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NIGERIA CIVIL AVIATION REGULATIONS

PART 9 — AIR OPERATOR CERTIFICATION AND ADMINISTRATION

INTRODUCTION

Part 9 of these Regulations sets forth the requirements for persons or entities to be granted an AOC certification from Nigeria.

Part 9 includes regulations concerning the AOC certificate, flight operations management, maintenance requirements, security management, and dangerous goods management and shipping. The regulations in this Part address the standards in ICAO Annex 18 and the air operator requirements of ICAO Annex 6, Parts I and III.

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NIGERIA CIVIL AVIATION REGULATIONS

PART 9 — AIR OPERATOR CERTIFICATION AND ADMINISTRATION



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NIGERIA CIVIL AVIATION REGULATIONS

PART 9 — AIR OPERATOR CERTIFICATION AND ADMINISTRATION

9.1.. AIR OPERATOR CERTIFICATE

9.1.1.1.—(a) Part 9 applies to the carriage of passengers, cargo or mail for remuneration or hire by persons whose principal place of business or permanent residence is located in Nigeria. Applicability.

(b) This Part of the regulations prescribes requirements for the original certification and continued validity of air operator certificates (AOC) issued by Nigeria.

(c) Except where specifically noted, Part 9 applies to all commercial air transport operations by AOC holders for which Nigeria is the State of the Operator under the definitions provided in Annex 6 to the Convention on International Civil Aviation.

9.1.1.2.—(a) For the purpose of Part 9, the following definitions shall apply— Definitions.

(1) *Accountable manager.* The person acceptable to the Authority who has corporate authority for ensuring that all operations and maintenance activities can be financed and carried out to the standard required by the Authority, and any additional requirements defined by the operator.

(2) *Acceptance checklist.* A document used to assist in carrying out a check on the external appearance of packages of dangerous goods and their associated documents to determine that all appropriate requirements have been met.

(3) *Aircraft operating manual.* A manual, acceptable to the State of the Operator, containing normal, abnormal and emergency procedures, checklists, limitations, performance information, details of the aircraft systems, and other material relevant to the operation of the aircraft.

(4) *Aircraft technical log.* Documentation for an aircraft that includes the maintenance record for the aircraft and a record for each flight made by the aircraft. The aircraft technical log is comprised of a journey records section and a maintenance section.

(5) *Air Operator Certificate (AOC).* A certificate authorising an operator to carry out specified commercial air transport operations.

(6) *Airworthiness release.* The air operator's aircraft are released for service following maintenance by a person specifically authorised by the air operator rather than by an individual or maintenance organisation on their own behalf.

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Note : An airworthiness release is not the same as a maintenance release or a maintenance return to service as described in Parts 5 and 6. Regarding the airworthiness release, in effect, the person signing the release acts in the capacity of an authorised agent for the operator and is certifying that the maintenance covered by the release was accomplished according to the air operator's continuous maintenance programme. Normally, a release is required following inspections prescribed by the air operator's operations specifications and maintenance activities involving inspections, and any other significant maintenance. A copy of the airworthiness release must be given to the pilot in command before the aircraft commences operations. In addition, the air operator shall designate when an airworthiness release is required.

The air operator is obligated to designate, by name or occupational title, each licensed AME or maintenance organisation authorised to execute the airworthiness release. In addition, the air operator shall designate when an airworthiness release is required.

(7) *Cabin crew member.* A crew member who performs, in the interest of safety of passengers, duties assigned by the operator or the pilot-in-command of the aircraft, but who shall not act as a flight crew member.

(8) *Cargo aircraft.* Any aircraft carrying goods or property but not passengers. In this context the following are not considered to be passengers :

(i) A crewmember.

(ii) An operator's employee permitted by, and carried in accordance with, the instructions contained in the Operations Manual.

(iii) An authorised representative of an Authority.

(iv) A person with duties in respect of a particular shipment on board.

(9) *Commercial air transport operation.* An aircraft operation involving the public transport of passengers, cargo or mail for remuneration or hire.

(10) *Configuration deviation list (CDL).* A list established by the organisation responsible for the type design with the approval of the State of Design which identifies any external parts of an aircraft type which may be missing at the commencement of a flight, and which contains, where necessary, any information on associated operating limitations and performance correction.

(11) *Consignment.* One or more packages of dangerous goods accepted by an operator from one shipper at one time and at one address, receipted for in one lot and moving to one consignee at one destination address.

(12) *Crew member.* A person assigned by an operator to duty on an aircraft during a flight duty period. (*Annex 6*)

(13) *Dangerous goods*. Articles or substances which are capable of posing a risk to health, safety, property or the environment and which are shown in the list of dangerous goods in the ICAO Technical Instructions (see definition below) or which are classified according to those Instructions. (Annex 6)

(14) *Dangerous goods accident*. An occurrence associated with and related to the transport of dangerous goods which results in fatal or serious injury to a person or major property damage.

(15) *Dangerous goods incident*. An occurrence, other than a dangerous goods accident, associated with and related to the transport of dangerous goods, not necessarily occurring on board an aircraft, which results in injury to a person, property damage, fire, breakage, spillage, leakage of fluid or radiation or other evidence that the integrity of the packaging has not been maintained. Any occurrence relating to the transport of dangerous goods which seriously jeopardises an aircraft or its occupants is deemed to constitute a dangerous goods incident.

(16) *Dangerous goods transport document*. A document specified by the ICAO Technical Instructions for the Safe Transportation of Dangerous Goods by Air. It is completed by the person who offers dangerous goods for air transport and contains information about those dangerous goods. The document bears a signed declaration indicating that the dangerous goods are fully and accurately described by their proper shipping names and UN numbers (if assigned) and that they are correctly classified, packed, marked, labelled and in a proper condition for transport.

(i) See definition of Technical Instructions below.

(17) *Directly in charge*. A person assigned to a position in which he or she is responsible for the work of a shop or station that performed maintenance, preventive maintenance, or modifications, or other functions affecting aircraft airworthiness.

(18) *Enhanced Vision System (EVS)*. A system to display electronic real-time images of the external scene achieved through the use of image sensors.

(19) *Equivalent system of maintenance*. An AOC holder may conduct its own maintenance, preventive maintenance, or modification, so long as the AOC holder's maintenance system is approved by the Authority and is equivalent to that of an AMO.

(20) *Exception*. A provision in ICAO Annex 18 which excludes a specific item of dangerous goods from the requirements normally applicable to that item.

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(21) *Flight crew member*. A licensed crew member charged with duties essential to the operation of an aircraft on the flight deck during a flight duty period.

(22) *Flight operations officer/flight dispatcher*. A person designated by the operator to engage in the control and supervision of flight operations, whether licensed or not suitably qualified in accordance with Annex 1, who supports, briefs and/or assists the pilot-in-command in the safe conduct of the flight.

(23) *Freight container*. See unit load device.

(24) *Freight container in the case of radioactive material transport*.

An article of transport equipment designed to facilitate the transport of packaged goods, by one or more modes of transport without intermediate reloading. It must be of a permanent enclosed character, rigid and strong enough for repeated use, and must be fitted with devices facilitating its handling, particularly in transfer between aircraft and from one mode of transport to another. A small freight container is that which has either an overall outer dimension less than 1.5 m, or an internal volume of not more than 3m³. Any other freight container is considered to be a large freight container.

(25) *Ground handling*. Services necessary for an aircraft's arrival at, and departure from, an airport, other than air traffic services.

(26) *Handling agent*. An agency which performs on behalf of the operator some or all of the latter's functions including receiving, loading, unloading, transferring or other processing of passengers or cargo.

(27) *Head-Up Display (HUD)*. A display system that presents flight information into the pilot's forward external field of view.

(28) *Holdover time*. The estimated time deicing/anti-icing fluid will prevent the formation of frost or ice and the accumulation of snow on the protected surfaces of an aircraft. Holdover time begins when the final application of deicing or anti-icing fluid commences and expires when the deicing or anti-icing fluid applied to the aircraft loses its effectiveness.

(29) *Human factors principles*. Principles which apply to aeronautical design, certification, training, operations and maintenance and which seek safe interface between the human and other system components by proper consideration to human performance.

(30) *Incompatible*. Describing dangerous goods, which if mixed, would be liable to cause a dangerous evolution of heat or gas or produce a corrosive substance.

(31) *Instrument Meteorological Condition (IMC)*. Meteorological conditions expressed in terms of visibility, distance from cloud, and ceiling, less than the minima specified for visual meteorological conditions.

(32) *Interchange agreement*. A leasing agreement which permits an air carrier to dry lease and take or relinquish operational control of an aircraft at an airport.

(33) *Maintenance control manual*. A document that describes the operator's procedures necessary to ensure that all scheduled and unscheduled maintenance is performed on the operator's aircraft on time and in a controlled and satisfactory manner.

(34) *Maintenance procedures manual*. A document endorsed by the head of the maintenance organisation which details the maintenance organisation's structure and management responsibilities, scope of work, description of facilities, maintenance procedures and quality assurance or inspection systems.

(35) *Maintenance release*. A document which contains a certification confirming that the maintenance work to which it relates has been completed in a satisfactory manner, either in accordance with the approved data and the procedures described in the maintenance organisation's procedures manual or under an equivalent system.

Note. The responsibility for each step of the accomplished maintenance is borne by the person signing that step and the maintenance release certifies the entire maintenance work package. This arrangement in no way reduces the responsibility of licensed aircraft maintenance Engineer (AME) or maintenance organisations for maintenance functions or tasks they perform. The air operator is obligated to designate, by name or occupational title, each licensed AME or maintenance organisation authorised to execute the airworthiness release.

(36) *Operational control*. The exercise of authority over the initiation, continuation, diversion or termination of a flight in the interest of safety of the aircraft and the regularity and efficiency of the flight.

(37) *Operational flight plan*. The operator's plan for the safe conduct of the flight based on consideration of aircraft performance, other operating limitations and relevant expected conditions on the route to be followed and at the aerodromes/heliports concerned.

(38) *Operations manual*. A manual containing procedures, instructions and guidance for use by operational personnel in the execution of their duties.

(39) *Operator*. A person, organisation or enterprise engaged in or offering to engage in an aircraft operation. (Annex 6)

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(40) *Overpack*. An enclosure used by a single shipper to contain one or more packages and to form one handling unit for convenience of handling and stowage.

(41) *Package*. The complete product of the packing operation consisting of the packaging and its contents prepared for transport.

(42) *Packaging*. Receptacles and any other components or materials necessary for the receptacle to perform its containment function.

(43) *Passenger aircraft*. An aircraft that carries any person other than a crew member, an operator's employee in an official capacity, an authorised representative of an appropriate national authority or a person accompanying a consignment or other cargo.

(44) *Proper shipping name*. The name to be used to describe a particular article or substance in all shipping documents and notifications and, where appropriate, on packaging.

(45) *Quality assurance*. Quality assurance, as distinguished from quality control, involves activities in the business, systems, and technical audit areas. A set of predetermined, systematic actions which are required to provide adequate confidence that a product or service satisfies quality requirements.

(46) *Quality control*. The regulatory inspection process through which actual performance is compared with standards, such as the maintenance of standards of manufactured aeronautical products, and any difference is acted upon.

(47) *Quality system*. The organisational structure, responsibilities, procedures, processes and resources for implementing quality management.

(48) *Safety Management System (SMS)*. A systematic approach to managing safety, including the necessary organisational structures, accountabilities, policies and procedures.

(49) *Serious injury*. An injury which is sustained by a person in an accident and which :

(i) Requires hospitalisation for more than 48 hours, commencing within seven days from the date the injury was received ;

(ii) Results in a fracture of any bone (except simple fractures of fingers, toes or nose) ;

(iii) Involves lacerations which cause severe haemorrhage, nerve, muscle or tendon damage ;

(iv) Involves injury to any internal organ ;

(v) Involves second or third degree burns, or any burns affecting more than 5% of the body surface ; or

(vi) Involves verified exposure to infectious substances or injurious radiation.

(50) *State of origin.* The State in which dangerous goods were first loaded on an aircraft.

(51) *Technical instructions.* The latest effective edition of the Technical Instructions for the Safe Transport of Dangerous Goods by Air (Doc. 9284-AN/905), including the supplement and any addendum, approved and published by decision of the Council of the ICAO. The term “Technical Instructions” is used in this Part.

(52) *Training to proficiency.* The process of the check airman administering each prescribed manoeuvre and procedure to a pilot as necessary until it is performed successfully during the training period.

(53) *UN number.* The four-digit number assigned by the United Nations Committee of Experts on the Transport of Dangerous Goods to identify a substance or a particular group of substances.

(54) *Unit load device.* Any type of freight container, aircraft container aircraft pallet with a net or aircraft pallet with a net over an igloo.

(55) *Visual meteorological conditions.* Meteorological conditions expressed in terms of visibility, distance from cloud, and ceiling, equal to or better than specified minima.

9.1.1.3—(a) The following abbreviations are used in Part 9.

Abbreviations.

- | | | | |
|------|------|---|--------------------------------------|
| (1) | AOC | — | Air Operator Certificate |
| (2) | AME | — | Aircraft Maintenance Engineer |
| (3) | AMO | — | Approved Maintenance Organisation |
| (4) | ATP | — | Air Transport Pilot |
| (5) | CAT | — | Commercial Air Transport |
| (6) | CDL | — | Configuration Deviation List |
| (7) | IFR | — | Instrument Flight Rules |
| (8) | IMC | — | Instrument Meteorological Conditions |
| (9) | LOV | — | Limit of Validity |
| (10) | MEL | — | Minimum Equipment List |
| (11) | PIC | — | Pilot-In-Command |
| (12) | RFFS | — | Rescue and Fire Fighting Service |
| (13) | RVR | — | Runway Visual Range |
| (14) | RVSM | — | Reduced Vertical Separation Minimum |
| (15) | SMS | — | Safety Management System |
| (16) | UN | — | United Nations |
| (17) | VFR | — | Visual Flight Rules |
| (18) | VMC | — | Visual Meteorological Conditions |

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Compliance with an Air Operator Certificate.

9.1.1.4—(a) No operator may operate an aircraft in commercial air transport unless that operator holds an AOC for the operations being conducted.

(b) No person may operate an aircraft in commercial air transport operations which are not authorised by the terms and conditions of its AOC.

(c) Each AOC holder shall carry a certified true copy of the air operator certificate and a copy of the operations specifications relevant to the aircraft type, issued in conjunction with the certificate on board its aircraft. When the certificate and the associated operations specifications are issued by the State of the Operator in a language other than English, and English translation shall be included.

(d) Each AOC holder shall, at all times, continue in compliance with the AOC terms, conditions of issuance, and maintenance requirements in order to hold that certificate.

Application for an Air Operator Certificate.

9.1.1.5—(a) An operator applying to the Authority for an AOC shall submit an application—

- (1)** In a form and manner prescribed by the Authority ; and
- (2)** Containing any information the Authority requires the applicant to submit.

(b) Each applicant shall make the application for an initial issue of an AOC at least 90 days before the date of intended operation.

(c) At the time of application, the applicant shall provide all information and manuals required under this Part and the safety management system documentation required by Part 20.

Issuance or Denial of Air Operator Certificate.

9.1.1.6 (a) The Authority may issue an AOC if, after investigation, the Authority finds that the applicant—

- (1)** Is a citizen of NIGERIA ;
- (2)** Has its principal place of business and its registered office, if any, located in NIGERIA ;
- (3)** Meets the applicable regulations and standards for the holder of an AOC ;
- (4)** Is properly and adequately equipped for safe operations in commercial air transport and maintenance of the aircraft ; and
- (5)** Holds the economic authority issued by NIGERIA under the provisions of this Regulation.

(b) The Authority may deny application for an AOC if the Authority finds that—

- (1)** The applicant is not properly or adequately equipped or is not able to conduct safe operations in commercial air transport ;

(2) The applicant does not have :

(i) for scheduled operation, at least three (3) Nigerian registered airworthy aircraft capable of servicing its approved schedule for an initial AOC issuance.

(ii) for scheduled operation, at least two (2) airworthy aircraft capable of servicing its approved schedule if it is already in operation.

(iii) for non-scheduled operation, at least one (1) Nigerian registered aircraft.

(3) The applicant previously held an AOC which was revoked ; or

(4) An individual that contributed to the circumstances causing the revocation process of an AOC obtains a substantial ownership or is employed in a position required by this regulation.

9.1.1.7—(a) The AOC will consist of two documents—

(1) A one-page certificate for public display signed by the Authority, and
(2) Operations specifications containing the terms and conditions applicable to the AOC holder’s certificate.

Contents of
Air
Operator
Certificate.

(b) The Authority will issue an AOC which will contain—

(1) The State of the Operator and the issuing authority;
(2) The Air Operator Certificate number and its expiration date;
(3) The operator name, trading name (if different) and address of the principal place of business ;
(4) The date of issue and the name, signature and title of the Authority representative, and
(5) The location, in a controlled document carried on board, where the contact details of operational management can be found.

(c) See IS 9.1.1.7(c) for detailed requirements on the layout and content of the Air Operator Certificate.

(d) The operations specifications associated with the Air Operator Certificate shall contain the authorisations, conditions, limitations and approvals issued by the authority in accordance with the standards which are applicable to operations and maintenance conducted by the AOC holder.

(e) See IS 9.1.1.7(e) for the layout and content of the Operations Specifications.

(f) Air operator certificates and their associated operations specifications first issued from November 2008 shall follow the layouts of IS 9.1.1.7(c)(e).

9.1.1.8—(a) An AOC, or any portion of the AOC, issued by the Authority is effective and valid for twenty four (24) months unless—

(1) The Authority amends, suspends, revokes or otherwise terminates the certificate ;

Duration of
an Air
Operator
Certificate.

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- (2) The AOC holder surrenders it to the Authority; or
- (3) The AOC holder does not conduct any kind of operation for more than the time specified in 9.1.1.12 and fails to follow the procedures of 9.1.1.12 upon resuming that kind of operation.

(b) An AOC holder shall make application for renewal of an AOC at least 30 days before the end of the existing period of validity.

Amendment
of an Air
Operator
Certificate.

9.1.1.9—(a) The Authority may amend any AOC if—

(1) The Authority determines that safety in commercial air transport and the public interest require the amendment ; or

(2) The AOC holder applies for an amendment, and the Authority determines that safety in commercial air transport and the public interest allows the amendment.

(b) If the Authority stipulates in writing that an emergency exists requiring immediate amendment in the public interest with respect to safety in commercial air transportation, such an amendment is effective without stay on the date the AOC holder receives notice.

(c) An AOC holder may appeal the amendment, but shall operate in accordance with it, unless it is subsequently withdrawn.

(d) Amendments proposed by the Authority, other than emergency amendments, become effective 30 days after notice to the AOC holder, unless the AOC holder appeals the proposal in writing prior to the effective date. The filing of an appeal stays the effective date until the appeal process is completed.

(e) Amendments proposed by the AOC holder shall be made at least 30 days prior to the intended date of any operation under that amendment.

(f) No person may perform a commercial air transport operation for which an AOC amendment is required, unless it has received notice of the approval from the Authority.

Access for
Inspection.

9.1.1.10—(a) To determine continued compliance with the applicable regulations, the AOC holder shall—

(1) Grant the Authority access to and co-operation with any of its organisations, facilities and aircraft ;

(2) Ensure that the Authority is granted access to and co-operation with any organisation or facilities that it has contracted for services associated with commercial air transport operations and maintenance for services ; and

(3) Grant the Authority free and uninterrupted access to the flight deck of the aircraft during flight operations.

(b) Each AOC holder shall provide to the Authority a forward observer's seat on each of the AOC holder's aircraft from which the flight crew's actions and conversations may be easily observed.

9.1.1.11—(a) The Authority will conduct on-going validation of the AOC holder's continued eligibility to hold its AOC and associated approvals.

Conducting
Tests and
Inspections.

(b) The AOC holder shall allow the Authority to conduct tests and inspections, at any time or place, to determine whether an AOC holder is complying with the applicable laws, regulations and AOC terms and conditions.

(c) The AOC holder shall make available at its principal base of operations—

- (1) All portions of its current Air Operator Certificate ;
- (2) All portions of its Operations and Maintenance Manuals ; and
- (3) A current listing that includes the location and individual positions responsible for each record, document and report required to be kept by the AOC holder under the applicable aviation law, regulations or standards.

(d) Failure by any AOC holder to make available to the Authority upon request, all portions of the AOC, Operations and Maintenance Manuals and any required record, document or report is grounds for suspension of all or part of the AOC.

9.1.1.12—(a) Except as provided in paragraph (b) of this section, no AOC holder may conduct a kind of operation for which it holds authority in its operations specifications unless the AOC holder has conducted that kind of operation within the preceding number of consecutive calendar days specified in this paragraph :

Recency of
Operations.

- (1) For scheduled operations—30 days.
- (2) For non-scheduled operations—90 days, except that if the AOC holder has authority to conduct scheduled operations, and has conducted scheduled operations within the previous 30 days, this paragraph does not apply.

(b) If an AOC holder does not conduct a kind of operation for which it is authorized in its operations specifications within the number of calendar days specified in paragraph (a) of this section, it shall not conduct such kind of operation until—

- (1) It advises the Authority at least 5 consecutive calendar days before resumption of that kind of operation ; and
- (2) It makes itself available and accessible for the Authority to conduct a full inspection/ re-examination to determine whether the AOC holder remains properly and adequately equipped and able to conduct a safe operation ; and

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(3) The Authority issues it a re-validation document authorizing such kind of operation.

9.2. AIR OPERATOR CERTIFICATION AND CONTINUED VALIDITY

Applicability. **9.2.1.1.—(a)** Subpart 9.2 provides requirements applicable to the certification and continued validity of all AOC holders.

9.2.2 ADMINISTRATION

Base of Operations. **9.2.2.1.—(a)** Each AOC holder that is not authorised to conduct maintenance under its AOC certificate shall maintain a principal base of operations.

(b) Each AOC holder that is authorised to conduct maintenance under its AOC certificate shall maintain a principal base of operations and maintenance.

(c) An AOC holder may establish a main operations base and a main maintenance base at the same location or at separate locations.

(d) Each AOC holder shall provide written notification of intent to the Authority at least 30 days before it proposes to establish or change the location of either base.

Management Personnel Required for Commercial Air Transport Operations. **9.2.2.2.—(a)** Each AOC holder shall have an accountable manager, acceptable to the Authority, who has corporate authority for ensuring that all flight operations and maintenance activities can be financed and carried out to the highest degree of safety standards required by the Authority.

(b) When conducting commercial air transport operations, the AOC holder shall have qualified personnel, with proven competency in civil aviation, available and serving full-time in the following positions or their equivalent :

- (1) Director of Operations.
- (2) Chief Pilot.
- (3) Director of Maintenance.

(c) The Authority may approve positions or numbers of positions, other than those listed, if the AOC holder is able to show that it can perform the operation with the highest degree of safety under the direction of fewer or different categories of management personnel due to the—

- (1) The kind of operations involved ;
- (2) The number of aircraft used ; and
- (3) The area of operation.

(d) See IS: 9.2.2.2 for additional management personnel requirements.

(e) The individuals who serve in the positions required or approved under this section and anyone in a position to exercise control over operations conducted under the AOC must :

(1) Be qualified through training, experience, and expertise ;
(2) Discharge their duties to meet applicable legal requirements and to maintain safe operations ; and

(3) To the extent of their responsibilities, have a full understanding of the following materials with respect of the AOC holder's operation :

- (i) Aviation safety standards and safe operating practices ;
- (ii) These regulations ;
- (iii) The AOC holder's operations specifications ;
- (iv) All appropriate maintenance and airworthiness requirements of this Part ;
- (v) The manuals requirements of this Part.

(f) Each AOC holder must :

(1) State in the general policy provisions of the operations manual the duties, responsibilities and authority of personnel required by this section ;

(2) List in the operations manual the names and business addresses of the individuals assigned to those positions ; and

(3) Notify the Authority within 10 days of any change in personnel or any vacancy in any position listed.

9.2.2.3—(a) Each AOC holder shall establish a quality system and designate a quality manager to monitor compliance with, and adequacy of, procedures required to ensure safe operational practices and airworthy aircraft. Compliance monitoring shall include a feedback system to the accountable manager to ensure corrective action as necessary.

Quality
System.

(b) Each AOC holder shall ensure that the quality system includes a quality assurance programme that contains procedures designed to verify that all operations are being conducted in accordance with all applicable requirements, standards and procedures.

(c) The quality system, and the quality manager, shall be acceptable to the Authority.

(d) Each AOC holder shall describe the quality system in relevant documentation as outlined in IS: 9.2.2.3.

(e) Notwithstanding (a) above, the Authority may accept the nomination of two Quality Managers, one for operations and one for maintenance, provided that the operator has designated one Quality Management Unit to ensure that the Quality System is applied uniformly throughout the entire operation.

(f) Where the AOC holder is also an AMO, the AOC holder's quality management system may be combined with the requirements of an AMO and submitted for acceptance to the Authority, and State of Registry for aircraft not registered in NIGERIA.

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Submission and Revision of Policy and Procedure Manuals.

9.2.2.4—(a) Each manual required by this part must :

(1) Include instructions and information necessary to allow the personnel concerned to perform their duties and responsibilities with a high degree of safety ;

(2) Be in a form that is easy to revise and contains a system which allows personnel to determine the current revision status of each manual ;

(3) Have a date of the last revision on each page concerned ;

(4) Not be contrary to any applicable Nigeria Civil Aviation regulations and the AOC holder's operations specifications ; and

(5) Each manual will include a reference to appropriate civil aviation regulations.

(b) No person may cause the use of any policy and procedure for flight operations or airworthiness function prior to co-ordination with the Authority.

(c) Each AOC holder shall submit the proposed policy or procedure to the Authority at least 30 days prior to the date of intended implementation.

Retention of Records

9.2.2.5—(a) Each AOC holder shall retain the following records for the period specified in IS: 9.2.2.5.

(1) Flight and duty records.

(2) Flight crew records.

(3) Other AOC holder personnel for which a training programme is required.

(4) Fuel and oil records.

(5) Maintenance records of the aircraft.

(6) Operational flight plan.

(7) Flight Preparation forms listed below —

(i) Completed load manifests.

(ii) Mass and balance records.

(iii) Dispatch releases.

(iv) Flight plans.

(v) Passenger manifests.

(vi) Weather reports.

(8) Aircraft technical logbook, including the following sections listed below—

(i) Journey records section.

(ii) Maintenance records section.

(9) Flight recorder records.

(10) Quality system records.

- (11) Dangerous goods transport document.
- (12) Dangerous goods acceptance checklist.
- (13) Records on cosmic and solar radiation dosage.
- (14) Other records as may be required by the Authority.

(b) For the records identified in paragraph (a)(1),(2) and (3) above, the AOC holder shall maintain :

(1) Current records which detail the qualifications and training of all its employees, and contract employees, involved in the operational control, flight operations, ground operations and maintenance of the air operator.

(2) Records for those employees performing crew member or flight operations officer duties in sufficient detail to determine whether the employee meets the experience and qualification for duties in commercial air transport operations.

(c) Each AOC holder shall maintain records in a manner acceptable to the Authority.

9.2.2.6—(a) Each AOC holder shall retain :

(1) The most recent flight data recorder calibration, including the recording medium from which this calibration is derived ; and

(2) The flight data recorder correlation for one aircraft of any group of aircraft operated by the AOC holder—

- (i) That are of the same type ;
 - (ii) On which the model flight recorder and its installation are the same ;
- and
- (iii) On which there is no difference in type design with respect to the original installation of instruments associated with the recorder.

Note: The flight data recorder calibration and the flight data recorder correlation will be kept as part of the maintenance records for aircraft and its components.

(b) In the event of an accident or incident requiring immediate notification of the Authority, the AOC holder shall remove and keep recorded information from the cockpit voice recorder and flight data recorder for at least 60 days or, if requested by the Authority, for a longer period.

9.2.2.7—(a) The AOC holder shall list in its operations specifications the aircraft make, model and series with the following list of authorisations, conditions and limitations :

- (1) Issuing authority contact details ;
- (2) Operator name and AOC number ;

Cockpit
Voice and
Flight Data
Recorder
Records.

Aircraft
Operated by
the AOC
Holder.

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- (3) Date of issue and signature of the Authority representative ;
- (4) Aircraft model ;
- (5) Types and areas of operations, and
- (6) Special limitations and authorisations.

(b) Each AOC holder shall apply to the Authority for an amendment to its operations specification in advance of any intended change of aircraft.

(c) Aircraft of another certificate holder operated under an interchange agreement shall be incorporated to the operations specifications as required by paragraph (a) above.

Aircraft
Technical
Log.

9.2.2.8—(a) Each AOC holder shall have an aircraft technical log that is carried on the aircraft that contains a journey records section and an aircraft maintenance record section. The journey records section is further described in 9.3.1.5 and the aircraft maintenance record section is further described in 9.4.1.9.

Note: The aircraft technical log may be computerised. The journey records section and the maintenance record section may be combined.

Company
Procedures
Indoctrination.

9.2.2.9—(a) No person may serve nor may any AOC holder use a person in its employ unless that person has completed the company indoctrination curriculum approved by the Authority, appropriate to that person's duties and responsibilities.

(b) The indoctrination curriculum shall include training in knowledge and skills related to human performance, including co-ordination with other AOC personnel.

Note: Indoctrination, initial, recurrent, and other training required for crew members and flight operations officers/ dispatchers is contained in Part 8.

Safety
Management
System.

9.2.2.10—(a) An AOC holder shall implement a safety management system acceptable to the Authority as outlined in Nig.CARs Part 20

(b) The AOC holder's flight data analysis programme shall be non-punitive and contain adequate safeguards to protect the source(s) of data.

Flight Safety
Document
System.

9.2.2.11—(a) An AOC holder shall establish a flight safety document system, acceptable to the Authority, for the use and guidance of operational personnel as part of its safety management system.

(b) The development and organisation of a flight safety document system shall contain the minimum elements of the outline provided in the IS: 9.2.2.11.

9.2.3 AIRCRAFT

9.2.3.1—(a) No person may operate an aircraft in commercial air transport unless that aircraft has an appropriate current airworthiness certificate, is in an airworthy condition, and meets the applicable airworthiness requirements for these operations, including those related to identification and equipment.

Authorised
Aircraft.

(b) No person may operate any specific type of aircraft in commercial air transport until it has completed satisfactory initial certification, which includes the issuance of an AOC listing that type of aircraft.

(c) No person may operate additional or replacement aircraft of a type for which it is currently authorised unless it can show that each aircraft has completed an evaluation process for inclusion in the AOC holder's fleet.

9.2.3.2—Dry Leasing of Foreign Registered Aircraft

Dry Leasing
of Foreign
Registered
Aircraft.

(a) An AOC holder may dry-lease a foreign aircraft for commercial air transport as authorised by the Authority.

(b) No person may be authorised to operate a foreign registered aircraft unless—

(1) There is in existence a current agreement between the Authority and the State of Registry that, while the aircraft is operated by the Nigerian AOC holder, the operations regulations of NIGERIA are applicable ;

(2) There is in existence a current agreement between the Authority and the State of Registry that—

(i) While the aircraft is operated by the AOC holder, the airworthiness regulations of the State of Registry are applicable ; or,

(ii) If the State of Registry agrees to transfer some or all of the responsibility for airworthiness to the Authority under Article 83 bis of the Chicago Convention, the airworthiness regulations of NIGERIA shall apply to the extent agreed upon by the Authority and the State of Registry.

(iii) The agreement acknowledges that the Authority shall have free and uninterrupted access to the aircraft at any place and any time.

(c) *See* IS: 9.2.3.2 for additional requirements for dry leasing of foreign-registered aircraft.

9.2.3.3—(a) No person may interchange aircraft with another AOC holder without the approval of the Authority.

Aircraft
Interchange

(b) *See* IS: 9.2.3.3 for requirements pertaining to aircraft interchange agreements approved by the Authority.

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Wet-Leasing.

9.2.3.4—(a) No holder of an AOC issued under this Part 9 may conduct wet-lease operations on behalf of another air operator (*a wet lease out*) except in accordance with :

- (1) the applicable laws and regulations of the country in which the operation occurs ; and
- (2) the approval of the Authority for the operation, including any restrictions imposed by the Authority.

(b) No holder of an AOC issued under this Part 9 may allow another entity or air operator to conduct wet-lease operations on its behalf (*a wet lease in*) unless—

- (1) That air operator holds an AOC or its equivalent from a Contracting State that authorizes those operations ;
- (2) The AOC holder advises the Authority of such operations and provides a copy of the AOC under which the operation was conducted ;
- (3) Such operation does not exceed a period of 12 months and
- (4) The Authority approves the operations.

(c) *See IS: 9.2.3.4* for additional requirements when wet leasing aircraft.

Emergency
Evacuation
Demonstration

9.2.3.5—(a) No person may use an aircraft type and model in commercial air transport passenger-carrying operations unless it has first conducted, for the Authority, an actual full capacity emergency evacuation demonstration for the configuration in 90 seconds or less.

(b) The full capacity actual demonstration may not be required, if the AOC holder provides a written petition for deviation with evidence that—

- (1) A satisfactory full capacity emergency evacuation for the aircraft to be operated was demonstrated during the aircraft type certification or during the certification of another air operator ; and
- (2) There is an engineering analysis, which shows that an evacuation is still possible within the 90-second standard, if the AOC holder's aircraft configuration differs with regard to number of exits or exit type or number of cabin crew members or location of the cabin crew members.

(c) If a full capacity demonstration is not required, no person may use an aircraft type and model in commercial air transport passenger-carrying operations unless it has first demonstrated to the Authority that its available personnel, procedures and equipment could provide sufficient open exits for evacuation in 15 seconds or less.

(d) No person may use a land plane in extended overwater operations unless it has first demonstrated to the Authority that it has the ability and equipment to efficiently carry out its ditching procedures.

(e) See IS: 9.2.3.5 for additional requirements concerning emergency evacuation demonstrations.

9.2.3.6.—(a) No person may operate an aircraft type in commercial air transport unless it first conducts satisfactory demonstration flights for the Authority in that aircraft type. Demonstration Flights.

(b) No person may operate an aircraft in a designated special area, or using a specialised navigation system, unless it conducts a satisfactory demonstration flight for the Authority.

(c) Demonstration flights required by paragraph (a) shall be conducted in accordance with the regulations applicable to the type of operation and aircraft type used.

(d) The Authority may authorise deviations from this section if the Authority finds that special circumstances make full compliance with this section unnecessary.

(e) *Validation Flights* : When an AOC holder applies for a Special Authorisation such as EDTO, RVSM, CAT III, PBN, etc, the final step of the approval process may be a completion of validation flight(s). The Authority shall perform an assessment of the operator on a flight to verify that such an operation and maintenance procedures and practices are used safely and effectively. The validation flight may be accomplished during a revenue flight, post AOC issuance as determined by the Authority.

(f) See IS: 9.2.3.6 for additional requirements concerning demonstration flights.

9.2.4. FACILITIES AND OPERATIONS SCHEDULES

9.2.4.1.—(a) Each AOC holder shall maintain operational and airworthiness support facilities at the main operating base, appropriate for the area and type of operation. Facilities.

(b) Each AOC holder shall arrange appropriate ground handling facilities at each airport used to ensure the safe servicing and loading of its flights.

(c) Each AOC holder shall not commence a flight unless it has been ascertained by every reasonable means available that the ground and/or water facilities available and directly required on such flight, for the safety operation of the aircraft and the protection of the passengers, are adequate for type of operation under which the flight is to be conducted and are adequately operated for this purpose.

(d) Each AOC holder shall ensure that any inadequacy of facilities observed in the course of operations is reported to the authority responsible without delay.

(e) Each AOC holder shall, as part of its safety management system, assess the level or rescue and fire fighting service (RFFS) protection available at any aerodrome intended to be specified in the operational flight plan in order to ensure that an acceptable level of protection is available for the aircraft intended to be used.

(f) Each AOC holder shall include in its operations manual information related to the level of RFFS protection that is deemed acceptable.

9.2.4.2.—(a) In establishing flight operations schedules, each AOC holder conducting scheduled operations shall allow enough time for the proper servicing of aircraft at intermediate stops, and shall consider the prevailing winds en route and cruising speed for the type of aircraft. This cruising speed may not be more than that resulting from the specified cruising output of the engines.

9.3. AOC FLIGHT OPERATIONS MANAGEMENT

Applicability.

9.3.1.1—(a) Subpart 9.3 provides those certification requirements that apply to management of flight operations personnel and their functions.

Operations Manual.

9.3.1.2.—(a) Each AOC holder shall issue to the crewmembers and persons assigned operational control functions, an Operations Manual acceptable to the Authority.

(b) The Operations Manual shall contain the overall (general) company policies and procedures regarding the flight operations it conducts.

(c) Each AOC holder shall prepare and keep current an Operations Manual which contains the AOC procedures and policies for the use and guidance of its personnel.

(d) Each AOC holder shall issue the Operations Manual, or pertinent portions, together with all amendments and revisions to all personnel that are required to use it.

(e) No person may provide for use of its personnel in commercial air transport any Operations Manual or portion of this manual which has not been reviewed and found acceptable or approved for the AOC holder by the Authority.

(f) Each AOC holder shall ensure that the contents of the Operations Manual includes at least those subjects designated by the Authority that are applicable to the AOC holder's operations.

(g) Unless otherwise acceptable to the Authority, each AOC holder shall provide an Operations Manual containing information on operations administration and supervision, accident prevention and flight safety programmes, personnel training, flight crew and cabin crew member fatigue and flight and duty time limitations, flight operations including operational flight planning, aeroplane performance, routes, guides and charts, minimum flight altitudes, aerodrome operating minima, search and rescue, dangerous goods, navigation, communications, security, and human factors. The operations manual shall encompass the matters set forth above. The operations manual may be published in parts, as a single document, or as a series of volumes. Specific subjects are listed below. Subjects presented with reference to a specific section shall be addressed in accordance with the requirements of the referenced section.

- (1) Aircraft Operating Manual. (9.3.1.4)
- (2) Minimum Equipment List and Configuration Deviation List. (9.3.1.12)
- (3) Training Programme. (9.3.1.3)
- (4) Aircraft Performance Planning Manual. (9.3.1.13)
- (5) Route Guide. (9.3.1.20)
- (6) Dangerous Goods Procedures.
- (7) Accident Reporting Procedures.
- (8) Security Procedures.
- (9) Aircraft Loading and Handling Manual. (9.3.1.15)
- (10) Cabin Crew Member Manual (*if required*). (9.3.1.17)

(i) The Operations Manual shall conform to the outline contained in IS : 9.3.1.2.

(h) An operator shall develop policies and procedures for third parties that perform work on its behalf”

9.3.1.3.—(a) Each AOC holder shall ensure that all operations personnel are properly instructed in their duties and responsibilities and the relationship of such duties to the operation as a whole.

Training Programme.

(b) Each AOC holder shall have a training programme manual approved by the Authority containing the general training, checking, and record keeping policies.

(c) Each AOC holder shall have approval of the Authority prior to using a training curriculum for the purpose of qualifying a crewmember, or person performing operational control functions, for duties in commercial air transport.

(d) Each AOC holder shall submit to the Authority any revision to an approved training programme, and shall receive written approval from the Authority before that revision can be used.

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(e) The training programme manual shall conform to the outline in IS : 9.3.1.3

Aircraft
Operating
Manual.

9.3.1.4.—(a) Each AOC holder or applicant shall submit proposed aircraft operating manuals for each type and variant of aircraft operated, containing the normal, abnormal and emergency procedures relating to the operation of the aircraft for approval by the Authority.

(b) Each Aircraft Operating Manual shall be based upon the aircraft manufacturer's data for the specific aircraft type and variant operated by the AOC holder and shall include specific operating parameters, details of the aircraft systems, and of the check lists to be used applicable to the operations of the AOC that are approved by the Authority. The design of the manual shall observe human factors principles.

(c) The Aircraft Operating Manual shall be issued to the flight crewmembers and persons assigned operational control functions to each aircraft operated by the AOC.

(d) The Aircraft Operating Manual may conform to the outline contained in IS: 9.3.1.4.

Aircraft
Technical
Log Entries
– Journey
Records
Section.

9.3.1.5.—(a) Each AOC holder shall use an aircraft technical log containing a journey records section which includes the following information for each flight: (See 9.4.1.9 for maintenance records section of the aircraft technical log).

- (1) Aircraft nationality and registration ;
- (2) Date ;
- (3) Names of crewmembers ;
- (4) Duty assignments of crewmembers ;
- (5) Place of departure ;
- (6) Place of arrival ;
- (7) Time of departure ;
- (8) Time of arrival ;
- (9) Hours of flight ;
- (10) Nature of flight (private, aerial work, scheduled, non-scheduled) ;
- (11) Incidents, observations, if any ; and
- (12) Signature of person in charge.

(b) Entries in the journey logbook shall be made currently and in ink or indelible pencil.

(c) Completed journey log books shall be retained to provide a continuous record of the last 2 years operations.

<p>9.3.1.6.—(a) The AOC holder shall, for each commercial air transport operation, designate in writing one pilot as the PIC.</p>	<p>Designation of PIC for Commercial Air Transport.</p>
<p>9.3.1.7.—(a) The AOC holder shall schedule, and the PIC shall ensure, that the minimum number of required cabin crew members are on board passenger-carrying flights.</p>	<p>Required Cabin Crew Members.</p>
<p>(b) The number of cabin crew members may not be less than the minimum prescribed by the Authority in the AOC holder’s operations specifications or the following, whichever is greater—</p>	
<p>(c) For a seating capacity of 20 to 50 passengers: 1 cabin crew member; and</p>	
<p>(d) One additional cabin crew member for each unit, or part of a unit, of 50 passenger seat capacity.</p>	
<p>(e) When passengers are on board a parked aircraft, the minimum number of flight attendants shall be one-half that required for the flight operation, but never less than one cabin crew member (or another person qualified in the emergency evacuation procedures for the aircraft).</p>	
<p>9.3.1.8.—(a) No AOC holder may allow the transportation of special situation passengers except—</p>	<p>Carriage of Special Situation Passengers.</p>
<p>(b) As provided in the AOC holder’s Operations Manual procedures ; and</p>	
<p>(c) With the knowledge and concurrence of the PIC.</p>	
<p>9.3.1.9.—(a) Each AOC holder shall have a programme of checking and standardisation of crew members approved by the Authority.</p>	<p>Crew Member Checking and Standardisation Programme.</p>
<p>(b) An AOC holder shall check pilots’ proficiency on those manoeuvres and procedures that are prescribed by the Authority for pilot proficiency checks, which shall include emergency procedures and, where applicable, instrument flight rules.</p>	
<p>9.3.1.10 RESERVED</p>	
<p>9.3.1.11.—(a) Each AOC holder shall issue to the flight crews and make available on each aircraft, the checklist procedures approved by the Authority appropriate to for the type and variant of aircraft.</p>	<p>Cockpit Check Procedure.</p>
<p>(b) Each AOC holder shall ensure that approved procedures include each item necessary for flight crew members to check for safety before starting engines, taking off, or landing, and for engine and systems abnormalities and emergencies.</p>	

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(c) Each AOC holder shall ensure that the checklist procedures are designed so that a flight crew member will not need to rely upon his memory for items to be checked.

(d) Each AOC holder shall make the approved procedures readily useable in the cockpit of each aircraft and the flight crew shall be required to follow them when operating the aircraft.

Minimum
Equipment
List and
Configuration
Deviation
List.

9.3.1.12—(a) Each AOC holder shall provide for the use of the flight crew members, maintenance personnel and persons assigned operational control functions during the performance of their duties, an MEL approved by the Authority.

(b) The MEL shall be specific to the aircraft type and variant which contains the circumstances, limitations and procedures for release or continuance of flight of the aircraft with inoperative components, equipment or instruments.

(c) Each AOC holder may provide for the use of flight crew members, maintenance personnel and persons assigned operational control functions during the performance of their duties a Configuration Deviation List (CDL) specific to the aircraft type if one is provided and approved by the State of Design. An AOC Holder operations manual shall contain those procedures acceptable to the Authority for operations in accordance with the CDL requirements.

Performance
Planning
Manual.

9.3.1.13—(a) Each AOC holder shall provide for the use of the flight crew members and persons assigned operational control functions during the performance of their duties, a performance planning manual acceptable to the Authority.

(b) The performance planning manual shall be specific to the aircraft type and variant and shall contain adequate performance information to accurately calculate the performance in all normal phases of flight operation.

Performance
Data Control
System.

9.3.1.14—(a) Each AOC holder shall have a system approved by the Authority for obtaining, maintaining and distributing to appropriate personnel current performance data for each aircraft, route and airport that it uses.

(b) The system approved by the Authority shall provide current obstacle data for departure and arrival performance calculations.

9.3.1.15— (a) Each AOC holder shall provide for the use of the flight crew members, ground handling personnel and persons assigned operational control functions during the performance of their duties, an aircraft handling and loading manual acceptable to the Authority.

(b) This manual shall be specific to the aircraft type and variant and shall contain the procedures and limitations for servicing and loading of the aircraft.

9.3.1.16—(a) Each AOC holder shall have a system approved by the Authority for obtaining, maintaining and distributing to appropriate personnel current information regarding the mass and balance of each aircraft operated.

Mass and
Balance Data
Control
System.

9.3.1.17—(a) The AOC holder shall issue to the cabin crew members and provide to passenger agents during the performance of their duties, a cabin crew member manual acceptable to the Authority.

Cabin Crew
Member
Manual.

(b) The cabin crew member manual shall contain those operational policies and procedures applicable to cabin crew members and the carriage of passengers.

(c) The AOC holder shall issue to the cabin crew members, a manual specific to the aircraft type and variant which contains the details of their normal, abnormal and emergency procedures and the location and operation of emergency equipment.

9.3.1.18—(a) Each AOC holder shall carry on each passenger carrying aircraft, in convenient locations for the use of each passenger, printed cards supplementing the oral briefing and containing—

Passenger
Briefing
Cards.

- (1) Diagrams and methods of operating the emergency exits ;
- (2) Other instructions necessary for use of the emergency equipment, and
- (3) Information regarding the restrictions and requirements associated with sitting in an exit seat row.

(b) Each AOC holder shall ensure that each card contains information that is pertinent only to the type and variant of aircraft used for that flight.

(c) See IS: 9.3.1.18 for specific information to be included on passenger information cards regarding exit row seating.

9.3.1.19—(a) Each AOC holder shall have a system approved by the Authority for obtaining, maintaining and distributing to appropriate personnel current aeronautical data for each route and aerodrome that it uses.

Aeronautical
Data Control
System.

(b) See IS: 9.3.1.19 for the specific aerodrome information to be contained in the aeronautical data control system.

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Route Guide
- Areas,
Routes and
Aerodromes.

9.3.1.20—(a) Each AOC holder shall provide for the use of the flight crew members and persons assigned operational control functions during the performance of their duties, a route guide and aeronautical charts approved by the Authority.

(b) The AOC holder shall keep the route guide and aeronautical charts current and appropriate for the proposed types and areas of operations to be conducted by the AOC holder. This information is issued as part of the operations manual or maybe separate.

(c) This information shall contain at least the information outlined in IS : 9.3.1.20.

Weather
Reporting
Sources.

9.3.1.21—(a) Each AOC holder shall use sources approved the Authority for the weather reports and forecasts used for decisions regarding flight preparation, routing and terminal operations.

(b) For passenger carrying operations, the AOC holder shall have an approved system for obtaining forecasts and reports of adverse weather phenomena that may affect safety of flight on each route to be flown and airport to be used.

(c) See IS: 9.3.1.21 for sources of weather reports satisfactory for flight planning or controlling flight movement.

Deicing and
Anti-icing
Programme.

9.3.1.22—(a) Each AOC holder planning to operate an aircraft in conditions where frost, ice, or snow may reasonably be expected to adhere to the aircraft shall—

- (1) Use only aircraft adequately equipped for such conditions ;
- (2) Ensure flight crew is adequately trained for such conditions ; and
- (3) Have an approved ground deicing and anti-icing programme.

(b) See IS: 9.3.1.22 for detailed requirements pertaining to the AOC holder's deicing programme.

Flight
Supervision
and
Monitoring
System.

9.3.1.23—(a) Each AOC holder shall have an adequate system approved by the Authority for proper dispatch and monitoring of the progress of the flights.

(b) The dispatch and monitoring system shall have enough dispatch centres, adequate for the operations to be conducted, located at points necessary to ensure adequate flight preparation, dispatch and in-flight contact with the flight operations.

(c) Each AOC holder shall provide enough qualified flight operations officers at each dispatch centre to ensure proper operational control of each flight.

(d) See IS: 9.3.1.23 for detailed requirements pertaining to the AOC holder's flight monitoring system.

9.3.1.24—(a) For the purpose of managing fatigue-related safety risks, an AOC holder shall establish either :

Managing
Fatigue-
Related
Safety Risks.

(1) flight time, flight duty period, duty period and rest period limitations that are within the prescriptive fatigue management regulations in 8.12 ; or

(2) a Fatigue Risk Management System (FRMS) in compliance with 8.11.1.2(e) ; or

(3) an FRMS in compliance with 8.11.1.2(e) for part of its operations and the requirements of 8.12 for the remainder of its operations.

(b) Where the operator adopts prescriptive fatigue management regulations for part or all of its operations, the Authority may approve, in exceptional circumstances, variations to these regulations on the basis of a risk assessment provided by the operator. Approved variations shall provide a level of safety equivalent to, or better than, that achieved through the prescriptive fatigue management regulations.

(c) The Authority shall approve an operator's FRMS before it may take the place of any or all of the prescriptive fatigue management regulations. An approved FRMS shall provide a level of safety equivalent to, or better than, the prescriptive fatigue management regulations.

(d) Operators using an FRMS must adhere to the following provisions of the FRMS approval process that allows the Authority to ensure that the approved FRMS meets the requirements of 8.11.1.2(c).

(1) Establish maximum values for flight times and/or flight duty period(s) and duty period(s), and minimum values for rest periods that shall be based upon scientific principles and knowledge, subject to safety assurance processes.

(2) Adhere to the Authority mandates to decrease maximum values and increase in minimum values in the event that the operator's data indicates these values are too high to too low, respectively ; and

(3) Provide justification to the Authority for any increase in maximum values or decrease in minimum values based on accumulated FRMS experience and fatigue-related data before such changes will be approved by the Authority.

(e) Operators implementing an FRMS to manage fatigue-related safety risks shall, as a minimum :

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- (1) Incorporate scientific principles and knowledge within the FRMS;
 - (2) Identify fatigue-related safety hazards and the resulting risks on an ongoing basis ;
 - (3) Ensure that the remedial actions, necessary to effectively mitigate the risks associated with the hazards, are implemented promptly ;
 - (4) Provide for continuous monitoring and regular assessment of the mitigation of fatigue risks achieved by such actions ; and
 - (5) Provide for continuous improvement to the overall performance of the FRMS.
- (f) *See* detailed IS: 9. 3.1.24 requirements pertaining to FRMS.

Communica-
tions
Facilities.

9.3.1.25—(a) Each AOC holder's flights shall be able to have two-way radio communications with all ATC facilities along the routes and alternate routes to be used.

(b) For passenger carrying operations, each AOC holder shall be able to have rapid and reliable radio communications with all flights over the AOC's entire route structure under normal operating conditions. This radio communication system shall be independent from the ATC system.

(c) Each AOC holder engaged in international air navigation shall at all times have available for immediate communication to rescue coordination centres, information on the emergency and survival equipment carried on board any of their aeroplanes including, as applicable —

- (1) The number, colour and types of life rafts and pyrotechnics ;
- (2) Details of emergency water and medical supplies ; and
- (3) The type and frequencies of the emergency portable radio equipment.

Routes and
Areas of
Operations.

9.3.1.26—(a) An AOC holder may conduct operations only along such routes and within such areas for which—

- (1) Ground facilities and services, including meteorological services, are provided which are adequate for the planned operation ;
- (2) The performance of the aircraft intended to be used is adequate to comply with minimum flight altitude requirements ;
- (3) The equipment of the aircraft intended to be used meets the minimum requirements for the planned operation ;
- (4) Appropriate and current maps and charts are available;
- (5) If two-engine aircraft are used, adequate airports are available within the time/distance limitations ; and
- (6) If single-engine aircraft are used, surfaces are available which permit a safe forced landing to be executed.

(b) No person may conduct commercial air transport operations on any route or area of operation unless those operations are in accordance with any restrictions imposed by the Authority.

9.3.1.27—(a) Each AOC holder shall ensure, for each proposed route or area, that the navigational systems and facilities it uses are capable of navigating the aircraft—

Navigation Accuracy.

(b) Within the degree of accuracy required for ATC ; and

(c) To the airports in the operational flight plan within the degree of accuracy necessary for the operation involved.

(d) In situations without adequate navigation systems reference, the Authority may authorise day VFR operations that can be conducted safely by pilotage because of the characteristics of the terrain.

(e) Except for those navigational aids required for routes to alternate airports, the Authority will list in the AOC holder’s operations specifications nonvisual ground aids required for approval of routes outside of controlled airspace.

(f) Non-visual ground aids are not required for night VFR operations on routes that the certificate holder shows have reliably lighted landmarks adequate for safe operation.

(g) Operations on route segments where the use of celestial or other specialised means of navigation is required shall be approved by the Authority.

9.4 AOC MAINTENANCE REQUIREMENTS

9.4.1.1—(a) This Subpart provides those certification and maintenance requirements that apply to an AOC holder utilising an AMO or an equivalent system.

Applicability.

9.4.1.2—(a) Each AOC holder shall ensure the airworthiness of the aircraft and the serviceability of both operational and emergency equipment by—

Maintenance Responsibility

(1) Assuring the accomplishment of preflight inspections ;

(2) Assuring the correction of any defect and/or damage affecting safe operation of an aircraft to an approved standard, taking into account the MEL and CDL if available for the aircraft type ;

(3) Assuring the accomplishment of all maintenance in accordance with the approved operator’s aircraft maintenance programme ;

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(4) The analysis of the effectiveness of the AOC holder's approved aircraft maintenance programme ;

(5) Assuring the accomplishment of any operational directive, airworthiness directive and any other continued airworthiness requirement made mandatory by the Authority ; and

(6) Assuring the accomplishment of modifications in accordance with an approved standard and, for non-mandatory modifications, the establishment of an embodiment policy.

(b) Each AOC holder shall ensure that the Certificate of Airworthiness for each aircraft operated remains valid in respect to—

(1) The requirements in paragraph (a) ;

(2) The expiration date of the Certificate ; and

(3) Any other maintenance condition specified in the Certificate.

(c) Each AOC holder shall ensure that the requirements specified in paragraph (a) are performed in accordance with procedures approved by or acceptable to the Authority.

(d) Each AOC holder shall ensure that the maintenance, preventive maintenance, and modification of its aircraft/aeronautical products are performed in accordance with its maintenance control manual and/or current instructions for continued airworthiness, and applicable aviation regulations.

(e) Each AOC holder may make an arrangement with another person or entity for the performance of any maintenance, preventive maintenance, or modifications ; but shall remain responsible of all work performed under such arrangement.

(f) Each AOC holder shall have its aircraft maintained and released to service by either an AMO certificated under Part 6 of these regulations or by an equivalent system. If an equivalent system to an AMO is used, the AOC holder shall ensure that the person signing the maintenance release is licensed in accordance with Part 2 of these regulations.

Approval
and
Acceptance
of AOC
Maintenance
Systems.

9.4.1.3—(a) An AOC holder shall not operate an aircraft, except for pre-flight inspections, unless it is maintained and released to service by an AMO or equivalent system of maintenance that is approved by the State of Registry and is acceptable to the Authority.

(b) For aircraft registered in Nigeria, an AMO or an equivalent system of maintenance shall be approved by the Authority.

(c) For aircraft not registered in Nigeria, an AMO or an equivalent system of maintenance shall be approved by the State of Registry of the aircraft, and such approval will be accepted by the Authority.

(d) When the Authority or the State of Registry accepts an equivalent system of maintenance, the persons designated to sign a maintenance release or airworthiness release shall be licensed in accordance with Part 2 of these regulations, as appropriate.

9.4.1.4—(a) Each Nigerian AOC holder shall provide to the Authority, and to the State of Registry of the aircraft, if different from the Authority, an AOC holder's maintenance control manual and subsequent amendments, for the use and guidance of maintenance and operational personnel concerned, containing details of the organisation's structure including :

Maintenance
Control
Manual.

(1) The accountable manager and designated person(s) responsible for the maintenance system as required by 9.2.2.2.

(2) Procedures to be followed to satisfy the maintenance responsibility of 9.4.1.2, except where the AOC holder is an AMO, and has the quality functions of 9.2.2.3. Such procedures may be included in the AMO procedures manual.

(3) Procedures for the reporting of failures, malfunctions, and defects in accordance with 5.5.1.5, to the Authority, State of Registry and the State of Design within 72 hours of discovery; in addition, items that warrant immediate notification to the Authority by telephone/telex/fax, with a written follow-on report as soon as possible but no later than within 72 hours of discovery, are—

- (i) Primary structural failure ;
- (ii) Control system failure ;
- (iii) Fire in the aircraft ;
- (iv) Engine structure failure ; or
- (v) Any other condition considered an imminent hazard to safety.

(4) The design of the maintenance control manual shall observe Human Factors principles.

(b) The AOC holder's maintenance control manual shall contain the following information which may be issued in separate parts—

(1) A description of the administrative agreements between the AOC holder and the AMO, or a description of the maintenance procedures and the procedures for completing and signing a maintenance release when maintenance is based on a system other than that of an AMO ;

(2) A description of the procedures to ensure each aircraft they operate is in an airworthy condition ;

(3) A description of the procedures to ensure the emergency equipment for each flight is serviceable ;

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(4) The names and duties of the person or persons required to ensure that all maintenance is carried out in accordance with the maintenance control manual ;

(5) A reference to the maintenance programme required in 9.4.1.12 ;

(6) A description of the methods for completion and retention of the operator's maintenance records required by 9.4.1.8 ;

(7) A description of the procedures for monitoring, assessing and reporting maintenance and operational experience for all aircraft over 5,700 kg maximum certificated take-off mass ;

(8) A description of the procedures for obtaining and assessing continued airworthiness information and implementing any resulting actions considered necessary by the State of Registry for all aircraft over 5,700 kg maximum certificated take-off mass, from the organisation responsible for the type design, ;

(9) A description of the procedures for implementing mandatory continuing airworthiness as required in 9.4.1.2(a)(5) ;

(10) A description of the procedures establishing and maintaining a system of analysis and continued monitoring of the performance and efficiency of the maintenance programme in order to correct any deficiency in that programme ;

(11) A description of aircraft types and models to which the manual applies ;

(12) A description of the procedures for ensuring that unserviceabilities affecting airworthiness are recorded and rectified ; and

(13) A description of the procedures for advising the State of Registry of significant in-service occurrences.

(c) No person may provide for use of its personnel in commercial air transport any Maintenance Control Manual or portion of this manual which has not been reviewed and approved for the AOC holder by the Authority. Copies of all amendments to the operator's maintenance control manual shall be furnished promptly to all organizations or persons to whom the manual has been issued.

(d) *See IS: 9.4.1.4* for an outline of specific subjects to be contained as appropriate in the AOC holder's maintenance control manual.

Maintenance
Management.

9.4.1.5—(a) The AOC holder, approved as an AMO, may carry out the requirements specified in 9.4.1.2 (a)(2),(3),(5)and (6).

(b) If the AOC holder is not an AMO, the AOC holder shall meet its responsibilities under in 9.4.1.2 (a)(2),(3),(5)and (6) by using —

(1) An equivalent system of maintenance approved or accepted by the Authority ; or

(2) Through an arrangement with an AMO with a written maintenance contract agreed between the AOC holder and the contracting AMO detailing the required maintenance functions and defining the support of the quality functions approved or accepted by the Authority.

(c) Each AOC holder shall employ a person or group of persons, acceptable to the Authority, to ensure that all maintenance is carried out to an approved standard such that the maintenance requirements of 9.4.1.2 and requirements of the AOC holder's maintenance control manual are satisfied, and to ensure the functioning of the quality system.

(d) Each AOC holder shall provide suitable office accommodation at appropriate locations for the personnel specified in paragraph (c).

(e) Each AOC holder shall establish a safety management system for the maintenance of aircraft that is accordance with the provisions of Part 20 of these regulations and that is acceptable to the authority.

9.4.1.6—Reserved

9.4.1.7—Reserved

9.4.1.8—(a) Each AOC holder shall ensure that a system has been established to keep, in a form acceptable to the Authority, the following records : Maintenance
Records.

(1) The total time in service (hours, calendar time and cycles, as appropriate) of the aircraft and all life-limited components ;

(2) The current status of compliance with all mandatory continuing airworthiness information ;

(3) Appropriate details of modifications and repairs to the aircraft and its major components ;

(4) The time in service (hours, calendar time and cycles, as appropriate) since last overhaul of the aircraft or its components subject to mandatory overhaul life ;

(5) The current aircraft status of compliance with the maintenance programme ; and

(6) The detailed maintenance records to show that all requirements for signing of a maintenance release and airworthiness release have been met.

(b) Each AOC holder shall ensure that items in (a)(1-5) shall be kept for a minimum of 90 days after the unit to which they refer has been permanently withdrawn from service, and the records in (a)(6) shall be kept for a minimum of 1 year after the signing of the maintenance release and/or airworthiness release.

(c) Each AOC holder shall ensure that in the event of temporary change of operator, the records specified in paragraph (a) shall be made available to the new operator.

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(d) Each AOC holder shall ensure that when an aircraft is permanently transferred from one operator to another operator, the records specified in paragraph (a) are also transferred.

(e) An operator shall ensure that the following records are kept: in respect of the entire helicopter :

- (1) The total time in service ;
- (2) In respect of the major components of the helicopter :
 - (i) the total time in service ;
 - (ii) the date of the last overhaul ;
 - (iii) the date of the last inspection ;

(3) In respect of those instruments and equipment, the serviceability and operating life of which are determined by their time in service :

- (i) such records of the time in service as are necessary to determine their serviceability or to compute their operating life ;
- (ii) the date of the last inspection.

Aircraft
Technical
Log
Entries—
Maintenance
Record
Section.

9.4.1.9—(a) Each AOC holder shall use an aircraft technical log which includes an aircraft maintenance record section containing the following information for each aircraft :

- (1) Information about each previous flight necessary to ensure continued flight safety.
- (2) The current aircraft maintenance release and/or an airworthiness release.
- (3) The current inspection status of the aircraft, to include inspections due to be performed on an established schedule and inspections that are due to be performed that are not on an established schedule, except that the Authority may agree to the maintenance statement being kept elsewhere.
- (4) The current maintenance status of the aircraft, to include maintenance due to be performed on an established schedule and maintenance that is due to be performed that is not on an established schedule except that the Authority may agree to the maintenance statement being kept elsewhere.
- (5) All deferred defects that affect the operation of the aircraft.

(b) The aircraft technical log and any subsequent amendment shall be approved by the Authority.

(c) Each person who takes action in the case of a reported or observed failure or malfunction of an aircraft/ aeronautical product, that is critical to the safety of flight shall make, or have made, a record of that action in the maintenance section of the aircraft technical log.

(d) Each AOC holder shall have a procedure for keeping adequate copies of required records to be carried aboard, in a place readily accessible to each flight crewmember and shall put that procedure in the AOC holder's operations manual.

9.4.1.10.— (a) No AOC holder shall operate an aircraft unless it has both a maintenance release, if maintenance has been performed prior to the flight, and a valid airworthiness release, as follows :

Release to Service.

(1) Maintenance Release :

(i) An AOC holder shall not operate an aircraft unless it is maintained and released to service by an organisation approved in accordance with Part 6 of these regulations, or under an equivalent system, either of which shall be acceptable to or approved by the State of Registry.

(ii) An AOC holder using an AMO shall not operate an aircraft after release under subparagraph (i) unless a Certificate of Release to Service has been prepared in accordance with the AOC maintenance control manual procedures and a logbook entry in the maintenance records section of the aircraft technical log has been made.

(iii) An AOC holder using an equivalent system shall not operate an aircraft after release under subparagraph (i) unless a logbook entry in the maintenance records section of the aircraft technical log is prepared or caused to be prepared by an appropriately licensed and rated individual in accordance with Part 2 of these regulations, as appropriate. This maintenance release shall be made in accordance with the AOC maintenance control manual procedures.

(iv) The AOC holder shall ensure that the PIC of the aircraft has reviewed the maintenance section of the aircraft technical log and determined that any maintenance performed has been appropriately documented.

(2) Airworthiness Release

(i) An AOC holder shall not operate an aircraft unless the PIC is in possession of a valid airworthiness release to indicate that any maintenance, preventative maintenance or inspections performed on the aircraft have been satisfactorily performed and appropriately documented.

9.4.1.11—(a) All modifications and repairs shall comply with airworthiness requirements acceptable to the State of Registry. Procedures shall be established to ensure that the substantiating data supporting compliance with the airworthiness requirements are retained. However, in the case of a major repair or major modification, the work must have been done in accordance with technical data approved by the Authority.

Modification and Repairs.

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(b) An AOC holder may be authorised to perform maintenance, preventive maintenance, and modifications of any aircraft, airframe, aircraft engine, propeller, appliance, component, or part thereof, under the AOC provided :

(1) It is performed under a maintenance system, acceptable to the State of Registry, that is equivalent to that of an Approved Maintenance Organisation (AMO) established in accordance with Part 6 of these regulations, and

(2) It is performed in accordance with the approved AOC's operations specifications.

(c) An AOC holder using a maintenance system acceptable to the State of Registry and equivalent to that of an AMO that wishes to approve for return to service major repairs or major modifications to an aircraft registered in Nigeria shall use a current and valid licensed AME with an airframe and powerplant rating and shall be qualified in accordance with Part 2 of these regulations.

(d) Each AOC holder shall, promptly upon its completion, prepare a report of each major modification or major repair of an airframe, aircraft engine, propeller, or appliance of an aircraft that it operates.

(e) The AOC holder shall submit a copy of each report of a major modification to the Authority, and shall keep a copy of each report of a major repair available for inspection.

(f) The Authority issuing an approval for the design of a modification, of a repair or of a replacement part shall do so on the basis of satisfactory evidence that the aircraft is in compliance with airworthiness requirements used for the issuance of the Type Certificate, its amendments or later requirements when determined by the State.

Aircraft
Maintenance
Programme.

9.4.1.12—(a) Each AOC holder's aircraft maintenance programme and any subsequent amendment shall be submitted to the State of Registry for approval. Acceptance by the Authority will be conditioned upon prior approval by the State of Registry, or where appropriate, upon the AOC holder complying with recommendations provided by the State of Registry.

(b) The Authority will require an operator to include a reliability programme when the Authority determines that such a reliability programme is necessary. When such a determination is made by the Authority the AOC holder shall provide such procedures and information in the AOC holder's maintenance control manual.

(c) Each AOC holder shall ensure that each aircraft is maintained in accordance with the AOC holder's approved maintenance programme which shall include—

- (1) Maintenance tasks and the intervals in which these are to be performed, taking into account the anticipated utilisation of the aircraft ;
- (2) When applicable, a continuing structural integrity programme ;
- (3) Procedures for changing or deviating from subparagraphs (c)(1) and (c)(2) ; and
- (4) When applicable, condition monitoring and reliability programme for aircraft systems, components, and powerplants.

(d) Repetitive maintenance tasks that are specified in mandatory intervals as a condition of approval of the type design shall be identified as such.

(e) No person may provide for use of its personnel in commercial air transport a Maintenance Programme or portion thereof which has not been reviewed and approved for the AOC holder by the Authority. The design and application of the operator's maintenance programme shall observe Human Factors principles.

(f) Approval by the Authority of an AOC holder's maintenance programme and any subsequent amendments shall be noted in the AOC certificate pursuant to 9.1.1.7(b)(6) of these regulations.

(g) Each AOC holder shall have an inspection programme and a programme covering other maintenance, preventive maintenance, and modifications to ensure that—

- (1) Maintenance, preventive maintenance, and modifications performed by it, or by other persons, are performed in accordance with the AOC holder's maintenance control manual ;
- (2) Each aircraft released to service is airworthy and has been properly maintained for operation.

(h) The Authority may amend any specifications issued to an AOC holder to permit deviation from those provisions of this Subpart that would prevent the return to service and use of airframe components, powerplants, appliances, and spare parts thereof because those items have been maintained, altered, or inspected by persons employed outside Nigeria who do not hold a Nigerian AME licence. Each AOC holder who is granted authority under this deviation shall provide for surveillance of facilities and practices to assure that all work performed on these parts is accomplished in accordance with the AOC holder's maintenance control manual.

(i) Copies of all amendments to the AOC holder's maintenance programme shall be furnished promptly to all organizations or persons to whom the maintenance programme has been issued.

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(j) The maintenance programme shall be based on maintenance programme information made available by the State of Design or by the organisation responsible for the type design, and any additional applicable experience.

Reliability
Programme.

9.4.1.13.—(a) A maintenance programme for each aircraft shall contain when applicable, condition monitoring and reliability programme descriptions for aircraft systems, components and powerplants.

(b) Reliability programmes shall be developed for aircraft maintenance programmes based upon maintenance steering groups (MSG) logic or those that include condition monitored components or that does not contain overhaul time periods for all significant system components.

(c) Reliability programmes need not be developed for aircraft not considered as large aircraft or that contain overhaul time periods for all significant aircraft system components.

(d) The purpose of a reliability programme is to ensure that the aircraft maintenance programme tasks are effective and their periodicity is adequate.

(e) The reliability programme may result in the escalation or deletion of maintenance tasks, as well as de-escalation or addition of maintenance tasks.

(f) A reliability programme provides an appropriate means of monitoring the effectiveness of the maintenance programme.

Authority to
Perform and
Approve
Maintenance,
Preventive
Maintenance,
and
Modifications.

9.4.1.14.—(a) An AOC holder which is not approved as an AMO may perform and approve maintenance, preventive maintenance, or modifications of any aircraft, airframe, aircraft engine, propeller, appliance, or component, or a part thereof for return to service, if approved in the operations specifications, as provided in its maintenance programme and maintenance control manual.

(b) An AOC holder may make arrangements with an AMO (appropriately rated) for the performance of maintenance, preventive maintenance, or modifications of any aircraft, airframe, aircraft engine, propeller, appliance, or component, or part thereof as provided in its maintenance programme and maintenance control manual.

(c) An AOC holder which is not approved as an AMO shall use an appropriately licensed and rated individual in accordance with Part 2 of these regulations, as appropriate, to approve maintenance, preventive maintenance, or modifications of any aircraft, airframe, aircraft engine, propeller, or appliance for return to service after performing or supervising in accordance with technical data approved by the Authority.

9.4.1.15—(a) Each person who is directly in charge of maintenance, preventive maintenance, or modification, of any aircraft, airframe, aircraft engine, propeller, appliance, or component, or part thereof and each person performing required inspections and approving for return to service the maintenance performed shall be an appropriately licensed and rated aircraft maintenance engineer or repair specialist in accordance with Part 2 of these regulations, as appropriate, and acceptable to the Authority.

Licence
Requirements
for an
AIRCRAFT
MAINTENANCE
ENGINEER—
AOC
Holder
Using
Equivalent
System.

(b) A person who is directly in charge shall be on site but need not physically observe and direct each worker constantly, but shall be available for consultation and decision on matters requiring instruction or decision from higher authority than that of the persons performing the work.

(c) For purposes of this section, a person “directly in charge” is each person assigned to a position in which he is responsible for the work of a shop or station that performs maintenance, preventive maintenance, modifications, or other functions affecting aircraft airworthiness.

9.4.1.16—(a) No person may assign, nor shall any person perform maintenance functions for aircraft certified for commercial air transport, unless that person has had a minimum rest period of 8 hours prior to the beginning of duty.

Rest and
Duty
Limitations
for Persons
Performing
Maintenance
Functions
on AOC
Holder
Aircraft.

(b) No person may schedule a person performing maintenance functions for aircraft certified for commercial air transport for more than 12 consecutive hours of duty.

(c) In situations involving unscheduled aircraft unserviceability, persons performing maintenance functions for aircraft certified for commercial air transport may be continued on duty for—

- (1) Up to 16 consecutive hours ; or
- (2) 20 hours in 24 consecutive hours.

(d) Following unscheduled duty periods, the person performing maintenance functions for aircraft shall have a mandatory rest period of 10 hours.

(e) The AOC holder shall relieve the person performing maintenance functions from all duties for 24 consecutive hours during any 7 consecutive day periods.

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Ageing
Aircraft
Airworthiness
And Safety
Improvements.

9.4.1.17—(a) This sub-section requires persons holding an air operator certificate under part 9 of these regulations to support the continued airworthiness of each airplane. These requirements may include, but are not limited to, revising the maintenance program required by 9.4.1.12 of this part, incorporating design changes, and incorporating revisions to Instructions for Continued Airworthiness.

(b) All AOC holder shall comply with the ageing airplane inspections and records reviews requirements as contained in IS 9.4.1.17(b).

(c) All AOC holder shall comply with the repair assessment for pressurized fuselage requirements as contained in IS 9.4.1.17(c)

(d) All AOC holder shall comply with the supplemental inspections requirements as contained in IS 9.4.1.17(d).

(e) All AOC holder shall comply with the Electrical wiring interconnection systems (EWIS) maintenance program requirements as contained in IS 9.4.1.17(e)

(f) All AOC holder shall comply with the Fuel tank system maintenance program requirements as contained in IS 9.4.1.17(f).

(g) All AOC holder shall comply with the Limit of validity requirements as contained in IS 9.4.1.17(g)

(h) All AOC holder shall comply with the Flammability reduction means requirements as contained in IS 9.4.1.17(h)

9.5 AOC SECURITY MANAGEMENT

Applicability.

9.5.1.1—(a) Subpart 9.5 provides those certification requirements that apply to the AOC holder's protection of aircraft, facilities and personnel from unlawful interference.

Security
Requirements.

9.5.1.2—(a) Each AOC holder shall ensure that all appropriate personnel are familiar, and comply with, the relevant requirements of the national security programmes of Nigeria.

Security
Training
Programmes.

9.5.1.3—(a) Each AOC holder shall establish, maintain and conduct approved training programmes which enable the operator's personnel to take appropriate action to prevent acts of unlawful interference such as sabotage or unlawful seizure of aircraft and to minimise the consequences of such events should they occur.

(b) As a minimum, the security training programme shall include :

- (1) Determination of the seriousness of any occurrence ;
- (2) Crew communication and coordination ;
- (3) Appropriate self-defence responses ;
- (4) Use of non-lethal protective devices assigned to crew members whose use is authorised by the Authority ;
- (5) Live situational training exercises regarding various threat conditions;
- (6) Flight deck procedures to protect the aircraft ;
- (7) Aircraft search procedures and guidance on least-risk bomb locations where practicable ;
- (8) Understanding of behaviour of terrorists so as to facilitate the ability of crewmembers to cope with hijacker behaviour and passenger responses, and
- (9) Crew preventative measures and techniques in relation to passengers, baggage, cargo, mail, equipment, stores and supplies intended for carriage on an aircraft.

9.5.1.4.—(a) Following an act of unlawful interference on board an aircraft the PIC or, in his absence, the AOC holder shall submit, without delay, a report of such an act to the designated local authority and the Authority in the State of the operator.

Reporting Acts of unlawful Interference.

9.5.1.5.—(a) Each AOC holder shall ensure that all aircraft carry a checklist of the procedures to be followed for that type aircraft in searching for concealed weapons, explosives, or other dangerous devices.

Aircraft Search Procedure Checklist.

(b) The checklist shall be supported by guidance on the appropriate course of action to be taken should a bomb or suspicious object be found and information on the least-risk bomb location specific to the aeroplane.

9.5.1.6.—(a) The flight crew compartment door on aircraft operated for the purpose of carrying passengers shall be capable of being locked from within the compartment in order to prevent unauthorised access.

Flight Crew Compartment Doors, If Installed—Security Procedures.

(b) Each AOC holder shall have an approved means by which the cabin crew can discreetly notify the flight crew in the event of suspicious activity or security breaches in the cabin.

(c) All passenger carrying aeroplanes shall be equipped with an approved flight crew compartment door, where practicable, that is designed to resist penetration by small arms fire and grenade shrapnel, and to resist forcible intrusions by unauthorised persons. This door shall be capable of being locked and unlocked from either pilot's station.

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(1) The door shall be closed and locked from the time all external doors are closed following embarkation until any such door is opened for disembarkation, except when necessary to permit access and egress by authorised persons ; and

(2) Means shall be provided for monitoring from either pilot's station the entire door area outside the flight crew compartment to identify persons requesting entry and to detect suspicious behaviour or potential threat.

Flight Crew
Compartment
Doors, Large
Aeroplanes—
Security
Procedures.

9.5.1.7.—(a) All aeroplanes certificated with a maximum certificated take-off mass in excess of 45 500 kg or with a passenger seating capacity greater than 60 shall be equipped with an approved flight crew compartment door that is designed to resist penetration by small arms fire and grenade shrapnel, and to resist forcible intrusions by unauthorised persons. This door shall be capable of being locked and unlocked from either pilot's station.

(1) The door shall be closed and locked from the time all external doors are closed following embarkation until any such door is opened for disembarkation, except when necessary to permit access and egress by authorised persons ; and

(2) Means shall be provided for monitoring from either pilot's station the entire door area outside the flight crew compartment to identify persons requesting entry and to detect suspicious behaviour or potential threat.

Carriage of
Weapons.

9.5.1.8.—(a) Where an operator accepts the carriage of weapons removed from passengers, the aeroplane shall have provision for stowing such weapons in a place so that they are not accessible to any person during flight time.

AOC
Dangerous
Goods
Manage-
ment.

9.6. AOC DANGEROUS GOODS MANAGEMENT

Applicabil-
ity.

9.6.1.1.—(a) Subpart 9.6 provides those certification requirements that apply to management and transport of dangerous goods.

Approval to
Transport
Dangerous
Goods.

9.6.1.2.—(a) No AOC holder may transport dangerous goods unless approved to do so by the Authority.

Scope.

9.6.1.3.—(a) Each AOC holder shall comply with the provisions contained in the ICAO Technical Instructions for the Safe Transport of Dangerous Goods By Air, ICAO Doc. 9284 (Technical Instructions) on all occasions when dangerous goods are carried, irrespective of whether the flight is wholly or

partly within or wholly outside the territory of Nigeria. Where dangerous goods are to be transported outside the territory of Nigeria, the AOC holder shall review and comply with the appropriate variations noted by contracting states contained in Attachment 3 to the Technical Instructions.

(b) Articles and substances which would otherwise be classified as dangerous goods are excluded from the provisions of Subpart 9.6, to the extent specified in the Technical Instructions, provided they are—

- (1) Required to be aboard the aircraft for operating reasons ;
- (2) Carried as catering or cabin service supplies ;
- (3) Carried for use in flight as veterinary aid or as a humane killer for an animal ; or
- (4) Carried for use in flight for medical aid for a patient, provided that—
 - (i) Gas cylinders have been manufactured specifically for the purpose of containing and transporting that particular gas ;
 - (ii) Drugs, medicines and other medical matter are under the control of trained personnel during the time when they are in use in the aircraft ;
 - (iii) Equipment containing wet cell batteries is kept and, when necessary secured, in an upright position to prevent spillage of the electrolyte ; and
 - (iv) Proper provision is made to stow and secure all the equipment during take-off and landing and at all other times when deemed necessary by the PIC in the interests of safety ; or
 - (v) They are carried by passengers or crewmembers.

(c) Articles and substances intended as replacements for those in paragraph

(b)(1) may be transported on an aircraft as specified in the Technical Instructions.

9.6.1.4—(a) Each AOC holder shall take all reasonable measures to ensure that articles and substances that are specifically identified by name or generic description in the Technical Instructions as being forbidden for transport under any circumstances are not carried on any aircraft.

(b) Each AOC holder shall take all reasonable measures to ensure that articles and substances or other goods that are identified in the Technical Instructions as being forbidden for transport in normal circumstances or infected live animals are transported only when—

- (1) They are exempted by the States concerned under the provisions of the Technical Instructions ; or
- (2) The Technical Instructions indicate they may be transported under an approval issued by the State of Origin.

Limitations
on the
Transport of
Dangerous
Goods.

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Classification. **9.6.1.5—(a)** Each AOC holder shall ensure that articles and substances are classified as dangerous goods as specified in the Technical Instructions.

Packing. **9.6.1.6—(a)** Each AOC holder shall ensure that dangerous goods are packed as specified in the Technical Instructions.

(b) Packing used for the transport of dangerous goods shall :

(1) Be of good quality and shall be constructed and securely closed so as to prevent leakage which might be caused in normal conditions of transport, by changes in temperature, humidity or pressure, or by vibration.

(2) Be suitable for the contents. Packaging in direct contact with dangerous goods shall be resistant to any chemical or other action of such goods.

(3) Meet the material and construction specifications in the Technical Instructions.

(4) Be tested in accordance with the provisions of the Technical Instructions.

(5) For which retention of a liquid is a basic function, shall be capable of withstanding, without leaking, the pressure stated in the Technical Instructions.

(6) For inner packaging, shall be so packed, secured or cushioned as to prevent their breakage or leakage and to control their movement within the outer packaging(s) during normal conditions of air transport. Cushioning and absorbent materials shall not react dangerously with the contents of the packaging.

(7) Not be reused until it has been inspected and found free from corrosion or other damage. Where packaging is re-used, all necessary measures shall be taken to prevent contamination of subsequent contents.

(c) If because of the nature of their former contents, uncleaned empty packaging may present a hazard, they shall be tightly closed and treated according to the hazard they constitute.

(d) No harmful quantity of a dangerous substance shall adhere to the outside of packages.

Labeling and **9.6.1.7—(a)** Each AOC holder shall ensure that packages, overpacks and freight containers are labeled as specified in the Technical Instructions.

Marking. (b) Each AOC holder shall ensure that packages, overpacks and freight containers are marked with :

(1) the proper shipping name of its contents ;

(2) the UN number, when assigned, and

(3) other such markings as may be specified in the Technical Instructions.

(c) Each AOC holder shall ensure that packaging manufactured to a

specification contained in the Technical Instructions shall be so marked in accordance with the Technical Instructions.

(d) Where dangerous goods are carried on a flight which takes place wholly or partly outside the territory of Nigeria, the AOC holder shall ensure that labeling and marking are in the English language in addition to any other language requirements.

9.6.1.8—(a) Each AOC holder shall ensure that, except when otherwise specified in the Technical Instructions, dangerous goods are accompanied by a dangerous goods transport document.

Dangerous Goods Transport Document.

(b) Where dangerous goods are carried on a flight which takes place wholly or partly outside the territory of Nigeria, the AOC holder shall ensure that the English language is used for the dangerous goods transport document in addition to any other language requirements.

9.6.1.9—(a) No AOC holder may accept dangerous goods for transport until the package, overpack or freight container has been inspected in accordance with the acceptance procedures in the Technical Instructions.

Acceptance of Dangerous Goods.

(b) Each AOC holder, or its handling agent, shall use an acceptance check list which—

- (1) Shall allow for all relevant details to be checked ; and
- (2) Shall be in such form as will allow for the recording of the results of the acceptance check by manual, mechanical or computerised means.

9.6.1.10—(a) Each AOC holder shall ensure that :

(1) Packages, overpacks and freight containers are inspected for evidence of leakage or damage immediately prior to loading on an aircraft or into a unit load device, as specified in the Technical Instructions.

Inspection for Damage, Leakage or Contamination.

(2) A unit load device is not loaded on an aircraft unless it has been inspected as required by the Technical Instructions and found free from any evidence of leakage from, or damage to, the dangerous goods contained therein.

(3) Leaking or damaged packages, overpacks or freight containers are not loaded on an aircraft.

(4) Any package of dangerous goods found on an aircraft and which appears to be damaged or leaking is removed or arrangements made for its removal by an appropriate authority or organisation.

(5) After removal of any leaking or damaged goods, the remainder of the consignment is inspected to ensure it is in a proper condition for transport and that no damage or contamination has occurred to the aircraft or its load.

(6) Packages, overpacks and freight containers are inspected for signs of damage or leakage upon unloading from an aircraft or from a unit load

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device and, if there is evidence of damage or leakage, the area where the dangerous goods were stowed is inspected for damage or contamination.

Removal of Contamination.

9.6.1.11—(a) Each AOC holder shall ensure that—

(1) Any contamination found as a result of the leakage or damage of dangerous goods is removed without delay ; and

(2) An aircraft which has been contaminated by radioactive materials is immediately taken out of service and not returned until the radiation level at any accessible surface and the non-fixed contamination are not more than the values specified in the Technical Instructions.

Loading Restrictions and Stowage of Dangerous Goods.

9.6.1.12—(a) Each AOC holder shall ensure that packages and overpacks containing dangerous goods and freight containers containing radioactive materials are loaded and stowed in accordance with the Technical Instructions.

(1) Passenger Cabin and Flight Deck. Each AOC holder shall ensure that dangerous goods are not carried in an aircraft cabin occupied by passengers or on the flight deck, unless otherwise specified in the Technical Instructions.

(2) Cargo Compartments. Each AOC holder shall ensure that dangerous goods are loaded, segregated, stowed and secured on an aircraft as specified in the Technical Instructions.

(3) Dangerous Goods Designated for Carriage Only on Cargo Aircraft. Each AOC holder shall ensure that packages of dangerous goods bearing the “Cargo Aircraft Only” label are carried on a cargo aircraft and loaded as specified in the Technical Instructions, and in a manner that a crew member or other authorised person can see, handle and, where size and weight permit, separate such packages from other cargo in flight.

(b) Packages containing dangerous goods shall be separated when stowing as follows :

(1) Those packages that might react dangerously with other packages shall not be stowed next to each other or in a position that might allow interaction between them in the event of a leakage.

(2) Those packages containing toxic and infectious substances shall be stowed in accordance with the Technical Instructions.

(3) Those packages containing radioactive materials shall be stowed so that they are separated from persons, live animals and undeveloped film, and secured in flight in accordance with the Technical Instructions.

(c) The AOC holder shall protect and secure any dangerous goods in such a manner that will prevent any movement in flight that might change the orientation of the packages.

9.6.1.13—(a) Information to Ground Staff. Each AOC holder shall ensure that : Provision of Information.

(1) Information is provided to enable ground staff to carry out their duties with regard to the transport of dangerous goods, including the actions to be taken in the event of incidents and accidents involving dangerous goods ; and

(2) Where applicable, the information referred to in paragraph (a)(1) is also provided to the handling agent.

(b) Information to Passengers. Each AOC holder shall ensure that information is promulgated as required by the Technical Instructions so that passengers are warned as to the types of goods which they are forbidden from transporting aboard an aircraft.

(c) Information to Shippers. Each AOC holder shall ensure that information is promulgated as required by the Technical Instructions so that shippers of dangerous goods are provided with the information as required by the Technical Instructions to enable them to carry out their responsibilities with regard to the transport of dangerous goods and the action to be taken in the event of emergencies arising involving dangerous goods.

(d) Information to Acceptance Points Personnel. Each AOC holder and, where applicable, the handling agent shall ensure that notices are provided at acceptance points for cargo giving information about the transport of dangerous goods, including the actions to be taken in the event of emergencies arising involving dangerous goods.

(e) Information to Crew Members. Each AOC holder shall ensure that information is provided in the Operations Manual to enable crew members to carry out their responsibilities in regard to the transport of dangerous goods, including the actions to be taken in the event of emergencies arising involving dangerous goods.

(f) Information to the PIC. Each AOC holder shall ensure that the PIC is provided, as early as practicable before the departure of the flight, with written information, as specified in the Technical Instructions.

(g) Information in the Event of an In-Flight Emergency. If an in-flight emergency occurs, the PIC shall, as soon as the situation permits, inform the appropriate air traffic services unit, for the information of the aerodrome authorities, of any dangerous goods on board the aircraft, as provided for in the Technical Instructions.

(h) Information in the Event of an Aircraft Incident or Accident. Each AOC holder which is involved in an aircraft accident or incident shall—

(1) As soon as possible, inform the appropriate authority of the State in which the aircraft accident or incident occurred of any dangerous goods carried ; and

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(2) On request, provide any information required to minimise the hazards created by any dangerous goods carried.

Dangerous
Goods
Training
Programme
and Manual.

9.6.1.14—(a) Crew members, passenger handling staff, and security staff employed by the AOC holder who deal with the screening of a passengers and their baggage and cargo shall have received training which covers as a minimum, the areas identified in Part 8: IS 8.10.1.10 to a depth sufficient to ensure that an awareness is gained of the hazards associated with dangerous goods, how to identify them and what requirements apply to the carriage of such goods by passengers.

(b) An AOC holder shall provide dangerous goods training manuals which contain adequate procedures and information to assist personnel in identifying packages marked or labelled as containing hazardous materials including—

(1) Instructions on the acceptance, handling, and carriage of hazardous materials.

(2) Instructions governing the determination of proper shipping names and hazard classes.

(3) Packaging, labelling, and marking requirements.

(4) Requirements for shipping papers, compatibility requirements, loading, storage, and handling requirements.

(5) Restrictions.

Dangerous
Goods
Incident and
Accident
Reports.

9.6.1.15—(a) Each AOC holder shall report dangerous goods incidents and accidents to the Authority within 72 hours of the event, unless exceptional circumstances prevent this.

(b) Each AOC holder shall report undeclared or misdeclared dangerous goods discovered in cargo or passenger's baggage to the Authority within 72 hours of the discovery, unless exceptional circumstances prevent this.

Shipper's
Responsibilities.

9.6.1.16—(a) No person shall offer a package, overpack or freight container containing dangerous goods for shipment by air unless that person has, in accordance with the Technical Instructions, ensured that the dangerous goods are properly—

(1) Classified ;

(2) Packed ;

(3) Labelled and

(4) Accompanied by a properly executed dangerous good transport document.

(b) In completing the dangerous goods transport document for the AOC holder, the shipper shall, in accordance with the Technical Instructions and any other regulations of Nigeria.

(1) Declare that the dangerous goods are fully and accurately described by their proper shipping names ;

(2) Declare that the dangerous goods are classified, packed, marked and labelled and in the proper condition for transport ;

(3) Complete the form in English when the dangerous goods are to be carried either wholly or partly outside Nigeria ; and

(4) Sign the form.

Dangerous Goods Security Provisions.

9.6.1.17—(a) Each shipper, operator and other individuals engaged in the transport of dangerous goods by air shall establish security measures, consistent with these regulations, to minimise theft or misuse of dangerous goods that may endanger persons, property or the environment.

9.6.1.17.—(a) An AOC holder that does not possess approval to transport dangerous goods shall have :

Operators with no Operational Approval to Transport Dangerous Goods as Cargo.

(1) Established a dangerous goods training programme that meets the requirements of Part 15, the applicable requirements of the Technical Instructions, Part 1, Chapter 4, and the requirements of the State's regulations, as appropriate. Details of the dangerous goods training programme shall be included in the operator's operations manuals ;

(2) Established dangerous goods policies and procedures in its operations manual to meet, at a minimum, the requirements of Part 15, the Technical Instructions and the State's regulations to allow operator personnel to :

(i) Identify and reject undeclared dangerous goods, including COMAT classified as dangerous goods ; and

(ii) Report to the appropriate authorities of the State of the Operator and the State in which it occurred any :

(A) Occasions when undeclared dangerous goods are discovered in cargo or mail ; and

(B) Dangerous goods accidents and incidents.

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NIGERIA CIVIL AVIATION REGULATIONS
PART 9 — IMPLEMENTING STANDARDS

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PART 9 — IMPLEMENTING STANDARDS

IS 9.1.1.7 (C)—(a)The AOC and its associated operations specifications shall contain the minimum information required in paragraphs (c) and (d) respectively, in a standardised format.

Contents of
Air
Operators
Certificate.

(b) The air operator certificate and its associated operations specifications shall define the operations for which an operator is authorised.

(c) The AOC shall be based on the following template :

AIR OPERATOR CERTIFICATE																		
¹ AOC# : ⁴ Expiry Date : ⁵	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding: 2px;">State of the Operator : ²</td> <td style="width: 20%;"></td> </tr> <tr> <td style="padding: 2px;">Issuing Authority : ³</td> <td></td> </tr> <tr> <td style="padding: 2px;">Operator Name : ⁶</td> <td></td> </tr> <tr> <td style="padding: 2px;">DBA Trading Name : ⁷</td> <td></td> </tr> <tr> <td style="padding: 2px;">Operator address : ⁸</td> <td></td> </tr> <tr> <td style="padding: 2px;">Telephone : ⁹</td> <td></td> </tr> <tr> <td style="padding: 2px;">Fax :</td> <td></td> </tr> <tr> <td style="padding: 2px;">E-mail :</td> <td></td> </tr> </table>	State of the Operator : ²		Issuing Authority : ³		Operator Name : ⁶		DBA Trading Name : ⁷		Operator address : ⁸		Telephone : ⁹		Fax :		E-mail :		¹ Operational Points of Contact : ¹⁰ Contact details, at which operational management can be contacted without undue delay, are listed in_____. ¹¹
State of the Operator : ²																		
Issuing Authority : ³																		
Operator Name : ⁶																		
DBA Trading Name : ⁷																		
Operator address : ⁸																		
Telephone : ⁹																		
Fax :																		
E-mail :																		
This certificate certifies that _____ ¹² is authorised to perform commercial air operations, as defined in the attached operations specifications, in accordance with the Operations Manual and the _____. ¹³																		
<table style="width: 100%; border: none;"> <tr> <td style="width: 35%; border: none;">Date of issue¹⁴:</td> <td style="width: 30%; border: none;">Name and Signature¹⁵:</td> <td style="width: 35%; border: none;"></td> </tr> <tr> <td style="border: none;"></td> <td style="border: none;">Title:</td> <td style="border: none;"></td> </tr> </table>			Date of issue¹⁴:	Name and Signature¹⁵:			Title:											
Date of issue¹⁴:	Name and Signature¹⁵:																	
	Title:																	

Notes :

1. For use of the State of the Operator.
2. Replace by the name of the State of the Operator.
3. Replace by the identification of the issuing authority of the State of the Operator.
4. Unique AOC number, as issued by the State of the Operator.
5. Date after which the AOC ceases to be valid (dd-mm-yyyy).
6. Replace by the operator's registered name.
7. Operator's trading name, if different. Insert "DBA" before the trading name (for "doing business as").
8. Operator's principal place of business address.
9. Operator's principal place of business telephone and fax details, including the country code. E-mail to be provided if available.
10. The contact details include the telephone and fax numbers, including the country code, and the e-mail address (if available) at which operational management can be contacted without undue delay for issues related to flight operations, airworthiness, flight and cabin crew competency, dangerous goods and other matters, as appropriate.

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11. *Insert the controlled document, carried on board, in which the contact details are listed, with the appropriate paragraph or page reference, e.g.: “Contact details are listed in the operations manual. Gen/Basic, Chapter 1, 1.1” or “...are listed in the operations specifications, page 1” or “...are listed in an attachment to this document.”*

12. *Operator’s registered name*

13. *Insertion of reference to the appropriate civil aviation regulations.*

14. *Issuance date of the AOC (dd-mm-yyyy).*

15. *Title, name and signature of the authority representative. In addition, an official stamp may be applied on the AOC (identification of the issuing Authority of the State of the Operator).*

(d) For each aircraft model in the operator’s fleet, identified by aircraft make, model and series, the following list of authorisations, conditions and limitations shall be included: issuing authority contact details, operator name and AOC number, date of issue and signature of the Authority representative, aircraft model, types and area of operations, special limitations and authorisations.

Note: If authorisations and limitations are identical for two or more models, these models may be grouped in a single list.

Contents of Operations Specifications.

IS: 9.1.1.7(E)—(a)The operations specifications layout shall be as follows:

Note:- The Minimum Equipment List (MEL) constitutes an integral part of the Operations Manual

<p>OPERATIONS SPECIFICATIONS (subject to the approved conditions in the Operations Manual)</p>			
<p>Issuing Authority Contact Details¹</p>			
Telephone :	Fax :	E-mail :	
_____	_____	_____	
AOC# ² :	Operator Name ³ :	Date ⁴ :	Signature :
_____	_____	_____	_____
DBA Trading Name :			

Aircraft Model ⁵ :			

Types of Operation : <input type="checkbox"/> Passengers <input type="checkbox"/> Cargo <input type="checkbox"/> Other ⁶ :				
Area of operation ⁷ :				
Special Limitations ⁸ :				
<i>Special Authorisations</i>	<i>Yes</i>	<i>No</i>	<i>Specific Approvals⁹</i>	<i>Remarks</i>
Dangerous Goods Low Visibility Operations	<input type="checkbox"/>	<input type="checkbox"/>		
Approach and Landing	<input type="checkbox"/>	<input type="checkbox"/>	CAT ¹⁰ : ___ RVR : ___ m DH : ___ ft	
Take-off	<input type="checkbox"/>	<input type="checkbox"/>	RVR ¹¹ : ___ m	
RVSM ¹² <input type="checkbox"/> N/A	<input type="checkbox"/>	<input type="checkbox"/>		
ETOPS ¹³ <input type="checkbox"/> N/A	<input type="checkbox"/>	<input type="checkbox"/>	Maximum Diversion Time ¹⁴ : ___ Minutes	
Navigation Specifications for PBN Operations ¹⁵	<input type="checkbox"/>	<input type="checkbox"/>		
Continuing Airworthiness ¹⁶	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	¹⁷	¹⁶
Other ¹⁸	<input type="checkbox"/>	<input type="checkbox"/>		

NOTES :

1. Telephone and fax contact details of the Authority, including the country code. E-mail to be provided if available.
2. Insertion of associated AOC number.
3. Insertion of the operator registered name and the operator trading name, if different. Insert “DBA” before the trading name (for “Doing business as”).
4. Issuance date of the operations specifications (dd-mm-yyyy) and signature of the Authority representative.
5. Insertion of the Commercial Aviation Safety Team (CAST) ICAO designation of the aircraft make, model and series, or master series, if a series has been designated (e.g. Boeing-737-3K2 or Boeing-777-232). The CAST/ICAO taxonomy is available at: <http://www.intlaviationstandards.org/>
6. Other type of transportation to be specified (e.g. emergency medical service).
7. Listing of geographical area(s) of authorised operation (by geographical coordinates or specific routes, flight information region or national or regional boundaries).
8. Listing of applicable special limitations (e.g. VFR only, Day only, etc.).
9. List in this column the most permissive criteria for each approval or the approval type (with appropriate criteria).
10. Insertion of applicable precision approach category: CAT I, II, IIIA, IIIB, IIIC. Insertion of minimum RVR in meters and Decision Height in feet. One line is used per listed approach category.
11. Insertion of approved minimum take-off RVR in meters. One line per approval may be used if different approvals are granted.
12. Not Applicable (N/A) box may be checked only if the aircraft maximum ceiling is below FL290.
13. Extended range operations (ETOPS) currently applies only to twin-engined aircraft. Therefore

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the Not Applicable (N/A) box may be checked if the aircraft model has more than 2 engines. Should the concept be extended to 3 or 4-engine aircraft in the future, the Yes or No checkbox will be required to be checked.

14. The threshold distance may also be listed (in nm), as well as the engine type.

15. Performance-based Navigation (PBN): one line is used for each PBN specifications authorisation (e.g. RNAV 1, RNP 4), with appropriate limitations or conditions listed in the “Specific Approvals” and/or “Remarks” columns.

16. Limitations, conditions and regulatory basis for operational approval associated with the Performance-based Navigation specifications (e.g. GNSS, DME/DME/IRU). Information on performance-based navigation, and guidance concerning the implementation and operational approval process, are contained in the Performance-based Navigation Manual (Doc9613).

17. Insert the name of the person/organisation, responsible for ensuring that the continuing airworthiness of the aircraft is maintained and the regulations which require the work, i.e. within the AOC regulation or a specific approval (e.g. EC2042/2003, Part M, Subpart G).

18. Other authorisations or data can be entered here, using one line (or one multi-line block) per authorisation (e.g. special approach authorisations, NMPS, approved navigation performance, etc.).

(b) In addition to the items in (d) and (e) operations specifications may include other specific authorisation, such as:

(1) Special aerodrome operations (e.g. short take-off and landing operations or land and hold short operations) ;

(2) Special approach procedures (e.g. steep gradient approach, instrument landing system precision runway monitor approach, localizer-type directional aid precision runway monitor approach, RNP approach, etc.) ;

(3) Single-engine passenger transport at night or in instrument meteorological (IMC) conditions ;

(4) Operations in areas with special procedures (e.g. operations in areas using different altimetry units or altimeter setting procedures).

Management
Personnel
Required for
Commercial
Air
Transport
Operations.

IS : 9.2.2.2—(a) Each AOC holder shall make arrangements to ensure continuity of supervision if operations are conducted in the absence of any required management personnel.

(b) Required management personnel shall be contracted to work sufficient hours such that the management functions are fulfilled.

(c) A person serving in a required management position for an AOC holder may not serve in a similar position for any other AOC holder, unless an exemption is issued by the Authority.

(d) The minimum initial qualifications for a Director of Operations are—

(1) An ATP licence ; and

(2) 3 years experience as PIC in commercial air transport operations—

(i) Of large aircraft if the AOC holder operates large aircraft, or

(ii) Of either large or small aircraft if the AOC holder operates only small aircraft.

(e) The minimum qualifications for a Chief Pilot are—

- (1) An ATP licence with the appropriate ratings for at least one of the aircraft used in the AOC holder's operations ; and
- (2) 3 years experience as PIC in commercial air transport operations—
 - (i) In large aircraft if the AOC holder operates large aircraft, or
 - (ii) In either large or small aircraft if the AOC holder operates only small aircraft.

Note: The Authority may accept a commercial pilot licence with instrument rating in lieu of the ATP licence if the PIC requirements for the operations conducted require only a commercial certificate.

(f) The minimum entry qualifications for a Director of Maintenance are—

- (1) An Aircraft Maintenance Engineer (AME) licence with airframe and powerplant ratings ;
- (2) 3 years experience in maintaining the same category and class of aircraft used by the AOC holder including 1 year in the capacity of returning aircraft to service ; and
- (3) 1 year supervisory experience maintaining the same category and class of aircraft used by the AOC holder.

(g) The minimum entry qualifications for a Quality Manager are—

- (1) Be a holder of Aircraft Maintenance Engineers' Licence in the following ratings: Airframes and Powerplant or Avionics, (ratings on aircraft type not essential) with five (5) years working experience in line/base maintenance, maintenance planning or technical services ; or
- (2) Be a person qualified by holding an academic degree in an aeronautical, mechanical or electrical electronic engineering discipline from a recognized university or other higher educational institution ; or
- (3) Be a holder of Commercial Pilot Licence (CPL) (For AOC holders only).
- (4) A minimum of five (5) years working experience in the quality system and /or continuing airworthiness in the aviation industry.
- (5) A person with proven satisfactory audit experience, preferably in aviation, acceptable to the Authority.
- (6) Must have in-depth knowledge of Nigeria Civil Aviation Regulations and Standard Maintenance Practices.
- (7) Broad knowledge of the aviation and the organizations activities and procedures.
- (8) Good understanding of quality management principles.

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(9) Oral and written communication skills

(h) AOC holder may employ a person who does not meet the appropriate airman qualification or experience if the Authority issues an exemption finding that that person has comparable experience and can effectively perform the required management functions.

Quality System.

IS: 9.2.2.3.—(a) in order to show compliance with 9.2.2.3, an AOC holder shall establish its quality system in accordance with the instruction and information contained in the following paragraphs.

1.0. GENERAL

Terminology.

1.1.—(a) The terms used in the context of the requirement for an AOC's quality system have the following meaning :

(1) **Accountable Manager.** The person acceptable to the Authority who has corporate authority for ensuring that all operations and maintenance activities can be financed and carried out to the standard required by the Authority, and any additional requirements defined by the operator.

(2) **Quality assurance.** Quality assurance, as distinguished from quality control, involves activities in the business, systems, and technical audit areas. A set of predetermined, systemic actions which are required to provide adequate confidence that a product or service satisfies quality requirements.

1.2. QUALITY POLICY.

1.2.1. An operator shall establish a formal, written quality policy statement that is a commitment by the accountable manager as to what the quality system is intended to achieve. The quality policy shall reflect the achievement and continued compliance with the [Model Regulations] together with any additional standards specified by the operator.

1.2.2. The accountable manager is an essential part of the operator's management organisation. With regard to the text in 9.2.2.2(a), the term "accountable manager" is intended to mean the Chief Executive/President/Managing Director/ General Manager, etc. of the operator's organisation, who by virtue of his or her position has overall responsibility (including financial) for managing the organisation.

1.2.3. The accountable manager will have overall responsibility for the operator's quality system, including the frequency, format and structure of the internal management evaluation activities as prescribed in paragraph 3.9 below.

1.3. PURPOSE OF THE QUALITY SYSTEM

1.3.1. The quality system shall enable the operator to monitor compliance with these [Model Regulations], the operator's manual system, and any other

standards specified by the operator, or the Authority, to ensure safe operations and airworthy aircraft.

1.4. QUALITY MANAGER

1.4.1. The function of the quality manager to monitor compliance with, and the adequacy of, procedures required to ensure safe operational practices and airworthy aircraft as required by these [Model Regulations] may be carried out by more than one person by means of different, but complementary, quality assurance programmes.

1.4.2. The primary role of the quality manager is to verify, by monitoring activity in the fields of flight operations, maintenance, crew training and ground operations, that the standards required by the Authority, and any additional requirements defined by the operator, are being carried out under the supervision of the relevant required management personnel.

1.4.3. The quality manager shall be responsible for ensuring that the quality assurance programme is properly established, implemented and maintained.

1.4.4. The quality manager shall :

- (a) report to the accountable manager ;
- (b) not be one of the required management personnel ; and
- (c) have access to all parts of the operator's, and as necessary, any sub-contractor's organisation.

1.4.5. In the case of small/very small operators, the posts of the Accountable Manager and quality manager may be combined.

2.0. QUALITY SYSTEM

2.1. INTRODUCTION

2.1.1. The operator's quality system shall ensure compliance with and adequacy of operational and maintenance activities requirements, standards, and operational procedures.

2.1.2. The operator shall specify the basic structure of the quality system applicable to the operation.

2.1.3. The quality system shall be structured according to the size and complexity of the operation to be monitored.

2.2. SCOPE.

2.1.4. As a minimum, the quality system shall address the following :

- (a) The provisions of these Regulations ;
- (b) The operator's additional standards and operating practices ;
- (c) The operator's quality policy ;

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- (d) The operator's organisational structure ;
- (e) Responsibility for the development, establishment and management of the quality system ;
- (f) Documentation, including manuals, reports and records ;
- (g) Quality procedures ;
- (h) Quality assurance programme ;
- (i) The required financial, material and human resources ;
- (j) Training requirements.

2.2.2 The quality system shall include a feedback system to the accountable manager to ensure that corrective actions are both identified and promptly addressed. The feedback system shall also specify who is required to rectify discrepancies and non-compliance in each particular case, and the procedure to be followed if corrective action is not completed within an appropriate timescale.

2.3 RELEVANT DOCUMENTATION.

2.3.1 Relevant documentation includes the relevant part of the operator's manual system.

2.3.2 In addition, relevant document shall include the following :

- (a) Quality policy ;
- (b) Terminology ;
- (c) Specified operational standards ;
- (d) A description of the organisation ;
- (e) The allocation of duties and responsibilities ;
- (f) Operational procedures to ensure regulatory compliance ;
- (g) Accident prevention and flight safety programme ;
- (h) The quality assurance programme, reflecting ;
- (i) Schedule of the monitoring process ;
- (j) Audit procedures ;
- (k) Reporting procedures ;
- (l) Follow-up and corrective action procedures ;
- (m) Recording system ;
- (n) The training syllabus ; and
- (o) Document control.

3.0 QUALITY ASSURANCE PROGRAMME.

3.1 INTRODUCTION.

3.1.1 The quality assurance programme shall include all planned and systematic actions necessary to provide confidence that all operations and maintenance are conducted in accordance with all applicable requirements, standards and operational procedures.

3.1.2 When establishing a quality assurance programme, consideration shall be given to at least the following :

- (a) Quality inspection ;
- (b) Audit ;
- (c) Auditors ;
- (d) Auditor's independence ;
- (e) Audit scope ;
- (f) Audit scheduling ;
- (g) Monitoring and corrective action ;
- (h) Management evaluation.

3.2 QUALITY INSPECTION

3.2.1 The primary purpose of a quality inspection is to observe a particular event/action/document, etc. in order to verify whether established operational procedures and requirements are followed during the accomplishment of that event and whether the required standard is achieved.

3.2.2 Typical subject areas for quality inspections are :

- (a) Actual flight operations ;
- (b) Ground deicing/anti-icing ;
- (c) Flight support services ;
- (d) Load control ;
- (e) Maintenance;
- (f) Technical standards ; and
- (g) Training standards.

3.2.3 Typical methods for quality inspections for maintenance include :

- (a) Product sampling - the part inspection of a representative sample of the aircraft fleet ;
- (b) Defect sampling - the monitoring of defect rectification performance;
- (c) Concession sampling - the monitoring of any concession to not carry out maintenance on time ;
- (d) On time maintenance sampling - the monitoring of when (flying hours/ calendar time/flight cycles, etc.) aircraft and their components are brought in for maintenance ;
- (e) Sample reports of unairworthy conditions and maintenance errors on aircraft and components.

3.3 AUDIT.

3.3.1 An audit is a systematic, and independent comparison of the way in which an operation is being conducted against the way in which the published operational procedures say it shall be conducted.

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3.3.2. Audits shall include at least the following quality procedures and processes :

- (a) A statement explaining the scope of the audit ;
- (b) Planning and preparation ;
- (c) Gathering and recording evidence ; and
- (d) Analysis of the evidence.

3.3.3. Techniques that contribute to an effective audit are :

- (a) Interviews or discussions with personnel ;
- (b) A review of published documents ;
- (c) The examination of an adequate sample of records ;
- (d) The witnessing of the activities that make up the operation ; and
- (e) The preservation of documents and the recording of observations.

3.4. AUDITORS.

3.4.1. An operator shall decide, depending upon the complexity of the operations, whether to make use of a dedicated audit team or a single auditor. In any event, the auditor or audit team shall have relevant operational and/or maintenance experience.

3.4.2. The responsibilities of the auditors shall be clearly defined in the relevant documentation.

3.5. AUDITOR'S INDEPENDENCE.

3.5.1. Auditors shall not have any day-to-day involvement in the area of the operation and/or maintenance activity that is to be audited. An operator may, in addition to using the services of full-time dedicated personnel belonging to a separate quality department, undertake the monitoring of specific areas or activities by the use of part-time auditors. An operator whose structure and size does not justify the establishment of full-time auditors, may undertake the audit function by the use of part-time personnel from within its own organisation or from an external source under the terms of an agreement acceptable to the Authority. In all cases the operator shall develop suitable procedures to ensure that persons directly responsible for the activities to be audited are not selected as part of the auditing team. Where external auditors are used, it is essential that any external specialist is familiar with the type of operation and/or maintenance conducted by the operator.

3.5.2 The operator's quality assurance programme shall identify the persons within the company who have the experience, responsibility and authority to :

- (a) Perform quality inspections and audits as part of ongoing quality assurance ;

(b) Identify and record any concerns or findings, and the evidence necessary to substantiate such concerns or findings ;

(c) Initiate or recommend solutions to concerns or findings through designated reporting channels ;

(d) Verify the implementation of solutions within specific timescales ;

(e) Report directly to the quality manager.

3.6. AUDIT SCOPE

3.6.1. Operators are required to monitor compliance with the operational and maintenance procedures they have designed to ensure safe operations, airworthy aircraft and the serviceability of both operational and safety equipment. In doing so they shall as a minimum, and where appropriate, monitor :

(a) Organisation ;

(b) Plans and company objectives ;

(c) Operational procedures ;

(d) Flight safety ;

(e) Operator certification (AOC/Operations specifications)

(f) Supervision ;

(g) Aircraft performance ;

(h) All weather operations ;

(i) Communications and navigational equipment and practices ;

(j) Mass, balance and aircraft loading ;

(k) Instruments and safety equipment ;

(l) Manuals, logs, and records ;

(m) Flight and duty time limitations, rest requirements, and scheduling ;

(n) Aircraft maintenance/operations interface ;

(o) Use of the MEL ;

(p) Maintenance programmes and continued airworthiness ;

(q) Airworthiness directives management ;

(r) Maintenance accomplishment ;

(s) Defect deferral ;

(t) Flight crew ;

(u) Cabin crew ;

(v) Dangerous goods ;

(w) Security ;

(x) Training.

3.7. AUDIT SCHEDULING.

3.7.1 A quality assurance programme shall include a defined audit schedule and a periodic review cycle area by area. The schedule shall be flexible, and allow unscheduled audits when trends are identified. Follow-up audits shall be scheduled when necessary to verify that corrective action was carried out and that it was effective.

3.7.2 An operator shall establish a schedule of audits to be completed during a specified calendar period. All aspects of the operation shall be reviewed within every 12 month period in accordance with the programme unless an extension to the audit period is accepted as explained below. An operator may increase the frequency of audits at its discretion but shall not decrease the frequency without the agreement of the Authority. Audit frequency shall not be decreased beyond a 24 month period interval.

3.7.3 When an operator defines the audit schedule, significant changes to the management, organisation, operation, or technologies shall be considered as well as changes to the regulatory requirements.

3.8. MONITORING AND CORRECTIVE ACTION

3.8.1 The aim of monitoring within the quality system is primarily to investigate and judge its effectiveness and thereby to ensure that defined policy, operational, and maintenance standards are continuously complied with. Monitoring activity is based upon quality inspections, audits, corrective action and follow-up. The operator shall establish and publish a quality procedure to monitor regulatory compliance on a continuing basis. This monitoring activity shall be aimed at eliminating the causes of unsatisfactory performance.

3.8.2. Any non-compliance identified as a result of monitoring shall be communicated to the manager responsible for taking corrective action or, if appropriate, the accountable manager. Such non-compliance shall be recorded, for the purpose of further investigation, in order to determine the cause and to enable the recommendation of appropriate corrective action.

3.8.3 The quality assurance programme shall include procedures to ensure that corrective actions are taken in response to findings. These quality procedures shall monitor such actions to verify their effectiveness and that they have been completed. Organisational responsibility and accountability for the implementation of corrective action resides with the department cited in the report identifying the finding. The accountable manager will have the ultimate responsibility for resourcing the corrective active action and ensuring, through the quality manager, that the corrective action has re-established compliance with the standard required by the Authority, and any additional requirements defined by the operator.

3.8.4 Corrective action. Subsequent to the quality inspection/audit, the operator shall establish:

- (a) The seriousness of any findings and any need for immediate corrective action ;
- (b) The origin of the finding ;

(c) What corrective actions are required to ensure that the non-compliance does not recur ;

(d) A schedule for corrective action ;

(e) The identification of individuals or departments responsible for implementing corrective action ;

(f) Allocation of resources by the accountable manager, where appropriate.

3.8.5 The quality manager shall :

(a) Verify that corrective action is taken by the manager responsible in response to any finding of non-compliance ;

(b) Verify the corrective action includes the elements outlined in paragraph 3.8.4 above ;

(c) Monitor the implementation and completion of corrective action ;

(d) Provide management with an independent assessment of corrective action ; implementation and completion ;

(e) Evaluate the effectiveness of corrective action through follow-up process.

3.9. MANAGEMENT EVALUATION

3.9.1 A management evaluation is a comprehensive, systematic, documented review by the management of the quality system, operational policies and procedures, and shall consider :

(a) The results of quality inspections, audits and any other indicators ;

(b) The overall effectiveness of the management organisation in achieving stated objectives.

3.9.2 A management shall identify and correct trends, and prevent, where possible, future non-conformities. Conclusions and recommendations made as a result of an evaluation shall be submitted in writing to the responsible manager for action. The responsible manager shall be an individual who has the authority to resolve issues and take action.

3.9.3 The accountable manager shall decide upon the frequency, format and structure of internal management evaluation activities.

3.10 RECORDING

3.10.1 Accurate, complete and readily accessible records documenting the results of the quality assurance programme shall be maintained by the operator. Records are essential data to enable an operator to analyse and determine the root causes of non-conformity, so that areas of non-compliance can be identified and addressed.

3.10.2. The following records shall be retained for a period of 5 years :

- (a) Audit schedules ;
- (b) Quality inspection and audit reports ;
- (c) Responses to findings ;
- (d) Corrective action reports ;
- (e) Follow-up and closure reports ; and
- (f) Management evaluation reports.

4.0. QUALITY ASSURANCE RESPONSIBILITY FOR SUB-CONTRACTORS

4.1. Sub-Contractors.

4.1.1. Operators may decide to sub-contract out certain activities to external agencies for the provision of services related to areas such as :

- (a) Ground deicing/anti-icing ;
- (b) Maintenance ;
- (c) Ground handling ;
- (d) Flight support (including performance calculations, flight planning, navigation database and dispatch) ;
- (e) Training ;
- (f) Manual preparation.

4.1.2. The ultimate responsibility for the product or service provided by the sub-contractor always remains with the operator. A written agreement shall exist between the operator and the sub-contractor clearly defining the safety related services and quality to be provided. The sub-contractor's safety related activities relevant to the agreement shall be included in the operator's quality assurance programme.

4.1.3. The operator shall ensure that the sub-contractor has the necessary authorisation/approval when required and commands the resources and competence to undertake the task.

5.0. QUALITY SYSTEM TRAINING

5.1. GENERAL

5.1.1. An operator shall establish effective, well planned and resourced quality related briefing for all personnel.

5.1.2. Those responsible for managing the quality system shall receive training covering :

- (a) An introduction to the concept of the quality system ;
- (b) Quality management ;
- (c) The concept of quality assurance ;
- (d) Quality manuals ;

- (e) Audit techniques ;
- (f) Reporting and recording ; and
- (g) The way in which the quality system will function in the company.

5.1.3. Time shall be provided to train every individual involved in quality management and for briefing the remainder of the employees. The allocation of time and resources shall be governed by the size and complexity of the operation concerned.

5.2. SOURCES OF TRAINING

5.2.1. Quality management courses are available from the various [National] or International Standards Institutions, and an operator shall consider whether to offer such courses to those likely to be involved in the management of quality systems. Operators with sufficient appropriately qualified staff shall consider whether to carry out in-house training.

6.0. ORGANISATIONS WITH 20 OR LESS FULL-TIME EMPLOYEES

6.1. INTRODUCTION

6.1.1. The requirement to establish and document a quality system, and to employ a quality manager applies to all operators. References to large and small operators elsewhere in these [Model Regulations] are governed by aircraft capacity (*i.e. more or less than 20 seats*) and by mass (*i.e. greater or less than 10 tonnes maximum take-off mass*). Such terminology is not relevant when considering the scale of an operation and the quality system required. In the context of quality systems therefore, operators shall be categorised according to the number of full time staff employees.

6.2. SCALE OF OPERATION

6.2.1. Operators who employ 5 or less full time staff are considered to be “*very small*” while those employing between 6 and 20 full time employees are regarded as “*small*” operators as far as quality systems are concerned. Full-time in this context means employed for not less than 35 hours per week excluding vacation periods.

6.2.2. Complex quality systems could be inappropriate for small or very small operators and the clerical effort required to draw up manuals and quality procedures for a complex system may stretch their resources. It is therefore accepted that such operators shall tailor their quality systems to suit the size and complexity of their operation and allocate resources accordingly.

6.3. QUALITY SYSTEM FOR SMALL/VERY SMALL OPERATORS

6.3.1. For small and very small operators it may be appropriate to develop a quality assurance programme that employs a checklist. The checklist shall have a supporting schedule that requires completion of all checklist items within a specified timescale, together with a statement acknowledging

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completion of a periodic review by top management. An occasional independent overview of the checklist content and achievement of the quality assurance shall be undertaken.

6.3.2 The “*small*” operator may decide to use internal or external auditors or a combination of the two. In these circumstances it would be acceptable for external specialists and or qualified organisations to perform the quality audits on behalf of the quality manager.

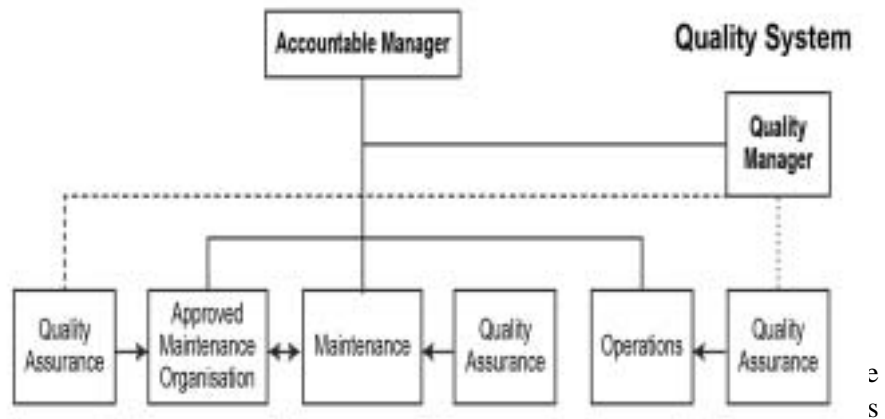
6.3.3 If the independent quality audit function is being conducted by external auditors, the audit schedule shall be shown in the relevant documentation.

6.3.4 Whatever arrangements are made, the operator retains the ultimate responsibility for the quality system and especially the completion and follow-up of corrective actions.

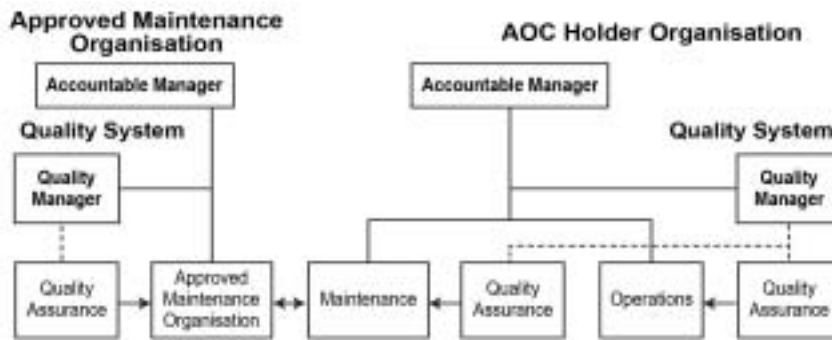
QUALITY SYSTEM — ORGANISATION EXAMPLES

(a) The following diagrams illustrate two typical examples of Quality organisations.

(1) Quality System within the AOC holder’s organisation when the AOC holder also holds an approval for maintenance.



not integrated with the AOC holder.



Note: The Quality System and Quality Audit Programme of the AOC holder shall assure that the maintenance carried out by the approved organisation is in accordance with requirements specified by the AOC holder.

IS: 9.2.2.5—(a)An operator shall ensure that the following information or documentation is retained for the periods shown in the table below.

Retention Records.

TABLE OF RECORD RETENTION

Flight Crew Records	
Flight, duty and rest time	2 years
Licence and medical certificate	Until 12 months after the flight crew member has left the employ of the operator.
Ground and flight training (all types)	Until 12 months after the flight crew member has left the employ of the operator
Route and aerodrome/heliport qualification training.	Until 12 months after the flight crew member has left the employ of the operator.
Dangerous good training	Until 12 months after the flight crew member has left the employ of the operator.

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Security training	Until 12 months after the flight crew member has left the employ of the operator.
Proficiency and qualification checks (all types)	Until 12 months after the flight crew member has left the employ of the operator.
Cabin Crew Records Flight, duty and rest time	2 years .
Licence, if applicable	Until 12 months after the cabin crew member has left the employ of the operator.
Ground and flight training (all types) and qualification checks	Until 12 months after the cabin crew member has left the employ of the operator.
Dangerous good training	Until 12 months after the cabin crew member has left the employ of the operator.
Security training	Until 12 months after the cabin crew member has left the employ of the operator.
Competency checks	Until 12 months after the cabin crew member has left the employ of the operator.
Records for other AOC Personnel	
Training/qualification of other personnel for whom an approved training programme is required in these regulations	Until 12 months after the employee has left the employ of the operator.

Licence, if required, and medical certificate if required	Until 12 months after the employee has left the employ of the operator
Proficiency or competency checks, if required	Until 12 months after the employee has left the employ of the operator.
Flight Preparation Forms	
Completed load manifest	3 months after the completion of the flight.
Mass and balance reports	3 months after the completion of the flight.
Dispatch releases	3 months after the completion of the flight.
Flight plans	3 months after the completion of the flight.
Passenger manifests	3 months after the completion of the flight.
Weather reports	3 months after the completion of the flight.
Flight Recorder Records	
Cockpit voice recordings	Preserved after an accident or incident for 60 days or longer if requested by the Authority
Flight data recordings	Preserved after an accident or incident for 60 days or longer if requested by the Authority
Aircraft Technical Logbook	
Journey records section	2 years
Maintenance records section	2 years
Maintenance Records of the Aircraft	
Total time in service (hours, calendar time and cycles, as appropriate) of the aircraft and all life-limited components	3 months after the unit to which they refer has been permanently withdrawn from service.
Current status of compliance with all mandatory continuing airworthiness information.	3 months after the unit to which they refer has been permanently withdrawn from service

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Appropriate details of modifications and repairs to the aircraft and its components	3 months after the unit to which they refer has been permanently withdrawn from service
Total time in service (hours, calendar time and cycles, as appropriate) since the last overhaul of the aircraft or its components subject to a mandatory overhaul life	3 months after the unit to which they refer has been permanently withdrawn from service
The detailed maintenance records to show all requirements for a maintenance release have been met	1 year after signing of the maintenance release
Other Records	
Operational flight plan	3 months after the completion of the flight
Quality system records	5 years
Fuel and Oil records	3 months
Dangerous goods transport document	6 months after the completion of the flight
Dangerous goods acceptance checklist	6 months after the completion of the flight
Records on cosmic and solar radiation dosage, if AOC holder operates aircraft that fly above 15 000 m (49 000 ft)	Until 12 months after the crew member has left the employ of the AOC holder

Note: See 9.3.1.5 s for details of the journey records section and 9.4.1.9 for details of the maintenance records section of the aircraft technical log.

Aircraft
Technical
Log.

IS: 9.2.2.8—(a)The following are two examples of an aircraft technical log :

Name of the Operator¹	Flight Log ²	Name of Commander :	Registration :	Sheet No ³ :
Address of the operator	Commander's Signature ⁴ :	Name and duty of other Crew Member(s) :	Aeroplane Type:	Date:

Nature of Flight: ⁶	FLIGHT ⁵			CHECK Flight Preparation: ⁸	BLOCK TIME			AIRBORNE TIME			LOAD		FUEL ON BOARD	
	From:	To	No of Ldg.: ⁷		Off	On	Time	Take-off:	Ldg:	Time:	No. of Pax/Cargo (kg/lbs):	Take-off mass (kg/lbs):	Uplift:	Take-off ⁹ (tr/kg/lbs): Ldg:
FLIGHT DATA BLOCK TIME REPORT								INCIDENTS/OCCURRENCE/SOBSERVATIONS REPORT/DEFECTS NOTED ¹⁰						
		Block Time:		Landings:		Mark type of report: Operation/Technical/Other ¹¹ . Also note any de-/anti-icing as instructed ¹²								
Total per Day:														
Total Previous Report:														
Total to Report:														
FLIGHT DATA FLIGHT TIME REPORT								CERTIFICATE OF RELEASE TO SERVICE			ACTIONS TAKEN ¹³			
		Flight Time:		Next Maintenance Due:		Name of certifying staff & JAR 145 approval reference (if applicable)								
Total this sheet:				Hours		Certifies that the work specified except as otherwise specified was carried out in accordance with JAR 145 and in respect to that work the aeroplane/aeroplane component is considered ready for release to service.								
Total from previous sheet:				Landings		Signature								
Total to Report:				Date										

1. Operator's name and address pre-printed or filled in by hand
2. Must be filled for
 - Each day ; and
 - Each flight crew
3. Sheet number (e.g. yy-nn) must be pre-printed or printed by hand. All sheets must be identifiable and numbered according to a continuous system that offers the same security when hand printed as when pre-printed.
4. The commander's signature states that everything on this sheet is correct.
5. For flights from A to A, a summary entry may be made. All other flights such as A to B etc., for each flight an entry must be made.
6. Such as Private, Commercial, Technical, Training, Sailplane towing, etc.
7. Number of landings if summary entry.
8. Flight Preparation according to the Operations Manual (commander's initials) state that :
 1. Weight and Balance is within Limit.
 2. Pre-flight check is done.
 3. Technical status is checked and aeroplane accepted by the commander.
 4. Passengers manifest/documentation performed.
9. Total Fuel on board (state the units unless pre-printed).
10. Incidents/Occurrences/Observations Report (Operation, Technical, Others) :
 - If no report needs to be made state "-NIL-"
 - If a report must be made state (mark) the type of report.
11. Number each observation sequentially for each log sheet.
12. If de- or anti-icing has been applied, state time and amount and kind of fluid applied or other action take, e.g. mechanical removal of snow or ice, if oil has been filled, state the time and amount.
13. Use the same number as the corresponding observation to link report and response.

IS: 9.2.2.11—(a) The following outline addresses the major elements of an operator's flight safety documents system development process, with the aim of ensuring compliance with these Regulations.

1.0 ORGANISATION

1.1 A flight safety documents system shall be organised according to criteria, which ensure easy access to information, required for flight and ground operations contained in the various operational documents comprising the system and which facilitate management of the distribution and revision of operational documents.

1.2 Information contained in a flight safety documents system shall be grouped according to the importance and use of the information, as follows :

- (a) Time critical information, e.g., information that can jeopardise the safety of the operation if not immediately available ;
- (b) Time sensitive information, e.g., information that can affect the level of safety or delay the operation if not available in a short time period ;
- (c) Frequently used information ;
- (d) Reference information, e.g., information that is required for the operation but does not fall under *b*) or *c*) above ; and
- (e) Information that can be grouped based on the phase of operation in which it is used.

1.3 Time critical information shall be placed early and prominently in the flight safety documents system.

1.4 Time critical information, time sensitive information, and frequently used information shall be placed in cards and quick-reference guides.

2.0 Validation

A flight safety documents system shall be validated before deployment, under realistic conditions. Validation shall involve the critical aspects of the information use, in order to verify its effectiveness. Interactions among all groups that can occur during operations shall also be included in the validation process.

3.0 Design

3.1 A flight safety documents system shall maintain consistency in terminology and in the use of standard terms for common items and actions.

3.2 Operational documents shall include a glossary of terms, acronyms and their standard definition, updated on a regular basis to ensure access to the most recent terminology. All significant terms, acronyms and abbreviations included in the flight documents system shall be defined.

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3.3 A flight safety documents system shall ensure standardisation across document types, including writing style, terminology, use of graphics and symbols, and formatting across documents. This includes a consistent location of specific types of information, consistent use of units of measurement and consistent use of codes.

3.4 A flight safety documents system shall include a master index to locate, in a timely manner, information included in more than one operational document.

Note : The master index must be placed in the front of each document and consist of no more than three levels of indexing. Pages containing abnormal and emergency information must be tabbed for direct access.

3.5 A flight safety documents system shall comply with the requirements of the operator's quality system, if applicable.

4.0 Deployment

Operators shall monitor deployment of the flight safety documents system, to ensure appropriate and realistic use of the documents, based on the characteristics of the operational environment and in a way which is both operationally relevant and beneficial to operational personnel. This monitoring shall include a formal feedback system for obtaining input from operational personnel.

5.0 AMENDMENT

5.1 Operators shall develop an information gathering, review, distribution and revision control system to process information and data obtained from all sources relevant to the type of operation conducted, including, but not limited to, the State of the Operator, State of design, State of Registry, manufacturers and equipment vendors.

Note : Manufacturers provide information for the operation of specific aircraft that emphasises the aircraft systems and procedures under conditions that may not fully match the requirements of operators. Operators shall ensure that such information meets their specific needs and those of the local authority.

5.2 Operators shall develop an information gathering, review and distribution system to process information resulting from changes that originate within the operator, including :

- (a) Changes resulting from the installation of new equipment ;
- (b) Changes in response to operating experience ;
- (c) Changes in an operator's policies and procedures ;

- (d) Changes in an operator certificate ; and
- (e) Changes for purposes of maintaining cross fleet standardisation.

Note : Operators shall ensure that crew co-ordination philosophy, policies and procedures are specific to their operation.

5.3 A flight safety documents system shall be reviewed :

- (a) on a regular basis (at least once a year) ;
- (b) after major events (mergers, acquisitions, rapid growth, downsizing, etc.) ;
- (c) after technology changes (introduction of new equipment) ; and
- (d) after changes in safety regulations.

5.4 Operators shall develop methods of communicating new information. The specific methods shall be responsive to the degree of communication urgency.

Note : As frequent changes diminish the importance of new or modified procedures, it is desirable to minimise changes to the flight safety documents system.

5.5 New information shall be reviewed and validated considering its effects on the entire flight safety documents system.

5.6 The method of communicating new information shall be complemented by a tracking system to ensure currency by operational personnel. The tracking system shall include a procedure to verify that operational personnel have the most recent updates.

IS: 9.2.3.2—(a) An AOC holder may dry lease an aircraft for the purpose of commercial air transportation from any AOC holder of a State which is signatory to the Chicago Convention provided that the following conditions are met :

Dry Leasing
of Foreign
Registered
Aircraft.

(1) The aircraft carries an appropriate airworthiness certificate issued, in accordance with ICAO Annex 8, by the State of Registry and meets the registration and identification requirements of that country.

(2) The aircraft is of a type design which complies with all of the requirements that would be applicable to that aircraft were it registered in Nigeria, including the requirements which shall be met for issuance of a Nigeria standard airworthiness certificate (including type design conformity, condition for safe operation, and the noise, fuel venting, and engine emission requirements).

(3) The aircraft is maintained according to an approved maintenance programme.

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(4) The aircraft is operated by Nigeria-licensed airmen with additional licence authorisation by the State of Registry, employed by the AOC holder.

(b) Each AOC holder shall provide the Authority with a copy of the dry lease to be executed.

(c) Operational control of any dry leased aircraft rests with the AOC holder operating that aircraft.

(d) The Authority will list the dry leased aircraft on the lessor AOC holder's operations specifications.

(e) AOC holder engaged in dry leasing aircraft shall make the dry lease agreement explicit concerning the maintenance programme and MEL to be followed during the term of the dry lease.

Aircraft
Interchange.

IS: 9.2.3.3.—(a) Before operating under an interchange agreement, each AOC holder shall show that—

(1) The procedures for the interchange operation conform with safe operating practices ;

(2) Required crew members and flight operations officers meet approved training requirements for the aircraft and equipment to be used and are familiar with the communications and dispatch procedures to be used ;

(3) Maintenance personnel meet training requirements for the aircraft and equipment, and are familiar with the maintenance procedures to be used ;

(4) Flight crew members and flight operations officers meet appropriate route and airport qualifications ;

(5) The aircraft to be operated are essentially similar to the aircraft of the AOC holder with whom the interchange is effected ; and

(6) The arrangement of flight instruments and controls that are critical to safety are essentially similar, unless the Authority determines that the AOC holder has adequate training programmes to ensure that any potentially hazardous dissimilarities are safely overcome by flight crew familiarisation.

(b) Each AOC holder conducting an interchange agreement shall include the pertinent provisions and procedures of the agreement in its manuals.

(c) The AOC holder shall amend their operations specifications to reflect an interchange agreement.

(d) The AOC holder shall comply with the applicable regulations of the State of Registry of an aircraft involved in an interchange agreement while it has operational control of that aircraft.

Wet Leasing.

IS: 9.2.3.4.—(a) Each AOC holder shall provide the Authority with a copy of the wet lease to be executed.

(b) The Authority will determine which party to a wet lease agreement has operational control considering the extent and control of certain operational functions such as :

- (1) Initiating and terminating flights.
- (2) Maintenance and servicing of aircraft.
- (3) Scheduling crewmembers.
- (4) Paying crewmembers.
- (5) Training crewmembers.

(c) Each AOC holder engaged in a wet leasing arrangement shall amend its operations specifications to contain the following information :

- (1) The names of the parties to the agreement and the duration of the agreement.
- (2) The make, model, and series of each aircraft involved in the agreement.
- (3) The kind of operation.
- (4) The expiration date of the lease agreement.
- (5) A statement specifying the party deemed to have operational control.
- (6) Any other item, condition, or limitation the Authority determines necessary.

IS: 9.2.3.5.—(a) Each AOC holder shall conduct a partial emergency evacuation and ditching evacuation, observed by the Authority, that demonstrates the effectiveness of its crew member emergency training and evacuation procedures.

Emergency
Evacuation
Demonstration.

(b) Prior to conducting an emergency evacuation demonstration, the AOC holder shall apply for and obtain approval from the Authority.

(c) Cabin crew members used in the emergency evacuation demonstrations shall—

- (1) Be selected at random by the Authority ;
- (2) Have completed the AOC holder’s Authority-approved training programme for the type and model of aircraft ; and
- (3) Have passed the drills and competence check on the emergency equipment and procedures.

(d) To conduct the partial emergency evacuation demonstration, the AOC holder’s assigned cabin crew members shall, using the AOC holder’s line operating procedures—

- (1) Demonstrate the opening of 50 percent of the required floor-level emergency exits and 50 percent of the required non-floor-level emergency exits (whose opening by a cabin crew member is defined as an emergency evacuation duty) and deployment of 50 percent of the exit slides, selected by the Authority ; and

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(2) Prepare for use those exits and slides within 15 seconds.

(e) To conduct the ditching evacuation demonstration, the AOC holder's assigned cabin crew members shall—

(1) Demonstrate their knowledge and use of each item of required emergency equipment ;

(2) Prepare the cabin for ditching within 6 minutes after the intention to ditch is announced ;

(3) Remove each life raft from storage (one life raft, selected by the Authority, shall be launched and properly inflated or one slide life raft properly inflated) ; and

(4) Enter the raft (the raft shall include all required emergency equipment) and completely set it up for extended occupancy.

Demonstration
Flights.

IS: 9.2.3.6.—(a) Each applicant for AOC shall conduct demonstration flights for each type of aircraft, including those aircraft materially altered in design, and for each kind of operation the AOC holder intends to conduct.

(1) *Definition* : “*Materially altered aircraft*” refers to aircraft having powerplants installed other than those for which it is certified ; or alterations to the aircraft or its components that materially affect flight characteristics.

(b) Each applicant for AOC shall conduct demonstration flights which contain at least :

(1) Fifty total hours of flight time for scheduled operation, unless the Authority determines that a satisfactory level of proficiency has been demonstrated in fewer hours ;

(2) Ten hours of night time and may not be reduced, if night flights are to be authorised ;

(3) Five instrument approach procedures under simulated or actual instrument weather conditions, if IFR flights are to be authorised ; and

(4) Entry into a representative number of en route airports, as determined by the Authority.

(c) Each applicant for AOC shall conduct demonstration flights which contain at least :

(1) 15 total hours of flight time for non-scheduled operation, unless the Authority determines that a satisfactory level of proficiency has been demonstrated in fewer hours ;

(2) Five hours of night time and may not reduced, if night flights are to be authorised ;

(3) Five instrument approach procedures under simulated or actual instrument weather conditions, if IFR flights are to be authorised ;

(d) Each applicant for AOC shall conduct demonstration flights which contain at least :

(1) 10 total hours of flight time for helicopter operation, unless the Authority determines that a satisfactory level of proficiency has been demonstrated in fewer hours ;

(2) Three instrument approach procedures under simulated or actual instrument weather conditions, if IFR flights are to be authorised ;

(e) No person may carry passengers in an aircraft during demonstration flights, except for those needed to make the demonstration flight and those designated by the Authority.

(f) For those AOC holders of aircraft of less than 5700 kg, the necessity and extent of demonstration shall be at the option of the Authority.

IS: 9.3.1.2—(a) Each AOC holder shall ensure that the contents and structure of the operations manual are in accordance with rules and regulations of the Authority, and are relevant to the area(s) and type(s) of operation.

Operations
Manual.

(b) An operations manual, which may be issued in separate parts corresponding to specific aspects of operations shall be organised in accordance with the following structure :

- (1) General (IS: 9.3.1.2(e)).
- (2) Aircraft operating information (IS: 9.3.1.4).
- (3) Areas, routes and aerodromes (IS: 9.3.1.20), and
- (4) Training (IS: 9.3.1.3).

(c) An AOC holder may design a manual to be more restrictive than the Authority's requirements.

(d) Each AOC holder shall ensure that the operations manual presents the items of information listed below, to meet the requirements of 9.3.1.2(g). The manual may consist of two or more parts containing together all such information in a format and manner based upon the outline presented in paragraph (d) below. Each part of the operations manual must contain all information required by each group of personnel addressed in that part.

- (1) General Policies.
- (2) Duties and responsibilities of each crewmember, appropriate members of the ground organisation, and management personnel.
- (3) Reference to appropriate Civil Aviation Regulations.
- (4) Flight dispatching and operational control, including procedures for co-ordinated dispatch or flight control or flight following procedures and maintenance control procedures, as applicable.
- (5) En route flight, navigation, and communication procedures, including procedures for the dispatch or release or continuance of flight if any item of equipment required for the particular type of operation becomes inoperative or unserviceable en route.

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(6) Appropriate information from the en route operations specifications, including for each approved route the types of aircraft authorised, the type of operation such as VFR, IFR, day, night, etc., and any other pertinent information.

(7) Appropriate information from the airplane terminal instrument procedures and airport authorisations and limitations operations specifications, including for each airport—

- (i) Its location ;
- (ii) Its designation ;
- (iii) The types of aircraft authorised ;
- (iv) Instrument approach procedures ;
- (v) Landing and take-off minimums ; and
- (vi) Any other pertinent information.

(8) Procedures for familiarising passengers with the use of emergency equipment, during flight.

(9) Emergency equipment and procedures.

(10) The method of designating succession of command of flight crew members.

(11) Procedures for determining the usability of landing and take-off areas, and for disseminating pertinent information thereon to operations personnel.

(12) Procedures for operating in periods of ice, hail, thunderstorms, turbulence, or any potentially hazardous meteorological condition.

(13) Airman training programmes, including appropriate ground, flight, and emergency phases.

(14) Procedures for refueling aircraft, eliminating fuel contamination, protection from fire (including electrostatic protection), and supervising and protecting passengers during refueling.

(15) Methods and procedures for maintaining the aircraft weight and centre of gravity within approved limits.

(16) Where applicable, pilot and dispatcher route and airport qualification procedures.

(17) Accident notification procedures.

(18) Procedures and information to assist personnel to identify packages marked or labeled as containing hazardous materials and, if these materials are to be carried, stored, or handled, procedures and instructions relating to the carriage, storage, or handling of hazardous materials, including the following :

(i) Procedures for determining the proper shipper certification and proper packaging, marking, labeling, shipping documents, compatibility of materials, and instructions on the loading, storage, and handling.

(ii) Notification procedures for reporting hazardous material incidents.

(iii) Instructions and procedures for the notification of the pilot in command when there are hazardous materials aboard.

(19) Other information or instructions relating to safety.

(e) The general part or section of the operations manual shall contain at least the following :

1.0. ADMINISTRATION AND CONTROL OF OPERATIONS MANUAL

1.1.—(a) A statement that the manual complies with all applicable Authority regulations and requirements and with the terms and conditions of the applicable Air Operator Certificate.

Introduction.

(b) A statement that the manual contains operational instructions that are to be complied with by the relevant personnel in the performance of their duties.

(c) A list and brief description of the various operations manual parts, their contents, applicability and use.

(d) Explanations and definitions of terms and words used in the manual.

1.2.—(a) An operations manual shall describe who is responsible for the issuance and insertion of amendments and revisions.

System of
Amendment
and
Revision.

(b) A record of amendments and revisions with insertion dates and effective dates is required.

(c) A statement that hand-written amendments and revisions are not permitted except in situations requiring immediate amendment or revision in the interest of safety.

(d) A description of the system for the annotation of pages and their effective dates.

(e) A list of effective pages and their effective dates.

(f) Annotation of changes (on text pages and as practicable, on charts and diagrams).

(g) A system for recording temporary revisions.

(h) A description of the distribution system for the manuals, amendments and revisions.

(i) A statement of who is responsible for notifying the Authority of proposed changes and working with the Authority on changes requiring Authority approval.

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2.0. ORGANISATION AND RESPONSIBILITIES

Organisational Structure.

2.1. A description of the organisational structure including the general company organisation and operations department organisation. The relationship between the operations department and the other departments of the company. In particular, the subordination and reporting lines of all divisions, departments etc., which pertain to the safety of flight operations shall be shown. Instructions outlining the responsibilities of operations personnel pertaining to the conduct of flight operations.

Responsible Manager.

2.2. The name of each manager responsible for flight operations, the maintenance system, crew training and ground operations shall be listed. A description of their function and responsibilities shall be included.

Responsibilities and Duties of Operations Management Personnel.

2.3. A description of the duties, responsibilities, and authority of operations management personnel pertaining to the safety of flight operations and with compliance with applicable regulations shall be listed.

Authority, Duties and Responsibilities of a PIC.

2.4. A statement defining the authority, duties and responsibilities of the PIC shall be listed.

Duties and Responsibilities of Crew Members Other Than the PIC.

2.5. A statement defining the authority, duties, and responsibilities of all required aircraft crew members shall be listed.

3.0. OPERATIONAL CONTROL AND SUPERVISION

Supervision of the Operation by the AOC Holder.

3.1. A description of the system for supervision of the operation by the AOC holder shall be listed. This description shall show how the safety of flight operations and the qualifications of personnel involved in all such operations are supervised and monitored. In particular, the procedures related to the following items shall be described :

- (a) Specifications for the operational flight plan ;
- (b) Competence of operations personnel ; and
- (c) Control, analysis and storage of records, flight documents, additional information, and safety related data.

System of Promulgation of Additional Operational Instructions and Information.

3.2 A description of any system for promulgating information which may be of an operational nature but is supplementary to that in the operations manual. The applicability of this information and the responsibilities for its promulgation shall be included.

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<p>3.3. A description of the main aspects of the flight safety programme including :</p> <p>(a) Programmes to achieve and maintain risk awareness by all persons involved in flight operations ; and</p> <p>(b) Evaluation of accidents and incidents and the promulgation of related information.</p>	Accident Prevention and Flight Safety Programme.
<p>3.4. A description of the objectives, procedures, and responsibilities necessary to exercise operational control with respect to flight safety.</p>	Operational Control.
<p>4.0. A description of the quality system adopted.</p>	Quality System.
<p>5.0. CREW</p>	
<p>5.1. An explanation of the method for determining crew compositions taking into account of the following :</p> <p>(a) Experience (total and on type), recency and qualification of the crew members ; and</p> <p>(b) The designation of the PIC and, if required by the duration of the flight, the procedures for the relief of the PIC or other members of the flight crew.</p> <p>(c) The flight crew for each type of operation including the designation of the succession of command.</p>	Crew Composition.
<p>5.2. The rules applicable to the designation of a PIC.</p>	Designation of the PIC.
<p>5.3. Instructions on the succession of command in the event of flight crew incapacitation.</p>	Flight Crew Incapacitation.
<p>6.0. FLIGHT CREW, CABIN CREW, FLIGHT OPERATIONS OFFICER, AND OTHER OPERATIONS PERSONNEL QUALIFICATIONS.</p>	
<p>6.1. A description of the required licence rating(s), qualification/competency (e.g., for routes and airports) experience, training, checking and recency of experience for operations personnel to conduct their duties. Consideration shall be given to the aircraft type, kind of operation, and composition of the crew.</p>	Qualifications.
<p>6.2.—(a) Operation on more than one type or variant.</p>	Flight Crew.
<p>6.3.—(a) Senior cabin crew member.</p> <p>(b) Cabin crewmember.</p> <p>(1) Required cabin crewmember.</p> <p>(2) Additional cabin crewmember, and</p> <p>(3) Cabin crewmember during familiarisation flights.</p>	Cabin Crew.

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	(c) Operation on more than one type or variant.
	6.4. OTHER OPERATIONS PERSONNEL
	7.0. FLIGHT AND DUTY TIME
Flight and Duty Time Limitations and Rest Schemes.	7.1.—(a) Flight Crew (b) Cabin Crew (c) Flight Operations Officer/ Flight Dispatcher
	8.0. CREW HEALTH
Crew Health Precautions.	8.1. The relevant regulations and guidance for crew members concerning health including : (a) Alcohol and other intoxicating liquor ; (b) Narcotics ; (c) Drugs ; (d) Sleeping tablets ; (e) Pharmaceutical preparations ; (f) Immunisation ; (g) SCUBA diving ; (h) Blood donation ; (i) Meal precautions prior to and during flight ; (j) Sleep and rest ; and (k) Surgical operations.
	9.0. OPERATING PROCEDURES
Flight Preparation Instructions.	9.1. As applicable to the operation : 9.1.1. Criteria for Determining the Usability of Airports. 9.1.2. The method for determining minimum flight altitudes. 9.1.3. The method for determining aerodrome operating minima. 9.1.4. En route Operating Minima for VFR Flights. A description of en route operating minima for VFR flights or VFR portions of a flight and, where single-engine aircraft are used, instructions for route selection with respect to the availability of surfaces which permit a safe forced landing. 9.1.5. Presentation and Application of Airport and En route Operating Minima. 9.1.6. Interpretation of Meteorological Information. Explanatory material on the decoding of MET forecasts and MET reports relevant to the area of operations, including the interpretation of conditional expressions. 9.1.7. Determination of the Quantities of Fuel, Oil, and Water Methanol Carried. The specific instructions and methods by which the quantities of fuel,

oil and water methanol to be carried are determined and monitored in flight. This section shall also include instructions on the measurement and distribution of the fluid carried on board. Such instructions shall take account of all circumstances likely to be encountered on the flight, including the possibility of in-flight replanning and of failure of one or more of the aircraft's power plants, and possible loss of pressurisation. The system for maintaining fuel and oil records shall also be described.

9.1.8. The general principles of mass and centre of gravity including :

Mass and
Centre of
Gravity.

- (a) The policy for using either standard and/or actual masses ;
- (b) The method for determining the applicable passenger, baggage and cargo mass ;
- (c) The applicable passenger and baggage masses for various types of operations and aircraft type ;
- (d) General instruction and information necessary for verification of the various types of mass and balance documentation in use ;
- (e) Last minute changes procedures ;
- (f) Seating policy/procedures ; and
- (g) List of documents, forms, and additional information to be carried during a flight.

9.2. GROUND HANDLING ARRANGEMENTS AND PROCEDURES

9.2.1. A description of fuelling procedures, including :

Fuelling
Procedures.

- (a) Safety precautions during refuelling and defueling including when an APU is in operation or when a turbine engine is running and, if applicable, the propeller brakes are on ;
- (b) Refuelling and defueling when passengers are embarking, on board or disembarking ;
- (c) Precautions to be taken to avoid mixing fuels ; and
- (d) Method to ensure the required amount of fuel is loaded.

9.2.2. Aircraft, Passengers, and Cargo Handling Procedures Related To Safety.

A description of the handling procedures to be used when allocating seats and embarking and disembarking passengers and when loading and unloading the aircraft. Further procedures, aimed at achieving safety whilst the aircraft is on the ramp, shall also be given. Handling procedures shall include :

- (a) Sick passengers and persons with reduced mobility ;
- (b) Permissible size and weight of hand baggage ;
- (c) Loading and securing of items in the aircraft ;
- (d) Special loads and classification of load compartments (*i.e.*, *dangerous goods, live animals, etc.*) ;

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- (e) Positioning of ground equipment ;
- (f) Operation of aircraft doors ;
- (g) Safety on the ramp, including fire prevention, blast and suction areas ;
- (h) Start-up, ramp departure and arrival procedures ;
- (i) Servicing of aircraft ;
- (j) Documents and forms ;
- (k) Multiple occupancy of aircraft seats.

9.2.3. Procedures for the Refusal of Embarkation.

Procedures to ensure that persons who appear to be intoxicated or who demonstrate by manner or physical indications that they are under the influence of alcohol or drugs, except medical patients under proper care, are refused embarkation.

9.2.4. Deicing and Anti-Icing on the Ground.

Instructions for the conduct and control of ground de-icing/anti-icing operations. A description of the deicing and anti-icing policy and procedures for aircraft on the ground. These shall include descriptions of the types and effects of icing and other contaminants on aircraft while stationary, during ground movements and during take-off. In addition, a description of the fluid types used shall be given including :

- (a) Proprietary or commercial names ;
- (b) Characteristics ;
- (c) Effects on aircraft performance ;
- (d) Precautions during usage.

9.3. A description of flight procedures, including :

- (a) Standard operating procedures (SOP) for each phase of flight.
- (b) Instructions on the use of normal checklists and the timing of their use.
- (c) Departure contingency procedures
- (d) Instructions on the maintenance of altitude awareness and the use of automated or flight crew altitude call-outs.
- (e) Instructions on the use of autopilots and auto-throttles in IMC.
- (f) Instructions on the clarification and acceptance of ATC clearances, particularly where terrain clearance is involved.
- (g) Departure and approach briefings.
- (h) Procedures for familiarisation with areas, routes, and aerodromes
- (i) Stabilized approach procedure.
- (j) Limitation on high rates of descent near the surface.
- (k) Conditions required to commence or to continue an instrument approach.

Flight
Procedures
and Flight
Navigation
Equipment.

(l) Instructions for the conduct of precision and non-precision instrument approach procedures.

(m) Allocation of flight crew duties and procedures for the management of crew workload during night and IMC instrument approach and landing operations.

(n) The circumstances in which a radio listening watch is to be maintained.

(o) Instructions and training requirements for the use of head-up-displays (HUD) and enhanced vision systems (EVS) equipment as applicable.

9.3.1. A list of the navigational equipment to be carried including any requirements relating to operations where performance-based navigation is prescribed. Navigation Equipment.

9.3.2. A description of all navigation procedures relevant to the type(s) and area(s) of operation. Consideration shall be given to : Navigation Procedures.

(a) Standard navigational procedures including policy for carrying out independent cross-checks of keyboard entries where these affect the flight path to be followed by the aircraft,

(b) In-flight replanning,

(c) Procedures in the event of system degradation,

(d) Where relevant to the operations, the long range navigation procedures, engine failure procedure for ETOPS and the nomination and utilisation of diversion aerodromes,

(e) Instructions and training requirements for the avoidance of controlled flight into terrain and policy for the use of the ground proximity warning system (GPWS).

(f) Policy, instructions, procedures and training requirements for the avoidance of collisions and the use of the airborne collision avoidance system (ACAS).

(g) Information and instructions relating to the interception of civil aircraft including :

(1) Procedures, as prescribed in Nig. CARs Part 8, IS: 8.8.1.28, for pilots-in-command of intercepted aircraft ; and

(2) Visual signals for use by intercepting and intercepted aircraft, as contained in Nig. CARs Part 8, IS: 8.8.1.28.

(h) For aeroplanes intended to be operated above 49, 000 ft. (15,000 m)

(1) information which will enable the pilot to determine the best course of action to take in the event of exposure to solar cosmic radiation ; and

(2) procedures in the event that a decision to descend is taken, covering :

(i) the necessity of giving the appropriate ATS unit prior warning of the situation and of obtaining a provisional descent clearance ; and

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(ii) the action to be taken in the event that communication with ATS unit cannot be established or is interrupted.

9.3.3. POLICY AND PROCEDURES FOR IN-FLIGHT FUEL MANAGEMENT

Adverse and Potentially Hazardous Atmospheric Conditions.

9.3.4. Procedures for operating in, and/or avoiding, potentially hazardous atmospheric conditions including :

- (a) Thunderstorms ;
- (b) Icing conditions ;
- (c) Turbulence ;
- (d) Wind shear ;
- (e) Jet stream ;
- (f) Volcanic ash clouds ;
- (g) Heavy precipitation ;
- (h) Sand storms ;
- (i) Mountain waves ; and
- (j) Significant Temperature inversions.

Operating Restrictions.

- 9.3.5.—(a) Cold weather operations ;
- (b) Take-off and landing in turbulence ;
 - (c) Low-level wind shear operations ;
 - (d) Cross-wind operations (including tail wind components) ;
 - (e) High temperature operations ;
 - (f) High altitude operations.

Incapacitation of Crew Members.

9.3.6. Procedures to be followed in the event of incapacitation of crew members in flight. Examples of the types of incapacitation and the means for recognising them shall be included.

Cabin Safety Requirements.

- 9.3.7. Procedures covering :
- (a) Cabin preparation for flight, in-flight requirements and preparation for landing including procedures for securing cabin and galleys.
 - (b) Procedures to ensure that passengers are seated where, in the event that an emergency evacuation is required, they may best assist and not hinder evacuation from the aircraft ;
 - (c) Procedures to be followed during passenger embarkation and disembarkation ; and
 - (d) Procedures for fuelling with passengers on board, embarking, or disembarking.
 - (e) Smoking on board ;
 - (f) Use of portable electronic equipment and cellular telephones.

Passenger Briefing Procedures.

9.3.8. The contents, means, and timing of passenger briefing.

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<p>9.3.9. Procedures for the use of cosmic or solar radiation detection equipment and for recording its readings including actions to be taken in the event that limit values specified in the operations manual are exceeded. In addition, the procedures, including ATC procedures, to be followed in the event that a decision to descend or re-route is taken.</p>	Procedures for Use of Cosmic or Solar Radiation Detection Equipment - Aeroplanes.
<p>9.4. ALL WEATHER OPERATIONS</p>	
<p>9.5. USE OF THE MINIMUM EQUIPMENT AND CONFIGURATION DEVIATION LIST(S)</p>	
<p>9.6. Procedures and limitations for :</p> <p>(a) Training flights ;</p> <p>(b) Test flights ;</p> <p>(c) Delivery flights ;</p> <p>(d) Ferry flights ;</p> <p>(e) Demonstration flights ; and</p> <p>(f) Positioning flights, including the kind of persons who may be carried on such flights.</p>	Non Revenue Flights.
<p>9.7. An explanation of the conditions under which oxygen shall be provided and used.</p>	Oxygen Requirements.
<p>10.0. DANGEROUS GOODS AND WEAPONS</p>	
<p>10.1. Information, instructions and general guidance on the transport of dangerous goods including :</p> <p>(a) AOC holder's policy on the transport of dangerous goods ;</p> <p>(b) Guidance on the requirements for acceptance, labelling, handling, stowage and segregation of dangerous goods ;</p> <p>(c) Procedures and actions to be taken for responding to emergency situations involving dangerous goods ;</p> <p>(d) Duties of all personnel involved ; and</p> <p>(e) Instructions on the carriage of the AOC holder's employees.</p>	Transport of Dangerous Goods.
<p>10.2. The conditions under which weapons, munitions of war and sporting weapons may be carried.</p>	Transport of Weapons.
<p>11.0. SECURITY</p>	
<p>11.1. A description of security policies and procedures for handling and reporting crime on board such as unlawful interference, sabotage, bomb threats, and hijacking.</p>	Security Policies and Procedures.
<p>11.2. Security instructions and guidance of a non-confidential nature which shall include the authority and responsibilities of operations personnel.</p>	Security Instructions and Guidance.

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Preventative
Security
Measures
and
Training.

11.3. A description of preventative security measures and training.

Note : Parts of the security instructions and guidance may be kept confidential.

Handling of
Accidents
and
Occurrences.

12.0. (a) Procedures for the handling, notifying and reporting of accidents and occurrences. This section shall include :

(b) Definitions of accidents and occurrences and the relevant responsibilities of all persons involved ;

(c) The descriptions of which company departments, Authorities or other institutions have to be notified by which means and in which sequence in case of an accident ;

(d) Special notification requirements in the event of an accident or occurrence when dangerous goods are being carried ;

(e) A description of the requirements to report specific occurrences and accidents ;

(f) The forms used for reporting and the procedure for submitting them to the Authority shall also be included ; and

(g) If the AOC holder develops additional safety related reporting procedures for its own internal use, a description of the applicability and related forms to be used.

(h) Procedures for pilots-in-command observing an accident.

Rules of the
Air.

13.0. Rules of the Air including :

(a) Territorial application of the Rules of the Air ;

(b) The circumstances during which a radio listening watch shall be maintained ;

(c) ATC clearances, adherence to flight plan and position reports ;

(d) The ground/air visual codes for use by survivors, description and use of signal aids ; and

(e) Distress and urgency signals.

Safety
Management
System
(SMS).

14.0. Details of the Safety Management System.

Training
Programmes
Manual.

IS: 9.3.1.3.—(a) Each AOC holder and AOC applicant may submit and maintain training programme manuals based on the following outline :

1.0. TRAINING SYLLABI AND CHECKING PROGRAMMES

General
Requirements.

1.1. (a) Training syllabi and checking programmes for all operations personnel assigned to operational duties in connection with the preparation and/or conduct of a flight shall be developed to meet the respective requirements of the Authority. An AOC holder may not use, nor may any person serve in a required crewmember capacity or operational capacity unless that person meets the training and currency requirements established by the Authority for that respective position.

1.2. The training syllabi and checking programmes for flight crew members shall include :

Flight Crew.

(a) A written training programme acceptable to the Authority that provides for basic indoctrination, initial, transition, re-qualification familiarisation difference, and recurrent training, as appropriate, for flight deck crew members for each type of aircraft flown by that crew member. This written training programme shall include both normal and emergency procedures training applicable for each type of aircraft flown by the crewmember. Also, human factor, CRM, safety management and other specialized training that is acceptable to the Authority.

(b) Adequate ground and flight training facilities and properly qualified instructors required to meet training objectives and needs.

(c) A current list of approved training materials, equipment, training devices, simulators, and other required training items needed to meet the training needs for each type and variation of aircraft flown by the AOC holder.

(d) Adequate number of ground check personnel and flight check pilots to ensure adequate training and checking of flight crew members.

(e) A record system acceptable to the Authority to show compliance with appropriate training and currency requirements

1.3. The training syllabi and checking programmes for cabin crew members shall include :

Cabin Crew.

(a) Basic initial ground training covering duties and responsibilities.

(b) Appropriate Authority rules and regulations.

(c) Appropriate portions of the AOC holder's operating manual.

(d) Appropriate emergency training as required by the Authority and the AOC holder's operating manual.

(e) Appropriate flight training.

(f) Appropriate recurrent, upgrade, or difference training, as required, to maintain currency in any type and variance of aircraft the crew member may be required to work in.

(g) A current list of approved training materials, equipment, training devices, simulators, and other required training items needed to meet the training needs for each type and variation of aircraft flown by the AOC holder.

(h) Adequate number of ground check personnel and flight check personnel to ensure adequate training and checking of crew members, and

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(i) Maintain a training record system acceptable to the Authority to show compliance with all required training.

All Crew
Members.

1.4. A written training programme shall be developed for all crew members in the emergency procedures appropriate to each make and model of aircraft flown in by the crew member. Areas shall include :

(a) Instruction in emergency procedures, assignments, and crew co-ordination.

(b) Individual instruction in the use of onboard emergency equipment such as fire extinguishers, emergency breathing equipment, first aid equipment and its proper use, emergency exits and evacuation slides, and the aircraft's oxygen system including the use of portable emergency oxygen bottles. Flight crew members shall also practice using their emergency equipment designed to protect them in case of a cockpit fire or smoke.

(c) Training shall also include instruction in potential emergencies such as rapid decompression, ditching, fire fighting, aircraft evacuation, medical emergencies, hijacking, and disruptive passengers.

(d) Scheduled recurrent training to meet Authority requirements.

All
Operations
Personnel.

1.5. The training syllabi and checking programmes for all operations personnel shall include :

(a) Training in the safe transportation and recognition of all dangerous goods permitted by the Authority to be shipped by air. Training shall include the proper packaging, marking, labelling, and documentation of dangerous articles and magnetised materials.

(b) All appropriate security training required by the Authority.

(c) A method of providing any required notification of an accident or incident involving dangerous good.

Operations
Personnel
Other Than
Crew
Members.

1.6. For operations personnel other than crew members (e.g., flight operations officer, handling personnel etc.), a written training programme shall be developed that pertains to their respective duties. The training programme shall provide for initial, recurrent, and any required upgrade training.

2.0. PROCEDURES FOR TRAINING AND CHECKING

Proficiency
Checking
Procedures.

2.1. (a) Procedures to be applied in the event that personnel do not achieve or maintain the required standards.

Procedures
Involving
the
Simulation
of Abnormal
or
Emergency
Situations.

2.2. Procedures to ensure that abnormal or emergency situations requiring the application of part or all of abnormal or emergency procedures, and simulation of IMC by artificial means, are not simulated during commercial air transportation flights.

3.0. DOCUMENT RETENTION

3.1. An AOC holder shall retain all documentation required by the appropriate Authority, or the Authority of another State in which the AOC holder is operating for the time specified by the respective Authority, or for the time period needed to show compliance with appropriate regulations or this operations manual, whichever is longer.

Documentation to be Stored and Storage Periods.

IS: 9.3.1.4—(a) Each AOC applicant and AOC holder shall submit and maintain an aircraft operating manual containing at least the following.

Aircraft Operating Manual.

1.0. General Information (e.g., aircraft dimensions), including a description of the units of measurement used for the operation of the aircraft type concerned and conversion tables.

General Information and Units of Measurement.

2.0. LIMITATIONS

2.1. A description of the certified limitations and the applicable operational limitations including :

Certification and Operational Limitations.

- (a) Certification status ;
- (b) Passenger seating configuration for each aircraft type including a pictorial presentation ;
- (c) Types of operation that are approved (e.g. IFR/VFR, CAT II/III, flights in known icing conditions etc.) ;
- (d) Crew composition ;
- (e) Operating within mass and centre of gravity limitations ;
- (f) Speed limitations ;
- (g) Flight envelopes ;
- (h) Wind limits including operations on contaminated runways ;
- (i) Performance limitations for applicable configurations ;
- (j) Runway slope ;
- (k) Limitations on wet or contaminated runways ;
- (l) Airframe contamination ; and
- (m) Post landing.

3.0. The normal procedures and duties assigned to the crew, the appropriate checklists, the system for use of the checklists and a statement covering the necessary co-ordination procedures between flight and cabin crew. The following normal procedures and duties shall be included :

Normal Procedures.

- (a) Pre-flight ;
- (b) Pre-departure and loading ;
- (c) Altimeter setting and checking ;
- (d) Taxi, Take-off and Climb ;
- (e) Noise abatement ;
- (f) Cruise and descent ;

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Specific
Flight Deck
Procedures.

- (g) Approach, landing preparation and briefing ;
- (h) VFR approach ;
- (i) Instrument approach ;
- (j) Visual approach and circling ;
- (k) Missed approach ;
- (l) Normal landing ;
- (m) Post landing ; and
- (n) Operation on wet and contaminated runways.

- 3.1.**—(a) Determining airworthiness of aircraft ;
- (b) Obtaining flight release ;
 - (c) Initial cockpit preparation ;
 - (d) Standard operating procedures ;
 - (e) Cockpit discipline ;
 - (f) Standard call-outs ;
 - (g) Communications ;
 - (h) Flight safety ;
 - (i) Push-back and towing procedures ;
 - (j) Taxi guidelines and ramp signals ;
 - (k) Take-off and climb out procedures ;
 - (l) Choice of runway ;
 - (m) Take-off in limited visibility ;
 - (n) Take-off in adverse weather ;
 - (o) Use and limitations of weather radar ;
 - (p) Use of landing lights ;
 - (q) Monitoring of flight instruments ;
 - (r) Power settings for take-off ;
 - (s) Malfunctions during take-off ;
 - (t) Rejected take-off decision ;
 - (u) Climb, best angle, best rate ;
 - (v) Sterile cockpit procedures ;
 - (w) En route and holding procedures ;
 - (x) Cruise control ;
 - (y) Navigation log book ;
 - (z) Descent, approach and landing procedures ;
 - (aa) Reporting maintenance problems ;
 - (bb) How to obtain maintenance and service en route.

4.0. ABNORMAL AND EMERGENCY PROCEDURES

4.1. The manual shall contain a listing of abnormal and emergency procedures assigned to crew members with appropriate check-lists that include a system for use of the check-lists and a statement covering the necessary co-ordination procedures between flight and cabin crew. The following abnormal and emergency procedures and duties shall be included :

- (a) Crew incapacitation ;
- (b) Fire and smoke drills ;
- (c) Unpressurised and partially pressurised flight ; as applicable ;
- (d) Exceeding structural limits such as overweight landing ;
- (e) Exceeding cosmic radiation limits; as applicable ;
- (f) Lightning strikes ;
- (g) Distress communications and alerting ATC to emergencies ;
- (h) Engine failure ;
- (i) System failures;
- (j) Guidance for diversion in case of serious technical failure ;
- (k) Ground proximity warning ;
- (l) ACAS warning ;
- (m) Windshear ; and
- (n) Emergency landing/ditching ;
- (o) Aircraft evacuation ;
- (p) Fuel Jettisoning (as applicable) and Overweight Landing ;
- (q) General considerations and policy ;
- (r) Fuel jettisoning procedures and precautions ;
- (s) Emergency Procedures ;
- (t) Emergency descent ;
- (u) Low fuel ;
- (v) Dangerous goods incident or accident ;
- (w) Interception procedures ;
- (x) Emergency signal for cabin crew members ;
- (y) Communication Procedures ;
- (z) Radio listening watch.

5.0. Performance data shall be provided in a form in which it can be used without difficulty.

Performance Data.

5.1. Performance material which provides the necessary data to allow the flight crew to comply with the approved aircraft flight manual performance requirements shall be included to allow the determination of—

Performance Data.

- (a) Take-off climb limits-Mass, Altitude, Temperature ;
- (b) Take-off field length limits (dry, wet, contaminated) ;

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- (c) Net flight path data for obstacle clearance calculation or, where applicable, take-off flight path ;
- (d) The gradient losses for banked climb outs ;
- (e) En route climb limits ;
- (f) Approach climb limits ;
- (g) Landing climb limits ;
- (h) Landing field length limits (dry, wet, contaminated) including the effects of an in-flight failure of a system or device, if it affects the landing distance ;
- (i) Brake energy limits ; and
- (j) Speeds applicable for the various flight stages (*also considering wet or contaminated runways*).

Supplementary
Performance
Data.

5.1.1. Supplementary data covering :

- (a) Flights in icing conditions.
- (b) The maximum crosswind and tailwind components for each aeroplane type operated and the reductions to be applied to these values having regard to gust, low visibility, runway surface conditions, crew experience, use of autopilot, abnormal or emergency circumstances, or any other relevant operational factors.
- (c) Any certified performance related to an allowable configuration, or configuration deviation, such as anti-skid inoperative, shall be included.

Other
Acceptable
Performance
Data.

5.1.2. If performance data, as required for the appropriate performance class, is not available in the approved AFM, then other data acceptable to the Authority shall be included. Alternatively, the operations manual may contain cross-reference to the approved data contained in the AFM where such data is not likely to be used often or in an emergency.

Additional
Performance
Data.

5.2. Additional performance data where applicable including :

- (a) All engine climb gradients ;
- (b) Drift-down data ;
- (c) Effect of deicing/anti-icing fluids ;
- (d) Flight with landing gear down ;
- (e) For aircraft with 3 or more engines, one engine inoperative ferry flights ; and
- (f) Flights conducted under the provisions of a configuration deviation list (CDL).

6.0. FLIGHT PLANNING

6.1. Specific data and instructions necessary for pre-flight and in-flight planning including factors such as speed schedules and power settings. Where

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applicable, procedures for engine(s) out operations, ETOPS and flights to isolated airports shall be included for the flight plan and the operational flight plan.	Fuel and Oil Calculations.
6.2. The method for calculating fuel needed for the various stages of flight.	Calculating Mass and Balance.
7.0. MASS AND BALANCE	
7.1. Instructions and data for the calculation of mass and balance including:	
(a) Calculation system (e.g. Index system) ;	
(b) Information and instructions for completion of mass and balance documentation, including manual and computer generated types ;	
(c) Limiting mass and centre of gravity of the various versions ;	
(d) Dry operating mass and corresponding centre of gravity or index.	Loading Procedures.
8.0. LOADING	
8.1. Instructions for loading and securing the load in the aircraft ;	L o a d i n g Dangerous Goods.
(a) Use of aircraft systems and associated controls.	
8.2. The operations manual shall contain a method to notify the PIC when dangerous goods are loaded in the aircraft.	
9.0. SURVIVAL AND EMERGENCY EQUIPMENT INCLUDING OXYGEN	List of Survival Equipment to be Carried.
9.1.—(a) A list of the survival equipment to be carried for the routes to be flown and the procedures for checking the serviceability of this equipment prior to take-off. Instructions regarding the location, accessibility and use of survival and emergency equipment and its associated check list(s) shall also be included.	Ground - Air Visual Signal .
9.2. Instructions illustrating the ground-air visual signal code for use by survivors shall also be included.	Oxygen Usage.
9.3. The procedure for determining the amount of oxygen required and the quantity that it available. The flight profile, number of occupants and possible cabin decompression shall be considered. The information provided shall be in a form in which it can be used without difficulty.	Emergency Equipment Usage.
9.4. A description of the proper use of the following emergency equipment, if applicable :	
(b)	
(c) Life jackets ;	
(d) Life rafts ;	
(e) Medical kits/first aid kits ;	

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- (f) Survival kits ;
- (g) Emergency locator transmitter (ELT) ;
- (h) Visual signalling devices ;
- (i) Evacuation slides ;
- (j) Emergency lighting.

10.0. EMERGENCY EVACUATION PROCEDURES

Instructions
for
Emergency
Evacuation.

10.1. Instructions for preparation for emergency evacuation including crew co-ordination and emergency station assignment.

Emergency
Evacuation
Procedures.

10.2. A description of the duties of all members of the crew for the rapid evacuation of an aircraft and the handling of the passengers in the event of a forced landing, ditching or other emergency.

11.0. AIRCRAFT SYSTEMS

Aircraft
Systems.

11.1. A description of the aircraft systems, related controls and indications and operating instructions.

Minimum
Equipment
List and
Configuration
Deviation
List.

12.0. The minimum equipment list and configuration deviation list for the aeroplane types operated and specific operations authorised, including any requirements relating to operations where performance-based navigation is prescribed.

13.0. ROUTE AND AIRPORT INSTRUCTIONS AND INFORMATION (OPTIONAL FOR THIS MANUAL)

Instructions
and
Information.

13.1. Instructions and information relating to communications, navigation and airports, including :

- (a) Minimum flight level/altitude for each route to be flown ;
- (b) Operating minima for departure, destination and alternate airports ;
- (c) Communication facilities and navigation aids ;
- (d) Runway data and airport facilities ;
- (e) Approach, missed approach and departure procedures including noise abatement procedures ;
- (f) Communications-failure procedures ;
- (g) Search and rescue facilities in the area over which the aircraft is to be flown ;
- (h) A description of the aeronautical charts that shall be carried on board in relation to the type of flight and the route to be flown, including the method to check their validity ;
- (i) Availability of aeronautical information and MET services ;

- (j) En route COM/NAV procedures, including holding ;
- (k) Airport categorisation for flight crew competence qualification.

IS : 9.3.1.18—(a) Each AOC holder shall, at each exit seat, provide passenger information cards that include the following information in the primary language in which emergency commands are given by the crew :

(1) Functions required of a passenger in the event of an emergency in which a crew member is not available to assist, including how to—

- (i) Locate the emergency exit ;
- (ii) Recognise the emergency exit opening mechanism ;
- (iii) Comprehend the instructions for operating the emergency exit ;
- (iv) Operate the emergency exit ;
- (v) Assess whether opening the emergency exit will increase the hazards to which passengers may be exposed ;
- (vi) Follow oral directions and hand signals given by a crew member ;
- (vii) Stow or secure the emergency exit door so that it will not impede use of the exit ;
- (viii) Assess the condition of an escape slide, activate the slide, and stabilise the slide after deployment to assist others in getting off the slide ;
- (ix) Pass expeditiously through the emergency exit ; and
- (x) Assess, select, and follow a safe path away from the emergency exit.

(2) A request that a passenger identify himself or herself to allow reseating if he or she—

- (i) Cannot perform the emergency functions stated in the information card ;
- (ii) Has a nondiscernible condition that will prevent him or her from performing the functions ;
- (iii) May suffer bodily harm as the result of performing one or more of those functions ;
- (iv) Does not wish to perform those functions ; or
- (v) Lacks the ability to read, speak, or understand the language or the graphic form in which instructions are provided by the AOC holder.

IS: 9.3.1.19—(a) Each AOC holder shall provide aeronautical data for each airport used by the AOC holder which includes the following :

- (1) Aerodromes/heliports.
 - (i) Facilities.
 - (ii) Public protection.
 - (iii) Navigational and communications aids.
 - (iv) Construction affecting take-off, landing, or ground operations.
 - (v) Air traffic facilities.

Aeronautical
Data Control
System.

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- (2) Runways, clearways, and stopways :
 - (i) Dimensions.
 - (ii) Surface.
 - (iii) Marking and lighting systems.
 - (iv) Elevation and gradient.
- (3) Displaced thresholds :
 - (i) Location.
 - (ii) Dimensions.
 - (iii) Take-off or landing or both.
- (4) Obstacles—
 - (i) Those affecting take-off and landing performance computations.
 - (ii) Controlling obstacles.
- (5) Instrument flight procedures.
 - (i) Departure procedure.
 - (ii) Approach procedure.
 - (iii) Missed approach procedure.
- (6) Special information :
 - (i) Runway visual range measurement equipment.
 - (ii) Prevailing winds under low visibility conditions

Route
Guide.

IS: 9.3.1.20—(a) The route guide will ensure that the flightcrew will have for each flight, information relating to communication facilities, navigation aids, aerodromes, instrument approaches, instrument arrivals and instrument departures as applicable for the operation, and such other information as the operator may deem necessary in the proper conduct of flight operations.

(b) Each route guide shall contain at least the following information :

- (1) The minimum flight altitudes for each aircraft to be flown
- (2) Aerodrome operating minima for each of the aerodromes that are likely to be used as aerodromes of intended landing or as alternate aerodromes.
- (3) The increase of aerodrome operating minima in case of degradation of approach or aerodrome facilities.
- (4) The necessary information for compliance with all flight profiles required by regulations, including but not limited to, the determination of :
 - (i) Take-off runway length requirements for dry, wet and contaminated conditions, including those dictated by systems failures which affect the take-off distance ;
 - (ii) Take-off climb limitations :
 - (iii) En-route climb limitations ;
 - (iv) Approach climb limitations and landing climb limitations ;
 - (v) Landing runway length requirements for dry, wet and contaminated conditions, including systems failures which affect the landing distance ; and
 - (vi) Supplementary information, such as tire speed limitations.

IS: 9.3.1.21—(a) The Authority approves and considers the following sources of weather reports satisfactory for flight planning or controlling flight movement :

Weather
Reporting
Sources.

- (1) [STATE METEOROLOGICAL OFFICE].
- (2) Nigeria-operated automated surface observation stations.

Note : Some automated systems cannot report all required items for a complete surface aviation weather report.

- (3) Nigeria-operated supplemental aviation weather reporting stations.
- (4) Observations taken by airport traffic control towers.
- (5) Nigeria-contracted weather observatories.
- (6) Any active meteorological office operated by a foreign state which subscribes to the standards and practices of ICAO conventions.

Note : These meteorological offices are normally listed in the MET tables located in ICAO Regional Air Navigation Plans.

- (7) Any military weather reporting sources approved by the Authority.

Note : Use of military sources is limited to control of those flight operations which use military airports as departure, destination, alternate, or diversionary airports.

(8) Near real time reports such as pilot reports, radar reports, radar summary charts, and satellite imagery reports made by commercial weather sources or other sources specifically approved by the Authority.

(9) An AOC holder operated and maintained weather reporting system approved by the Authority.

IS: 9.3.1.22—(a) Contents of the AOC holder's ground deicing and anti-icing programme shall include a detailed description of—

Deicing and
Anti-icing
Programme.

- (1) How the AOC holder determines that conditions are such that frost, ice, or snow may reasonably be expected to adhere to the aircraft and that ground deicing and anti-icing operational procedures shall be in effect ;
- (2) Who is responsible for deciding that ground deicing and anti-icing operational procedures shall be in effect ;
- (3) The procedures for implementing ground deicing and anti-icing operational procedures ; and
- (4) The specific duties and responsibilities of each operational position or group responsible for getting the aircraft safely airborne while ground deicing and anti-icing operational procedures are in effect.

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(b) Initial and annual recurrent ground training for flight crew and all other affected personnel (e.g. dispatchers/flight operations officers, ground crews, contract personnel) concerning the specific requirements of the approved programme and each person's responsibilities and duties under the approved programme specifically covering the following areas :

- (1) The use of holdover timesn ;
- (2) Aircraft deicing/anti-icing procedures including inspection and check procedures and responsibilities ;
- (3) Communication procedures ;
- (4) Aircraft surface contamination (i.e., adherence of frost, ice or snow) and critical area identification, and how contamination adversely affects aircraft performance and flight characteristics ;
- (5) Types and characteristics of deicing/anti-icing fluids ;
- (6) Cold weather pre-flight inspection procedures ; and
- (7) Techniques for recognising contamination on the aircraft.

(c) The AOC holder's programme shall include procedures for flight crew members to increase or decrease the determined holdover time in changing conditions. The holdover time shall be supported by data acceptable to the Authority. If the maximum holdover time is exceeded, take-off is prohibited unless at least one of the following conditions exists—

- (1) A pre-take-off contamination check is conducted outside the aircraft (within five minutes prior to beginning take-off) to determine that the wings, control surfaces, and other critical surfaces, as defined in the AOC holder's programme, are free of frost, ice, or snow ;
- (2) It is otherwise determined by an alternate procedure, approved by the Authority and in accordance with the AOC holder's approved programme, that the wings, control surfaces, and other critical surfaces are free of frost, ice, or snow ; or
- (3) The wings, control surfaces, and other critical surfaces are de-iced again and a new holdover time is determined.

Flight
Monitoring
System.

IS: 9.3.1.23.—(a) Each AOC holder shall have an approved flight following system established and adequate for the proper monitoring of each flight, considering the operations to be conducted.

(b) For AOC holders having flight following centres, these centres shall be located at those points necessary to ensure—

- (1) The proper monitoring of the progress of each flight with respect to its departure at the point of origin and arrival at its destination, including intermediate stops and diversions ; and
- (2) That the PIC is provided with all information necessary for the safety of the flight.

(c) An AOC holder conducting charter operations may arrange to have flight following facilities provided by persons other than its employees, but in such a case the AOC holder continues to be primarily responsible for operational control of each flight.

(d) Each AOC holder conducting charter operations using a flight following system shall show that the system has adequate facilities and personnel to provide the information necessary for the initiation and safe conduct of each flight to—

- (1) The flight crew of each aircraft ; and
- (2) The persons designated by the certificate holder to perform the function of operational control of the aircraft.

(e) Each AOC holder conducting charter operations shall show that the personnel required to perform the function of operational control are able to perform their duties.

IS: 9.3 1. 24.—(a) A Fatigue Risk Management System (FRMS) shall contain as a minimum :

- (1) FRMS policy and documentation.
- (2) Fatigue risk management processes.
- (3) FRMS safety assurance process.
- (4) FRMS promotion processes

(b) The operator shall define its FRMS policy, with all elements of the FRMS clearly identified.

(c) The policy shall require that the scope of FRMS operations be clearly defined in the Operations Manual.

(d) The FRMS policy shall :

- (1) Reflect the shared responsibility of management, flight and cabin crews, and other involved personnel ;
- (2) Clearly state the safety objectives of the FRMS ;
- (3) Be signed by the accountable executive of the organisations ;
- (4) Be communicated, with visible endorsement, to all the relevant areas and levels of the organisation ;
- (5) Declare management commitment to effective safety reporting ;
- (6) Declare management commitment to the provision of adequate resources for the FRMS ;
- (7) Declare management commitment to continuous improvement of the FRMS ;
- (8) Require that clear lines of accountability for management, flight and cabin crews, and all other involved personnel are identified ; and
- (9) Require periodic reviews to ensure it remains relevant and appropriate.

Fatigue
Management
System
Requirements.

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Note : Effective safety reporting is described in Doc 9859, Safety Management Manual (SMM)

(e) FRMS documentation.

(1) An operator shall develop and keep current FRMS documentation that describes and records :

(i) FRMS policy and objectives ;

(ii) FRMS processes and procedures ;

(iii) Accountabilities, responsibilities and authorities for these processes and procedures ;

(iv) Mechanisms for ongoing involvement of management, flight and cabin crew members, and all other involved personnel ;

(v) FRMS training programmes, training requirements and attendance records ;

(vi) Scheduled and actual flight times, duty periods and rest periods with significant deviations and reasons for deviations noted ; and

Note : Significant deviations are described in the FRMS Manual (Doc 9966)

(vii) FRMS outputs including findings from collected data, recommendations and actions taken.

(f) Fatigue Risk Management Processes – Identification of hazards, an operator shall develop and maintain three fundamental and documented processes for fatigue hazard identification :

(1) *Predictive.*—The predictive process shall identify fatigue hazards by examining crew scheduling and taking into account factors known to affect sleep and fatigue and their effects on performance. Methods of examination may include but are not limited to :

(i) Operator or industry operational experience and data collected on similar types of operations ;

(ii) Evidence-based scheduling practices ; and

(iii) Bio-mathematical models.

(2) *Proactive.*—The proactive process shall identify fatigue hazards within current flight operations. Methods of examination may include but are not limited to :

(i) Self-reporting of fatigue risks ;

(ii) Crew fatigue surveys ;

(iii) Relevant flight and cabin crew performance data ;

(iv) Available safety databases and scientific studies ; and

(v) Analysis of planned versus actual time worked.

(3) *Reactive*.—The reactive process shall identify the contribution of fatigue hazards to reports and events associated with potential negative safety consequences in order to determine how the impact of fatigue could have been minimised. At a minimum, the process may be triggered by any of the following:

- (i) Fatigue reports ;
 - (ii) Confidential reports ;
 - (iii) Audit reports ;
 - (iv) Incidents ; and
 - (v) Flight data analysis events.
- (g) Risk assessment.

(1) An operator shall develop and implement risk assessment procedures that determine the probability and potential severity of fatigue-related events and identify when the associated risks require mitigation. The risk assessments procedures shall review identified hazards and link them to :

- (i) Operational processes ;
 - (ii) Their probability ;
 - (iii) Possible consequences ; and
 - (iv) The effectiveness of existing safety barriers and controls.
- (h) Risk mitigation.

(1) An operator shall develop and implement risk mitigation procedures that :

- (i) Select the appropriate mitigation strategies ;
- (ii) Implement the mitigation strategies ; and
- (iii) Monitor the strategies implementation and effectiveness.

(i) *FRMS Safety Assurance Process*.—The operator shall develop and maintain FRMS safety assurance process to :

(1) Provide for continuous FRMS performance monitoring, analysis of trend, and measurement to validate the effectiveness of the fatigue safety risk controls. The sources of data may include, but are not limited to :

- (i) Hazard reporting and investigations ;
- (ii) Audits and surveys ; and
- (iii) Reviews and fatigue studies ;

(2) Provide a formal process for the management of change which shall include but is not limited to :

(i) Identification of changes in the operational environment that may affect FRMS ;

(ii) Identification of changes within the organisation that may affect FRMS ; and

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(iii) Consideration of available tools which could be used to maintain or improve FRMS performance prior to implementing changes ; and

(3) Provide for the continuous improvement of the FRMS. This shall include but is not limited to :

(i) The elimination and/or modification of risk controls have had unintended consequences or that are no longer needed due to changes in the operational or organisational environment ;

(ii) Routine evaluations of facilities, equipment, documentation and procedures ; and

(iii) The determination of the need to introduce new processes and procedures to mitigate emerging fatigue-related risks.

(j) FRMS Promotion Process.—support the ongoing development of the FRMS, the continuous improvement of its overall performance, and attainment of optimum safety levels. The following shall be established and implemented by the operator as part of its FRMS :

(1) Training programmes to ensure competency commensurate with the roles and responsibilities of management, flight and cabin crew, and all other involved personnel under the planned FRMS ; and

(2) An effective FRMS communications plan that :

(i) Explains FRMS policies, procedures and responsibilities to all relevant stakeholders ; and

(ii) Describes communication channels used to gather and disseminate FRMS-related information.

Maintenance
Control
Manual.

IS: 9.4.1.4.—(a) Each AOC applicant and AOC holder shall submit and maintain a maintenance control manual containing at least the following.

Note : The manual may be put together in any subject order and subjects combined so long as all applicable subjects are covered in this manual.

1.0. ADMINISTRATION AND CONTROL OF THE MAINTENANCE CONTROL MANUAL

Introduction.

1.1. —(a) A statement that the manual complies with all applicable Authority regulations and requirements and with the terms and conditions of the applicable Air Operator Certificate.

(b) A statement that the manual contains maintenance and operational instructions that are to be complied with by the relevant personnel in the performance of their duties.

(c) A list and brief description of the various Maintenance Control Manual parts, their contents, applicability and use.

(d) Explanations and definitions of terms and words used in the manual.

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1.2.—(a) A Maintenance Control Manual shall describe who is responsible for the issuance and insertion of amendments and revisions.

System of
Amendment
and
Revision.

(b) A record of amendments and revisions with insertion dates and effective dates is required.

(c) A statement that hand-written amendments and revisions are not permitted except in situations requiring immediate amendment or revision in the interest of safety.

(d) A description of the system for the annotation of pages and their effective dates.

(e) A list of effective pages and their effective dates.

(f) Annotation of changes (on text pages and as practicable, on charts and diagrams).

(g) A system for recording temporary revisions.

(h) A description of the distribution system for the manuals, amendments and revisions.

(i) A statement of who is responsible for notifying the Authority of proposed changes and working with the Authority on changes requiring Authority approval.

2.0. GENERAL ORGANISATION

2.1. CORPORATE COMMITMENT BY THE AOC

General
Information.

2.2.—(a) Brief description of organisation.

(b) Relationship with other organisations.

(c) Fleet composition.

(d) Type of operation.

(e) Line station locations.

2.3. (a) Accountable manager.

(b) Nominated post holder.

(c) Maintenance co-ordination.

(d) Duties and responsibilities.

(e) Organisation chart(s).

(f) Manpower resources and training policy.

Maintenance
Management
Personnel.

2.4. Notification Procedure to the Authority Regarding Changes to the Maintenance Arrangements Locations, Personnel, Activities, or Approval.

3.0. MAINTENANCE PROCEDURES

3.1. AIRCRAFT LOGBOOK UTILISATION AND MEL APPLICATION

3.2. Aircraft Maintenance Programme Development and Amendment.

3.3. Time and Maintenance Records, Responsibilities, Retention.

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Defect
Reports.

3.4. Accomplishment and Control of Mandatory Continued Airworthiness Information (*Airworthiness Directives*).

3.5. Analysis of the Effectiveness of the Maintenance Programme.

3.6. Non-mandatory Modification Embodiment Policy.

Reliability
Programmes.

3.7. Major Modification Standards.

3.8.—(a) Analysis.

(b) Liaison with manufacturers and Regulatory Authorities.

(c) Deferred defect policy.

3.9. Engineering Activity.

3.10.—(a) Airframe.

(b) Propulsion.

(c) Components.

3.11.—(a) Preparation of aircraft for flight.

(b) Subcontracted ground handling functions.

(c) Security of cargo and baggage loading.

(d) Control of refuelling, Quantity/Quality.

(e) Control of snow, ice, dust and sand contamination to an approved aviation standard.

3.12. Aircraft Weighing.

3.13. Flight Test Procedures.

3.14. Sample of Documents, Tags and Forms Used.

3.15. Appropriate portions of the AOC holder's operations manual.

Ageing
Airplane
Inspections
And
Records
Reviews.

3.16. Appropriate portions of the AMO Procedures manual in IS 6.5.1.1 for equivalent system of maintenance.

IS 9.4.1.17.(B)—(a) *Applicability*. This section applies to all airplanes operated by an AOC holder under part 9 of this regulation.

(b) *Operation after inspection and records review*. After the dates specified in this paragraph, an AOC holder may not operate an airplane under part 9 unless the Authority has notified the AOC holder that the Authority has completed the aging airplane inspection and records review required by this section. During the inspection and records review, the AOC holder must demonstrate to the Authority that the maintenance of age-sensitive parts and components of the airplane has been adequate and timely enough to ensure the highest degree of safety.

(1) Airplanes exceeding 24 years in service on December 8, 2003 ; initial and repetitive inspections and records reviews. For an airplane that has

exceeded 24 years in service on December 8, 2003, no later than December 5, 2007, and thereafter at intervals not to exceed 7 years.

(2) Airplanes exceeding 14 years in service but not 24 years in service on December 8, 2003; initial and repetitive inspections and records reviews. For an airplane that has exceeded 14 years in service but not 24 years in service on December 8, 2003, no later than December 4, 2008, and thereafter at intervals not to exceed 7 years.

(3) Airplanes not exceeding 14 years in service on December 8, 2003 ; initial and repetitive inspections and records reviews. For an airplane that has not exceeded 14 years in service on December 8, 2003, no later than 5 years after the start of the airplane's 15th year in service and thereafter at intervals not to exceed 7 years.

(c) *Unforeseen schedule conflict.*—In the event of an unforeseen scheduling conflict for a specific airplane, the Authority may approve an extension of up to 90 days beyond an interval specified in paragraph (b) of this section.

(d) *Airplane and records availability.*—The AOC holder must make available to the Authority each airplane for which an inspection and records review is required under this section, in a condition for inspection specified by the Authority, together with records containing the following information :

- (1) Total years in service of the airplane ;
- (2) Total time in service of the airframe ;
- (3) Total flight cycles of the airframe ;
- (4) Date of the last inspection and records review required by this section ;
- (5) Current status of life-limited parts of the airframe ;
- (6) Time since the last overhaul of all structural components required to be overhauled on a specific time basis ;
- (7) Current inspection status of the airplane, including the time since the last inspection required by the inspection program under which the airplane is maintained ;
- (8) Current status of applicable airworthiness directives, including the date and methods of compliance, and if the airworthiness directive involves recurring action, the time and date when the next action is required ;
- (9) A list of major structural alterations ; and
- (10) A report of major structural repairs and the current inspection status for those repairs.

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(e) *Notification to Authority.*—Each AOC holder must notify the Authority at least 60 days before the date on which the airplane and airplane records will be made available for the inspection and records review.

Repairs
Assessment
For
Pressurized
Fuselages.

IS: 9.4.1.17.(C)—(a) No AOC holder may operate an Airbus Model A300 (excluding the -600 series), British Aerospace Model BAC 1-11, Boeing Model 707, 720, 727, 737, or 747, McDonnell Douglas Model DC-8, DC-9/MD-80 or DC-10, Fokker Model F28, or Lockheed Model L-1011 airplane beyond the applicable flight cycle implementation time specified below, or May 25, 2001, whichever occurs later, unless a repair assessment guidelines applicable to the fuselage pressure boundary (fuselage skin, door skin, and bulkhead webs) are incorporated in its maintenance program. The repair assessment guidelines must have been approved by the State of Design having cognizance over the type certificate for the affected airplane.

(1) For the Airbus Model A300 (excluding the-600 series), the flight cycle implementation time is :

(i) Model B2: 36,000 flights.

(ii) Model B4-100 (including Model B4-2C) : 30,000 flights above the window line, and 36,000 flights below the window line.

(iii) Model B4-200 : 25,500 flights above the window line, and 34,000 flights below the window line.

(2) For all models of the British Aerospace BAC 1-11, the flight cycle implementation time is 60,000 flights.

(3) For all models of the Boeing 707, the flight cycle implementation time is 15,000 flights.

(4) For all models of the Boeing 720, the flight cycle implementation time is 23,000 flights.

(5) For all models of the Boeing 727, the flight cycle implementation time is 45,000 flights.

(6) For all models of the Boeing 737, the flight cycle implementation time is 60,000 flights.

(7) For all models of the Boeing 747, the flight cycle implementation time is 15,000 flights.

(8) For all models of the McDonnell Douglas DC-8, the flight cycle implementation time is 30,000 flights.

(9) For all models of the McDonnell Douglas DC-9/MD-80, the flight cycle implementation time is 60,000 flights.

(10) For all models of the McDonnell Douglas DC-10, the flight cycle implementation time is 30,000 flights.

(11) For all models of the Lockheed L-1011, the flight cycle implementation time is 27,000 flights.

(12) For the Fokker F-28 Mark 1000, 2000, 3000, and 4000, the flight cycle implementation time is 60,000 flights.

IS 9.4.1.17.(D)—(a) *General requirements.*—After December 20, 2010, an AOC holder may not operate an airplane having a maximum type certificated passenger seating capacity of 30 or more; or a maximum certificated takeoff mass of 7,500 pounds (3402kg) or more under this part unless the following requirements have been met :

Supplemental
Inspections.

(1) *Baseline Structure.*—The AOC holder’s maintenance program for the airplane includes State of Design-approved damage-tolerance-based inspections and procedures for airplane structure susceptible to fatigue cracking that could contribute to a catastrophic failure. For the purpose of this section, this structure is termed “fatigue critical structure.”

(2) *Adverse effects of repairs, alterations, and modifications.*—The maintenance program for the airplane includes a means for addressing the adverse effects repairs, alterations, and modifications may have on fatigue critical structure and on inspections required by paragraph (a)(1) of this section. The means for addressing these adverse effects must be approved by the Authority.

IS 9.4.1.17.(E)—(a) After March 10, 2011, no AOC holder may operate an airplane having maximum type certificated passenger seating capacity of 30 or more; or a maximum payload capacity of 7,500 pounds or more unless the maintenance program for that airplane includes inspections and procedures for electrical wiring interconnection systems (EWIS).

Electrical
Wiring
Interconnection
Systems
(Ewis)
Maintenance
Program.

(b) The proposed EWIS maintenance program changes must be based on EWIS Instructions for Continued Airworthiness (ICA) that have been approved by the State of Design.

(c) After March 10, 2011, before returning an airplane to service after any alterations for which EWIS ICA are developed, the AOC holder must include in the airplane’s maintenance program inspections and procedures for EWIS based on those ICA.

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(d) The EWIS maintenance program changes identified in paragraphs (a) and (b) of this section and any later EWIS revisions must be submitted to the Authority for review and approval.

Fuel Tank
System
Maintenance
Program.

IS: 9.4.1.17(F)—(a) Except as provided in paragraph (g) of this section, this section applies to transport category, turbine-powered airplanes with a type certificate issued maximum type certificated passenger seating capacity of 30 or more ; or a maximum payload capacity of 7,500 pounds or more.

(b) For each airplane on which an auxiliary fuel tank is installed under a field approval, before June 16, 2008, the AOC holder must submit to the Authority proposed maintenance instructions for the tank that meet the requirements of the Type Certificate (TC) Holder/Supplemental Type certificate (STC) Holder.

(c) After December 16, 2008, no AOC holder may operate an airplane identified in paragraph (a) of this section unless the maintenance program for that airplane has been revised to include applicable inspections, procedures, and limitations for fuel tanks systems.

(d) The proposed fuel tank system maintenance program revisions must be based on fuel tank system Instructions for Continued Airworthiness (ICA) that have been approved by the State of Design.

(e) After December 16, 2008, before returning an aircraft to service after any alteration for which fuel tank ICA are developed, the AOC holder must include in the maintenance program for the airplane inspections and procedures for the fuel tank system based on those ICA.

(f) The fuel tank system maintenance program changes identified in paragraphs (d) and (e) of this section and any later fuel tank system revisions must be submitted to the Authority for review and approval.

Limit of
Validity.

IS: 9.4.1.17(G)—(a) *Applicability.* This section applies to AOC holders operating any transport category, turbine-powered airplane with a maximum takeoff gross weight greater than 75,000 pounds (34019kg) and a type certificate issued after January 1, 1958, regardless of whether the maximum takeoff gross weight is a result of an original type certificate or a later design change. This section also applies to AOC holders operating any transport category, turbine-powered airplane with a type certificate issued after January 1, 1958, regardless of the maximum takeoff gross weight, for which a limit of validity of the engineering data that supports the structural maintenance program (hereafter referred to as LOV) is required.

(b) Limit of validity. No AOC holder may operate an airplane identified in paragraph (a) of this section after the applicable date identified in Table 1 unless an Airworthiness Limitations section approved by the State of Design is incorporated into its maintenance program. The ALS must—

- (1) Include an LOV approved by the State of Design, as applicable, except as provided in paragraph (e) of this section; and
- (2) Be clearly distinguishable within its maintenance program.

(c) Extended limit of validity. No AOC holder may operate an airplane beyond the LOV, or extended LOV, specified in paragraph (b)(1), (c), or (e) of this section, as applicable, unless the following conditions are met :

- (1) An ALS must be incorporated into its maintenance program that—
 - (i) Includes an extended LOV and any widespread fatigue damage airworthiness limitation items approved by the State of Design; and
 - (ii) Is approved by the State of Design.
- (2) The extended LOV and the airworthiness limitation items pertaining to widespread fatigue damage must be clearly distinguishable within its maintenance program.

(d) AOC holders must submit the maintenance program revisions required by paragraphs (b), and (c) of this section to Authority for review and approval.

(e) Exception. For any airplane for which an LOV has not been approved as of the applicable compliance date specified in Table 1, instead of including an approved LOV in the ALS, an operator must include the applicable default LOV specified in Table 1 or Table 2 of IS, as applicable, in the ALS.

TABLE 1—AIRPLANES SUBJECT TO LOV

<i>Airplane model</i>	<i>Compliance date-months after January 14, 2014</i>	<i>Default LOV [flight cycles (FC) or flight hours (FH)]</i>
Airbus—Existing1		
Models Only:		
A300 B2-1A, B2-1C, B2K-3C, B2-203	30	48,000 FC
A300 B4-2C, B4-103	30	40,000 FC
A300 B4-203	30	34,000 FC
A300-600 Series	60	30,000 FC/67,500 FH
A310-200 Series	60	40,000 FC/60,000 FH
A310-300 Series	60	35,000 FC/60,000 FH

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727 (all series)	30	60,000 FC
737 (Classics): 737-100, -200, -200C, -300, -400, -500	30	75,000 FC
<i>Airplane model</i>	<i>Compliance date— months after January 14, 2014</i>	<i>Default LOV[flight cycles (FC)or flight hours (FH)]</i>
737 (NG) : 737-600, -700, -700C, -800, -900, -900ER	60	75,000 FC
747 (Classics) : 747-100, -100B, -100B SUD, -200B, -200C, -200F, -300, 747SP, 747SR	30	20,000 FC
747-400: 747-400, -400D, -400F	60	20,000 FC
757	60	50,000 FC
767	60	50,000 FC
777-200, -300	60	40,000 FC
777-200LR, 777-300ER	72	40,000 FC
777F	72	11,000 FC
<i>Airplane model</i>	<i>Compliance date— months after January 14, 2014</i>	<i>Default LOV[flight cycles (FC)or flight hours (FH)]</i>
Bombardier—Existing1 Models Only :		
CL-600: 2D15 (Regional Jet Series 705), 2D24 (Regional Jet Series 900)	72	60,000 FC
Embraer—Existing1 Models Only:		
ERJ 170	72	See NOTE.
ERJ 190	72	See NOTE.

Fokker—Existing1 Models Only :		
F.28 Mark 0070, Mark 0100	30	90,000 FC
Lockheed—Existing1 Models Only :		
L-1011	30	36,000 FC
<i>Airplane model</i>	<i>Compliance date— months after January 14, 2014</i>	<i>Default LOV[flight cycles (FC)or flight hours (FH)]</i>
188	30	26,600 FC
382 (all series)	30	20,000 FC/50,000 FH
McDonnell Douglas— Existing1 Models Only :		
DC-8, -8F	30	50,000 FC/50,000 FH
DC-9 (except for MD-80 models)	30	100,000 FC/100,000 FH
MD-80 (DC-9-81, -82, -83, -87, MD-88)	30	50,000 FC/50,000 FH
MD-90	60	60,000 FC/90,000 FH
DC-10-10, -15	30	42,000 FC/60,000 FH
<i>Airplane model</i>	<i>Compliance date— months after January 14, 2014</i>	<i>Default LOV[flight cycles (FC)or flight hours (FH)].</i>
DC-10-30, -40, -10F, -30F, -40F	30	30,000 FC/60,000 FH
MD-10-10F	60	42,000 FC/60,000 FH
MD-10-30F	60	30,000 FC/60,000 FH
MD-11, MD-11F	60	20,000 FC/60,000 FH
Maximum Takeoff Gross Weight Changes :		
All airplanes whose maximum takeoff gross weight has been decreased	30, or within 12 months after the LOV is approved, or before	Not applicable.

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to 75,000 pounds (34019kg) or below after January 14, 2014, or increased to greater than 75,000 pounds (34019kg) at any time by an amended type certificate or supplemental type certificate.	operating the airplane, whichever occurs latest.	
All Other Airplane Models (TCs and amended TCs) not Listed in Table 2	72, or within 12 months after the LOV is approved, or before operating the airplane, whichever occurs latest	Not applicable.

1Type certificated as of January 14, 2014.

Note : Airplane operation limitation is stated in the Airworthiness Limitation section.

Note: Airplane operation limitation is stated in the Airworthiness Limitation section.

Table 2—Airplanes Excluded without LOV.

<i>Airplane model</i>	<i>Default LOV [flight cycles (FC) or flight hours (FH)]</i>
Airbus :	
Caravelle	15,000 FC/24,000 FH
Avions Marcel Dassault:	
Breguet Aviation Mercure 100C	20,000 FC/16,000 FH
Boeing :	
Boeing 707 (-100 Series and -200 Series)	20,000 FC
Boeing 707 (-300 Series and -400 Series)	20,000 FC
Boeing 720	30,000 FC
Bombardier :	
CL-44D4 and CL-44J	20,000 FC
BD-700	15,000 FH
Bristol Aeroplane Company :	
Britannia 305	10,000 FC
British Aerospace Airbus, Ltd.:	
BAC 1-11 (all models)	85,000 FC

British Aerospace (Commercial Aircraft) Ltd.:	
Armstrong Whitworth Argosy A.W. 650 Series	101 20,000 FC
BAE Systems (Operations) Ltd.:	
BAe 146-100A (all models)	50,000 FC
BAe 146-200-07	50,000 FC
BAe 146-200-07 Dev	50,000 FC
BAe 146-200-11	50,000 FC
BAe 146-200-07A	47,000 FC
BAe 146-200-11 Dev	43,000 FC
BAe 146-300 (all models)	40,000 FC
Avro 146-RJ70A (all models)	40,000 FC
Avro 146-RJ85A and 146-RJ100A (all models)	50,000 FC
D & R Nevada, LLC:	
Convair Model 22	1,000 FC/1,000 FH
Convair Model 23M	1,000 FC/1,000 FH
deHavilland Aircraft Company, Ltd.:	
D.H. 106 Comet 4C	8,000 FH
Gulfstream :	
GV	40,000 FH
GV-SP	40,000 FH
Ilyushin Aviation Complex:	
IL-96T	10,000 FC/30,000 FH
Lockheed :	
300-50A01 (USAF C 141A)	20,000 FC

IS 9.4.1.17.(H)—(a) Applicability. Except as provided in paragraph (o) of this section, this section applies to transport category, turbine-powered airplanes with a type certificate issued after January 1, 1958, that, as a result of original type certification or later increase in capacity have :

- (1) A maximum type-certificated passenger capacity of 30 or more, or
- (2) A maximum payload capacity of 7,500 pounds (3402kg) or more.

(b) *New Production Airplanes.*—Except in accordance with §subpart 8.2.1.5, no AOC holder may operate an airplane identified in Table 1 (including all-cargo airplanes) for which the State of Manufacture issued the original

Flammability
Reduction
Means.

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certificate of airworthiness or export airworthiness approval after December 27, 2010 unless an Ignition Mitigation Means (IMM) or Flammability Reduction Means (FRM) meeting the requirements of fuel tank flammability is operational.

(c) *Auxiliary Fuel Tanks.*—After the applicable date stated in paragraph (e) of this section, no AOC holder may operate any airplane subject to air that has an Auxiliary Fuel Tank installed pursuant to a field approval, unless the following requirements are met :

(1) The AOC holder complies with fuel tank flammability.

(2) The AOC holder installs Flammability Impact Mitigation Means (FIMM), if applicable, that is approved by the State of Design.

(3) Except in accordance with §subpart 8.2.1.5, the FIMM, if applicable, is operational.

(d) *Retrofit.*—Except as provided in paragraphs (j), (k), and (l) of this section, after the dates specified in paragraph (e) of this section, no AOC holder may operate an airplane to which this section applies unless the requirements of paragraphs (d)(1) and (d)(2) of this section are met.

(1) IMM, FRM or FIMM, if required by State of Design, that are approved by the Authority, are installed within the compliance times specified in paragraph (e) of this section.

(2) Except in accordance with §subpart 8.2.1.5, the IMM, FRM or FIMM, as applicable, are operational.

(e) *Compliance Times.*—Except as provided in paragraphs (k) and (l) of this section, the installations required by paragraph (d) of this section must be accomplished no later than the applicable dates specified in paragraph (e)(1), (e)(2), or (e)(3) of this section.

(1) Fifty percent of each certificate holder's fleet identified in paragraph (d)(1) of this section must be modified no later than December 26, 2014.

(2) One hundred percent of each certificate holder's fleet identified in paragraph (d)(1) of this section must be modified no later than December 26, 2017.

(3) For those certificate holders that have only one airplane of a model identified in Table 1 of this section, the airplane must be modified no later than December 26, 2017.

(f) *Compliance After Installation.*—Except in accordance with §subpart 8.2.1.5, no certificate holder may—

(1) Operate an airplane on which IMM or FRM has been installed before the dates specified in paragraph (e) of this section unless the IMM or FRM is operational, or

(2) Deactivate or remove an IMM or FRM once installed unless it is replaced by a means that complies with paragraph (d) of this section.

(g) *Maintenance Program Revisions.*—No AOC holder may operate an airplane for which airworthiness limitations have been approved by the State of Design after the airplane is modified in accordance with paragraph (d) of this section unless the maintenance program for that airplane is revised to include those applicable airworthiness limitations.

(h) After the maintenance program is revised as required by paragraph (g) of this section, before returning an airplane to service after any alteration for which airworthiness limitations are required by fuel tank flammability, the AOC holder must revise the maintenance program for the airplane to include those airworthiness limitations.

(i) The maintenance program changes identified in paragraphs (g) and (h) of this section must be submitted to the Authority for review and approval prior to incorporation.

(j) The requirements of paragraph (d) of this section do not apply to airplanes operated in all-cargo service, but those airplanes are subject to paragraph (f) of this section.

(k) The compliance dates specified in paragraph (e) of this section may be extended by one year, provided that—

(1) No later than March 26, 2009, the AOC holder notifies the Authority that it intends to comply with this paragraph ;

(2) No later than June 24, 2009, the AOC holder applies for an amendment to its operations specification in accordance with part 9 of this regulations and revises the operations manual required by Part 9 to include a requirement for the airplane models specified in Table 2 of this section to use ground air-conditioning systems for actual gate times of more than 30 minutes, when available at the gate and operational, whenever the ambient temperature exceeds 60 degrees Fahrenheit ; and

(3) Thereafter, the AOC holder uses ground air conditioning systems as described in paragraph (k)(2) of this section on each airplane subject to the extension.

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(l) For any AOC holder for which the operating certificate is issued after December 26, 2008, the compliance date specified in paragraph (e) of this section may be extended by one year, provided that the AOC holder meets the requirements of paragraph (k)(2) of this section when its initial operations specifications are issued and, thereafter, uses ground air-conditioning systems as described in paragraph (k)(2) of this section on each airplane subject to the extension.

(m) After the date by which any person is required by this section to modify 100 percent of the affected fleet, no AOC holder may operate in passenger service any airplane model specified in Table 2 unless the airplane has been modified to comply with fuel tank flammability requirements.

(n) No AOC holder may operate any airplane on which an auxiliary fuel tank is installed after December 26, 2017 unless the Authority has certified the tank as compliant with fuel tank flammability requirements.

(o) *Exclusions.*—The requirements of this section do not apply to the following airplane models :

- (1) Convair CV-240, 340, 440, including turbine powered conversions.
- (2) Lockheed L-188 Electra.
- (3) Vickers VC-10.
- (4) Douglas DC-3, including turbine powered conversions.
- (5) Bombardier CL-44.
- (6) Mitsubishi YS-11.
- (7) BAC 1-11.
- (8) Concorde.
- (9) deHavilland D.H. 106 Comet 4C.
- (10) VFW—Vereinigte Flugtechnische VFW-614.
- (11) Ilyushin Aviation IL 96T.
- (12) Bristol Aircraft Britannia 305.
- (13) Handley Page Herald Type 300.
- (14) Avions Marcel Dassault—Breguet Aviation Mercure 100C.
- (15) Airbus Caravelle.
- (16) Fokker F-27/Fairchild Hiller FH-227.
- (17) Lockheed L-300.

TABLE 1

Model—Boeing	Model—Airbus
747 Series	A318, A319, A320, A321 Series
737 Series	A330, A340 Series
777 Series	
767 Series	

TABLE 2

Model—Boeing	Model—Airbus
747 Series	A318, A319, A320, A321 Series
737 Series	A300, A310 Series
777 Series	A330, A340 Series
767 Series	
757 Series	