Amendment to the Convention on International Civil Aviation [Final Paragraph, Russian Text], Montreal, 1977

Protocol on the Authentic Quadrilingual Text of the Convention on International Civil Aviation (Chicago, 1944), Montreal, 1977

Protocol relating to an Amendment to the Convention on International Civil Aviation [Article 83bis], Montreal, 1980

Protocol relating to an Amendment to the Convention on International Civil Aviation [Article 3bis], Montreal, 1984

Protocol relating to an Amendment to the Convention on International Civil Aviation [Article 56], Montreal, 1989

Protocol relating to an Amendment to the Convention on International Civil Aviation [Article 50(a)], Montreal, 1990

**Protocol relating to an Amendment to the Convention on International Civil Aviation [Final Paragraph, Arabic Text], Montreal, 1995*

**Protocol on the Authentic Quinquelingual Text of the Convention on International Civil Aviation, Montreal, 1995*

**Protocol relating to an Amendment to the Convention on International Civil Aviation [Final Paragraph, Chinese Text], Montreal, 1998*

**Protocol on the Authentic Six-Language Text of the Convention on International Civil Aviation (Chicago, 1944), Montreal, 1998*

Note: See the entry for this Convention in the **Namlex Appendix** for a discussion of the differences between the international approach to the subsidiary documents issued in terms of the Convention and the approach embodied in the definition of this Convention in section 1 of the Act.

Schedule 2: “International Air Services Transit Agreement signed in Chicago on 7 December 1944”.

Note that while this Convention may be part of Namibia’s domestic law, Namibia is *not* a party to the Agreement in terms of international law.

Schedule 3: “Convention on Offences and Certain Other Acts Committed on Board Aircraft, Signed at Tokyo, on 14 September 1963 (Tokyo Convention)”

Convention on Offences and Certain Other Acts Committed on Board Aircraft (Tokyo Convention), 1963

Schedule 4: “Convention for the Suppression of Unlawful Seizure of Aircraft, signed at The Hague, on 16 December 1970 (the Hague Convention 1970)”

Convention for the Suppression of Unlawful Seizure of Aircraft (Hague Hijacking Convention), 1970

Schedule 5: “Convention for the Suppression of Unlawful Acts against the Safety of Civil Aviation, signed at Montreal, on 23 September 1971 (Montreal Convention 1971)”

Convention for the Suppression of Unlawful Acts against the Safety of Civil Aviation (Sabotage Convention), 1971

Note that this Convention is generally referred to as the “Sabotage Convention”, whereas the “Montreal Convention” usually refers to the “Convention for the Unification of Certain Rules relating to International Carriage by Air (Montreal Convention), 1999”. Note also that the Protocol amending this Convention is presented separately in Schedule 6.

Schedule 6: “1988 Protocol for the Suppression of Unlawful Acts of Violence at Airports Serving International Civil Aviation, supplementary to the Convention for the Suppression of Unlawful Acts against the Safety of Civil Aviation done at Montreal on 23 September 1971”

Protocol for the Suppression of Unlawful Acts of Violence at Airports Serving International Civil Aviation, Supplementary to the Convention for the Suppression of Unlawful Acts against the Safety of Civil Aviation, Montreal, 1988.

COMMISSIONS

Commission of Inquiry into the Aviation Regulatory Practices of the Directorate: Civil Aviation in the Ministry of Works, Transport and Communication (Proc. 9/1997, [GG 1611](#)).

See also GN 153/1997 ([GG 1611](#)).

Commission of Enquiry into the Activities, Management and Operations of Air Namibia (Pty) Ltd (Proc. 18/2001, [GG 2616](#))

See also GN 194/2001 ([GG 2616](#)) and GN 230/2001 ([GG 2647](#)).

INTERNATIONAL LAW

African Civil Aviation Commission Constitution (AFCAC), 1969

The *Constitution of the African Civil Aviation Commission, 2009 (Revised Version)* will upon its entry into force abrogate and supersede the original *African Civil Aviation Commission Constitution, 1969* for its member states (Article 26 of the Revised Constitution). The Revised Constitution came into force provisionally on 11 May 2010 after signature by 15 AU member states, and will come into force definitively after ratification by 15 AU member states.

****Charter Establishing the SADC Aviation Safety Organisation (SASO), 2015***

Constitution of the African Civil Aviation Commission (AFCAC), 2009 (Revised Version)

- Convention for the Suppression of Unlawful Seizure of Aircraft (Hague Hijacking Convention), 1970***
- Convention for the Suppression of Unlawful Acts against the Safety of Civil Aviation (Sabotage Convention), 1971***
Protocol for the Suppression of Unlawful Acts of Violence at Airports Serving International Civil Aviation, Supplementary to the Convention for the Suppression of Unlawful Acts against the Safety of Civil Aviation, Montreal, 1988
- Convention for the Unification of Certain Rules relating to International Carriage by Air (Montreal Convention), 1999***
- Convention on International Civil Aviation (Chicago Convention), 1944***
Protocol relating to an Amendment to the Convention on International Civil Aviation [Final Paragraph, Russian Text], Montreal, 1977
Protocol on the Authentic Quadrilingual Text of the Convention on International Civil Aviation (Chicago, 1944), Montreal, 1977
Protocol relating to an Amendment to the Convention on International Civil Aviation [Article 83bis], Montreal, 1980
Protocol relating to an Amendment to the Convention on International Civil Aviation [Article 3bis], Montreal, 1984
Protocol relating to an Amendment to the Convention on International Civil Aviation [Article 56], Montreal, 1989
Protocol relating to an Amendment to the Convention on International Civil Aviation [Article 50(a)], Montreal, 1990
**Protocol relating to an Amendment to the Convention on International Civil Aviation [Final Paragraph, Arabic Text], Montreal, 1995*
**Protocol on the Authentic Quinquelingual Text of the Convention on International Civil Aviation, Montreal, 1995*
**Protocol relating to an Amendment to the Convention on International Civil Aviation [Final Paragraph, Chinese Text], Montreal, 1998*
**Protocol on the Authentic Six-Language Text of the Convention on International Civil Aviation (Chicago, 1944), Montreal, 1998*
- Convention on International Interests in Mobile Equipment (Cape Town Treaty), 2001***
Protocol to the Convention on International Interests in Mobile Equipment on Matters Specific to Aircraft Equipment (Aircraft Protocol), 2001
- Convention on Offences and Certain Other Acts Committed on Board Aircraft (Tokyo Convention), 1963***