



STATEMENT OF COMPLIANCE

INSPECTOR	
CERTIFICATE HOLDER/APPLICANT	

Nig.CARs 9	Requirement of the Regulation	Compliance Method Manual Ref #	Certificate holder/ Applicant Comments (if appropriate)	Status
9.1	AIR OPERATOR CERTIFICATION AND ADMINISTRATION			
9.1.1.1	APPLICABILITY (a) This part prescribes the requirements for the carriage of passengers, cargo or mail for remuneration or hire by persons or organisations whose principal place of business or permanent residence is located in Nigeria. (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 ICAO Annex 6 and Part 1 of these regulations.			



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9.1.1.2	<p>DEFINITIONS</p> <p>(a) Definitions are contained in Part 1 of these regulations.</p>			
9.1.1.3	<p>ABBREVIATIONS</p> <p>(a) The following abbreviations are used in this part:</p> <ol style="list-style-type: none"> 1. AC – Advisory Circular 2. ACAS – Airborne Collision Avoidance System 3. AD – Airworthiness Directive 4. AFM – Aircraft Flight Manual 5. AMO – Approved Maintenance Organisation 6. AME – Aviation Maintenance Engineer 7. AOC – Air Operator Certificate 8. AOM – Aircraft Operating Manual 9. ATC – Air Traffic Control 10. ATPL – Air Transport Pilot Licence 11. ATS – Air Traffic Service 12. CAST – Commercial Aviation Safety Team 13. CAT – Commercial Air Transport 14. CAT I – Category I 15. CAT II – Category II 16. CAT III – Category III 17. CDL – Configuration Deviation List 18. DH – Decision Height 19. EDTO – Extended Diversion Time Operation 20. EFB – Electronic Flight Bag 21. EVS – Enhanced Vision System 22. FDAP – Flight Data Analysis Programme 23. FDR – Flight Data Recorder 24. FOO – Flight Operations Officer 25. FRMS – Fatigue Risk Management System 26. HUD – Head-Up Display 27. ICAO – International Civil Aviation Organisation 28. IFR – Instrument Flight Rules 29. IMC – Instrument Meteorological Conditions 30. IS – Implementing Standard 			



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	<ul style="list-style-type: none"> 31. LOV – Limit of Validity 32. MCAI—Mandatory Continuing Airworthiness Information 33. MCM – Maintenance Control Manual 34. MEL – Minimum Equipment List 35. OM – Operations Manual 36. PBN – Performance-Based Navigation 37. PIC – Pilot-In-Command 38. RFFS – Rescue And Fire Fighting Service 39. RNP – Required Navigation Performance 40. RVR – Runway Visual Range 41. SMM – Safety Management Manual 42. SMS – Safety Management System 43. SOP – Standard Operating Procedure 44. ULD – Unit Load Device 45. UN – United Nations 46. VFR – Visual Flight Rules 47. VMC – Visual Meteorological Conditions 			
<p>9.1.1.4</p>	<p>GENERAL</p> <ul style="list-style-type: none"> (a) No person or organisation may operate as a certificated air operator without, or in violation of, an AOC and its associated operations specifications issued under this part. (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, an English translation shall be included 			



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	<p>(d) Each AOC holder shall, at all times, continue in compliance with the AOC terms, conditions of issuance, and continuing airworthiness requirements in order to hold that certificate. Failure to comply may result in the revocation or suspension of the AOC.</p> <p>(e) Each AOC holder shall develop policies and procedures for third parties that perform work on its behalf.</p>			
<p>9.1.1.5</p>	<p>APPLICATION FOR AN AOC</p> <p>(a) An application for an AOC shall be made</p> <p>(1) In a form and manner prescribed by the Authority. (2) Containing any information, the Authority requires the applicant to submit</p> <p>(b) Each applicant shall submit an application for the initial issue of an AOC at least 180 days before the date of intended operations.</p> <p>(c) At the time of application, the applicant shall provide all the information and manuals required under this part and the SMS documentation required by Part 20 of these regulations.</p> <p>(d) An application for an AOC shall be one or a combination of the following types of operations, (1) Scheduled Operations (passengers only), (2) Scheduled Operations (passengers and Cargo/mail only), (3) Non-scheduled Operations (Passenger only), (4) Non-scheduled Operations (passenger & Cargo/mail) and (5) Non-scheduled Operations (Cargo only)</p>			



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<p>9.1.1.6</p>	<p>(D) The Provisions Of 9.1.1.6(B)(I) Shall Become Effective On 1st January 2025 For All Existing Aoc Holders And New Aoc Applicants Who Have Submitted An Acceptable Formal Aoc Application Package To The Authority Before 1st July, 2023 For Scheduled CAT.</p> <p>(E) The issue of an AOC by the Authority will be dependent upon the operator demonstrating compliance with the requirements of this part, the relevant safety management requirements of Part 20 of these regulations, and any additional information required by the Authority.</p> <p>(F) The Authority may approve fewer number of aircraft if it determines that the type of scheduled CAT operations may not require the number of aircraft prescribed in 9.1.1.6(b)</p>			
<p>9.1.1.7</p>	<p>CONTENTS OF AN AOC</p> <p>(a) The AOC issued to an air operator by Nigeria will consist of two documents:</p> <ol style="list-style-type: none"> 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. <p>(b) The certificate will contain the following items and will be issued in a form and manner as prescribed in IS 9.1.1.7(a):</p> <ol style="list-style-type: none"> 1. The State of the Operator and the Issuing Authority; 2. The AOC 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; 5. The location, in a controlled document carried on board, where the contact details of operational management can be found; and 			



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	<p>7. Telephone, facsimile, and email; Type of Operation.</p> <p>(c) See IS 9.1.1.7(a) for detailed requirements on the layout and content of the Air Operator Certificate.</p> <p>(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</p> <p>(e) See IS 9.1.1.7(b) for the layout and content of the Operations Specifications.</p>			
9.1.1.8	<p>DURATION AND RENEWAL OF AN AOC</p> <p>(A) An AOC, or any portion of an AOC, issued by the Authority is effective from the date of issue or renewal and valid for a maximum duration of Sixty (60) months for Scheduled CAT or maximum of Thirty-Six (36) Months for Non-Scheduled CAT unless:</p> <ol style="list-style-type: none"> 1. The Authority amends, suspends, revokes, or otherwise terminates the certificate; 2. The AOC holder surrenders the certificate to the Authority; or <p>(B) The AOC holder does not conduct any kind of operation for more than the time specified in subsection 9.1.1.12 and fails to follow the procedures of subsection 9.1.1.12 upon resuming that kind of operation An AOC holder shall make application for renewal of an AOC at least 90 days before the end of the existing period of validity.</p>			
9.1.1.9	<p>AMENDMENT OF AN AOC</p> <p>(a) The Authority may amend any AOC if:</p>			



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	<ol style="list-style-type: none">1. The Authority determines that safety in commercial air transport and the public interest require the amendment; or2. The AOC holder applies for an amendment and the Authority determines that safety in commercial air transport and the public interest allow the amendment. <p>(b) If the Authority stipulates in writing that an emergency exists requiring immediate amendment of the AOC in the public interest with respect to safety in commercial air transport, such an amendment is effective without stay on the date the AOC holder receives notice.</p> <p>(c) An AOC holder may appeal an amendment but shall operate in accordance with the amendment unless it is subsequently withdrawn.</p> <p>(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.</p> <p>(e) Amendments proposed by the AOC holder shall be made at least 90 days prior to the intended date of any operation under that amendment.</p> <p>(f) No person or organisation may perform a commercial air transport operation for which an AOC amendment is required unless that person or organisation has received notice of the approval from the Authority.</p>			
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<p>9.1.1.10</p>	<p>ACCESS FOR INSPECTION</p> <p>(a) At any time or place, the Authority may conduct an inspection or test to determine whether an AOC holder certificated under this part is in continued compliance with the Civil Aviation Act, as amended, the applicable regulations, the AOC, or the AOC holder's operations specifications.</p> <p>(b) Each AOC holder shall:</p> <ol style="list-style-type: none"> 1. Grant the Authority access to and cooperation with any of the AOC holder's organisations, facilities, and aircraft; 2. Ensure that the Authority is granted access to and cooperation with any organisation or facilities that the AOC holder has contracted for services associated with commercial air transport operations or continuing airworthiness; and 3. Grant the Authority free and uninterrupted access to the flight deck of the aircraft during flight operations. <p>(c) 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.</p> <p><i>Note: The suitability of the seat location and the ability to monitor crew member actions, conversations, and radio communications will be determined by the Authority.</i></p>			
<p>9.1.1.11</p>	<p>AUTHORITY TO INSPECT</p> <p>(a) The Authority will conduct ongoing validation of the AOC holder's continued eligibility to hold its AOC and associated operations specifications.</p> <p>(b) The Authority may conduct tests and inspections, at any time or place, to determine the AOC holder's continued compliance with the Civil Aviation Act, as amended, and these regulations and</p>			



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	<p>the specific approvals, conditions, and limitations issued to the AOC holder.</p> <p>(c) The AOC holder shall make available at its main base of operations:</p> <ol style="list-style-type: none"> 1. All portions of its current AOC; 2. All portions of its OM and MCM; and 3. A current listing that includes the location of, and the person(s) responsible for, each record, document, and report required to be kept by the AOC holder under the Civil Aviation Act, as amended, and these regulations. <p>(d) Failure by any AOC holder to make available to the Authority, upon request, all portions of the AOC, OM, MCM, and any required record, document, or report is grounds for suspension of all or part of the AOC.</p>			
<p>9.1.1.12</p>	<p>CONTINUED VALIDITY OF AN AOC</p> <p>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:</p> <ol style="list-style-type: none"> (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. <p>(b) If an AOC holder does not conduct a kind of operation for which it is authorized in its operations specifications within the number</p>			



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	<p>of calendar days specified in paragraph (a) of this subsection, it shall not conduct such kind of operation until—</p> <ol style="list-style-type: none"> (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 (3) The Authority issues it a re-validation document authorizing such kind of operation. <p>(c) Unless an AOC has previously been surrendered, superseded, suspended, or revoked, or has expired by virtue of exceeding any expiration date that may be specific in the certificate, the continued validity of the AOC issued by the Authority shall depend on:</p> <ol style="list-style-type: none"> (1) The operator maintaining the requirements of the original certification, as amended, under the supervision of the Authority; and (2) The operator remaining in compliance with the requirements of this part and the relevant safety management requirements of Part 20 of these regulations, and any additional information required by the Authority. 			
<p>9.1.1.13</p>	<p>EXEMPTION AUTHORITY</p> <ol style="list-style-type: none"> (a) The Authority may, upon consideration of the circumstances of a particular operator, issue an exemption providing relief from Specified sections of this part, provided that the Authority finds that the circumstances presented warrant the exemption and 			



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	<p>that a level of safety will be maintained equal to that provided by the rule from which the exemption is sought.</p> <p>The Authority may terminate or amend an exemption at any time. A request for exemption shall be made in accordance with the requirements of Part 1 of these regulations.</p> <p>Each AOC holder that receives an exemption shall have a means of notifying the appropriate management and personnel of the exemption.</p>			
9.1.1.14	<p>ADVERTISING</p> <p>(a) No person or organisation may advertise as an AOC holder under this part until the Authority has issued an AOC and associated operations specifications to that person or organisation.</p> <p>(b) No AOC holder may make, either orally or in writing, any statement about itself that is false or designed to mislead any person.</p> <p>(c) Whenever the advertising of an air operator indicates that the air operator is certificated under this part, the advertisement shall clearly state the AOC number.</p>			
9.2	<p>AOC ADMINISTRATION</p>			
9.2.1.1	<p>APPLICABILITY</p> <p>(a) This subpart prescribes the requirements for the administration of an AOC holder, including the AOC holder's organisational structure, policy and procedures, facilities, management personnel, aircraft to be used, quality system, SMS, record keeping and documents systems, and operational or emergency demonstrations.</p>			



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9.2.2	GENERAL			
9.2.2.1	<p>MAIN BASE OF OPERATIONS</p> <p>Each AOC holder that is not authorised to conduct maintenance under its AOC shall maintain a main base of operations.</p> <p>(b) Each AOC holder that is authorised to conduct maintenance under its AOC shall maintain a main base of operations and a main base of maintenance</p> <p>(c) An AOC holder may establish a main base of operations and a main base of maintenance at the same location or at separate locations.</p> <p>(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.</p>			
9.2.2.2	<p>KEY MANAGEMENT PERSONNEL REQUIRED FOR COMMERCIAL AIR TRANSPORT OPERATIONS</p> <p>(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 required by the Authority.</p> <p>(b) Each AOC holder shall have qualified personnel, with proven competency in civil aviation, available and serving full-time in the following positions or their equivalent:</p> <ol style="list-style-type: none"> 1. Director of Operations; 2. Chief Pilot (refer to Note 2) 3. Director of Continuing Airworthiness 4. Safety Manager; and 5. Quality Manager 			



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	<p><i>Note 1: "Competency in civil aviation" means that a person shall have a technical qualification, management experience, and attitude acceptable to the Authority for the position served.</i></p> <p><i>Note 2: chief Pilot (s) shall report directly to the Director of Operation.</i></p> <p>(c) The Authority may approve positions or numbers of positions other than those listed in paragraph 9.2.2.2(b) of this subsection if the AOC holder is able to show that it can perform the operations with the highest degree of safety under the direction of fewer or different categories of management personnel due to:</p> <ol style="list-style-type: none"> 1. The types of operation involved; 2. The number and type of aircraft used; and 3. The areas of operation. <p>(d) Additional management personnel requirements are contained in IS 9.2.2.2.</p> <p>(e) The persons who serve in the positions required or approved under this subsection and any person in a position to exercise control over operations conducted under the AOC shall:</p> <ol style="list-style-type: none"> 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 to the AOC holder's operation: <ol style="list-style-type: none"> (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; and (v) The manuals required by this part. <p>(f) Each AOC holder shall:</p>			
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	<ol style="list-style-type: none"> 1. State in the general policy provisions of its OM the duties, responsibilities, and authority of the positions required by this subsection; 2. List in its OM the names and business addresses of the persons assigned to those positions; and Notify the Authority within 10 days of any change in personnel or any vacancy in any position listed. 			
<p>9.2.2.3</p>	<p>QUALITY SYSTEM</p> <ol style="list-style-type: none"> (a) Each AOC holder shall establish a quality system and designate a quality manager to monitor compliance with, and the 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. (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 its quality system in relevant documentation, as prescribed in IS 9.2.2.3. (e) Notwithstanding paragraph 9.2.2.3(a) of this subsection, the Authority may accept the nomination of two quality managers, one for operations and one for maintenance, provided that the AOC holder has designated one Quality Management Unit to ensure that the quality system is applied uniformly throughout the entire operation. 			



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	<p>(f) Where the AOC holder is also an AMO, the AOC holder's quality system may be combined with the requirements of an AMO and submitted for acceptance to the Authority and, for aircraft not registered in Nigeria, to the State of Registry.</p>			
<p>9.2.2.4</p>	<p>SUBMISSION AND REVISION OF POLICY AND PROCEDURE MANUALS</p> <p>(a) Each manual required by this part shall:</p> <ol style="list-style-type: none"> 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 that allows personnel to determine the current revision status of each manual; 3. Have the date of the last revision on each page concerned; 4. Not be contrary to any applicable Nigerian regulation or the AOC holder's operations specifications; and 5. Include references to appropriate regulations. <p>(b) No person may cause the use of any policy or procedure for flight operations or airworthiness functions prior to co-ordination with the Authority.</p> <p>(c) The AOC holder shall submit each proposed policy or procedure to the Authority at least 30 days prior to the date of intended implementation.</p>			



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9.2.2.5	RETENTION OF RECORDS (a) Each AOC holder shall retain the following records for the period prescribed in IS 9.2.2 .5 : 1. Flight crew records, including: (i) Flight, duty, and rest time; (ii) Licence and medical certificate; (iii) Ground and flight training (all types); (iv) Route and aerodrome/heliport qualification training; (v) Dangerous goods training; (vi) Aviation Security training; and (vii) Proficiency and qualification checks (all types). 2. Cabin crew records, including: (i) Flight, duty, and rest time; (ii) Licence, if applicable; (iii) Ground and flight training (all types) and qualification checks; (iv) Dangerous goods training; (v) Aviation Security training; and (vi) Competency checks. 3. AOC holder personnel records, including: (i) Training and qualification of other personnel for whom an approved training programme is required in these regulations; (ii) Licence, if required, and medical certificate, if required; and (iii) Proficiency or competency checks, if required. 4. Flight preparation forms, including: (i) Completed load manifests; (ii) Mass and balance reports; (iii) Dispatch releases; (iv) Flight plans; (v) Passenger manifests; and (vi) Weather reports.			
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	<p>5. An aircraft technical log, including a:</p> <ul style="list-style-type: none"> (i) Journey records section; (ii) Maintenance records section; and (iii) Flight recorder records: <p>(A) Cockpit voice recordings; and (B) Flight data records.</p> <p>1. Aircraft continuing airworthiness records, including:</p> <ul style="list-style-type: none"> (i) The total time in service (hours, calendar time, and cycles, as appropriate) of the aircraft and all life-limited parts; (ii) The current status of compliance with all mandatory continuing airworthiness information; (iii) Appropriate details of modifications and repairs to the aircraft and aeronautical products; (iv) The total time in service (hours, calendar time, and cycles, as appropriate) since the last overhaul of the aircraft or aeronautical products subject to a mandatory overhaul life; and (v) Detailed maintenance records to show all requirements for approval to return to service have been met. <p>2. Other records, including:</p> <ul style="list-style-type: none"> (i) Operational flight plan; (ii) Quality system records; (iii) Dangerous goods transport documents; (iv) Dangerous goods acceptance checklists; and (v) Records on cosmic and solar radiation dosage, if the AOC holder operates aircraft that fly above 15 000 m. <p>(b) For the records identified in paragraphs 9.2.2.5(a)(1), (2), and</p> <p>(3) of this subsection, the AOC holder shall maintain:</p> <ul style="list-style-type: none"> 1. Current records that detail the qualifications and training of all its personnel and contract employees involved in the 			
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	<p>operational control, flight operations, ground operations, and continuing airworthiness of the air operator; and</p> <p>2. In sufficient detail to determine whether the persons meet the experience and qualification requirements for duties in commercial air transport operations, records for those employees performing crew member or FOO duties.</p> <p>(c) Each AOC holder shall maintain records in a manner acceptable to the Authority.</p>			
<p>9.2.2.6</p>	<p>COCKPIT VOICE RECORDER AND FLIGHT DATA RECORDER RECORDS</p> <p>(a) Each AOC holder shall retain:</p> <p>1. The most recent FDR calibration, including the recording medium from which this calibration is derived; and</p> <p>2. The FDR correlation for one aircraft of any group of aircraft operated by the AOC holder:</p> <p>(i) That are of the same type;</p> <p>(ii) On which the model flight recorder and its installation are the same; and</p> <p>(iii) On which there is no difference in type design with respect to the original installation of instruments associated with the recorder.</p> <p><i>Note: The FDR calibration and the FDR correlation will be kept as part of the continuing airworthiness records for the aircraft and aeronautical products.</i></p> <p>(b) In the event of an accident or incident requiring immediate notification to the Authority, the AOC holder shall remove and keep recorded information from the cockpit voice recorder and FDR for at least 60 days or, if requested by the Authority, for a longer</p>			



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<p>9.2.2.7</p>	<p>AIRCRAFT OPERATED BY THE AOC HOLDER</p> <p>(a) The AOC holder shall list in its operations specifications the following:</p> <ol style="list-style-type: none"> 1. Issuing Authority contact details; 2. Operator name and AOC number; 3. Date of issue and signature of the Authority representative; 4. Aircraft make, model, and series; 5. Types and areas of operation; and 6. The special limitations and specific approvals issued. <p>(b) Each AOC holder shall apply to the Authority for an amendment to its operations specifications in advance of any intended change of aircraft.</p> <p>(c) Aircraft of another certificate holder operated under an interchange agreement shall be incorporated into the AOC holder's operations specifications as required by paragraph 9.2.2.7(a) of this subsection.</p>			
<p>9.2.2.8</p>	<p>AIRCRAFT TECHNICAL LOG</p> <p>(a) Each AOC holder shall have an aircraft technical log that is carried on the aircraft and contains a journey records section and an aircraft continuing airworthiness records section. The journey records section is further described in 9.3.1.5 of this part, and the aircraft continuing airworthiness records section is further described in 9.4.1.9 of this part.</p>			



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	<p><i>Note 1: The aircraft technical log may be computerised. The journey records section and the continuing airworthiness records section may be combined. Note 2: See IS 9.2.2.8(a) for two examples of an aircraft technical log.</i></p>			
	<p>9.2.2.9 COMPANY PROCEDURES INDOCTRINATION</p> <p>(a) No person may serve in an AOC holder's employ, nor may any AOC holder use a person in its employ, unless that person has completed the approved company indoctrination curriculum appropriate to that person's duties and responsibilities.</p> <p>(b) The indoctrination curriculum shall include training in knowledge and skills related to human performance, including coordination with other air operator personnel.</p> <p><i>Note: Indoctrination, initial, recurrent, and other training required for crew members and FOOs/flight dispatchers are contained in Part 8 of these regulations.</i></p>			
9.2.2.10	<p>SAFETY MANAGEMENT SYSTEM</p> <p>(a) An AOC holder shall implement an SMS acceptable to the Authority as outlined in Nig.CARs Part 20.</p> <p>(b) An AOC holder operating an aeroplane with a maximum certificated take-off mass over 27 000 kg (44 092 lbs.) shall establish and maintain an FDAP for the use and guidance of operational personnel as part of its SMS.</p> <p>(c) An AOC holder operating a helicopter with a maximum certificated take-off mass over 7 000 kg or having a passenger seating configuration of more than nine and fitted with an FDR shall establish and maintain an FDAP for the use and guidance of operational personnel as part of its SMS.</p> <p>(d) The AOC holder's FDAP shall be non-punitive and shall contain adequate safeguards to protect the source(s) of data.</p>			



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	<p><i>Note 1: The operator may contract the operation of an FDAP to another party while retaining overall responsibility for the maintenance of such a programme.</i></p> <p><i>Note 2: Provisions on the protection of safety data, safety information, and related sources are contained in Nig.CARs 20.4.</i></p>			
9.2.2.11	<p>FLIGHT SAFETY DOCUMENTS SYSTEM</p> <p>(a) An AOC holder shall establish a flight safety documents system for the use and guidance of operational personnel as part of its SMS.</p> <p>(b) An AOC holder's flight safety documents system shall contain the minimum elements of the outline prescribed in IS 9.2.2.11.</p>			
9.2.3	AIRCRAFT			
9.2.3.1	<p>AUTHORISED AIRCRAFT</p> <p>(a) No person may operate an aircraft in commercial air transport unless that aircraft has an appropriate current certificate of airworthiness, is in an airworthy condition, and meets the applicable airworthiness requirements for these operations, including those related to identification and equipment.</p> <p>(b) No person shall operate any specific type of aircraft in commercial air transport until that aircraft has completed satisfactory initial certification, which includes the issuance of operations specifications to the AOC holder listing that type of aircraft.</p> <p>(c) No person shall operate additional or replacement aircraft of a type for which the AOC holder is currently authorised unless it can show that each aircraft has completed an evaluation process for inclusion in the AOC holder's fleet.</p>			



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<p>9.2.3.2</p>	<p>DRY LEASING OF FOREIGN-REGISTERED AIRCRAFT</p> <p>(a) An AOC holder may dry lease a foreign-registered aircraft for commercial air transport as authorised by the Authority.</p> <p>(b) No person may be authorised to operate a foreign-registered aircraft unless:</p> <ol style="list-style-type: none"> 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; and 2. There is in existence a current agreement between the Authority and the State of Registry acknowledging that: <ol style="list-style-type: none"> (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 of Nigeria under Article 83 <i>bis</i> 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 Authority of the State of Registry shall have free and uninterrupted access to the aircraft at any place and at any time. <p>(c) Additional requirements for dry leasing of foreign-registered aircraft are prescribed in IS 9.2.3.2.</p>			
<p>9.2.3.3</p>	<p>AIRCRAFT INTERCHANGE</p> <p>(a) No AOC holder may interchange aircraft with another AOC holder without the approval of the Authority.</p> <p>(b) Requirements pertaining to aircraft interchange agreements approved by the Authority are prescribed in IS 9.2.3.3.</p>			



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<p>9.2.3.4</p>	<p>WET LEASING</p> <p>(a) No AOC holder may conduct wet lease operations on behalf of another AOC holder (<i>wet lease out</i>) except in accordance with:</p> <ol style="list-style-type: none"> (1) The applicable laws and regulations of the country in which the operation occurs; and (2) In accordance with the specific approvals, conditions, and limitations imposed by the Authority. <p>(b) No AOC holder may allow another air operator to conduct wet lease operations on its behalf (<i>wet lease in</i>) unless:</p> <ol style="list-style-type: none"> 1. That air operator holds an AOC or its equivalent from a Contracting State that authorises those operations; and the AOC holder advises the Authority of such operations and provides a copy of the AOC under which the operation is to be conducted. I. As of 31st March 2024, only Nigerian AOC holders conducting scheduled flight operations and cargo operations may be permitted by the Authority to operate wet leased aircraft; II. The AOC holder in paragraph (b) (1)(i) of this subsection shall not operate more than the number of wet leased aircraft listed in IS 9.2.3.4 III. which depends on the total number of serviceable aircraft in the operator's fleet The Authority may permit an AOC holder identified in paragraph (b) (1)(i) of this subsection to wet lease aircraft when it is established that the AOC holder has an Aircraft On Ground (AOG) or other unforeseen circumstances that could result in an extended flight disruption. 			
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	<p>IV. Notwithstanding paragraph (b) (1) (ii) of this subsection, the Authority may approve two (2) additional wet leased aircraft upon request by the AOC holder to boost flight capacity during seasonal traffic peaks. In such circumstance, operation of the additional aircraft shall not exceed a period of three (3) months.</p> <p>2. As of 31st January 2024, A Non-scheduled CAT operator may not operate a wet leased aircraft except as a replacement for aircraft that is on scheduled base maintenance or in AOG situations or other unforeseen circumstances ; the number of aircraft on wet lease shall not exceed two (2) for maximum period of 6 months and may be renewed once as may be determined by the Authority in the interest of the travelling public.</p> <p>3. The Authority approves the operations.</p> <p>(c) Notwithstanding (b) (1) and (2) above, the Authority may authorize more numbers of wet leased aircraft and/or for longer periods as may be determined by the Authority ;and</p> <p>(d) Additional requirements for wet leasing aircraft are prescribed in IS 9.2.3.4.</p> <p>(e) For wet leasing without cabin crew (damp leasing), the AOC holder shall meet the requirements of this subsection.</p>			
<p>9.2.3.5</p>	<p>EMERGENCY EVACUATION DEMONSTRATION</p> <p>a) No person shall use an aircraft type and model in passenger-carrying commercial air transport operations unless that person has first conducted for the Authority an actual full-capacity emergency evacuation demonstration for the configuration in 90 seconds or less.</p> <p>b) The actual full-capacity emergency evacuation demonstration may not be required if the AOC holder provides a written petition for deviation with evidence that:</p>			



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	<ol style="list-style-type: none"> 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 that shows that an evacuation is still possible within the 90-second standard if the AOC holder's aircraft configuration differs with regard to the number of exits or the exit type or the number of cabin crew members or the location of the cabin crew members. <p>(c) If a full-capacity emergency evacuation demonstration is not required, no person shall use an aircraft type and model in passenger-carrying commercial air transport operations unless that person has first demonstrated to the Authority that its available personnel, procedures, and equipment will provide sufficient open exits for evacuation in 15 seconds or less.</p> <p>(d) No person shall use a land aeroplane in extended overwater operations unless that person has first conducted a ditching evacuation demonstration to the Authority showing that it has the ability and equipment to efficiently carry out its ditching procedures.</p> <p>(e) Additional requirements concerning emergency evacuation demonstrations are prescribed in IS 9.2.3.5.</p>			
<p>9.2.3.6</p>	<p>DEMONSTRATION FLIGHTS</p> <ol style="list-style-type: none"> (a) A person shall not operate an aircraft type in commercial air transport unless that person first conducts satisfactory demonstration flights for the Authority in that aircraft type. (b) A person shall not operate an aircraft in a designated special area, or using a specialised navigation system, unless that 			



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	<p>person conducts a satisfactory demonstration flight for the Authority.</p> <p>(c) Demonstration flights required by paragraph 9.2.3.6(a) and (b) of this subsection shall be conducted in accordance with the regulations applicable to the type of operation and aircraft used.</p> <p>(d) The Authority may authorise deviations from this section if the Authority finds that special circumstances make full compliance with this section unnecessary.</p> <p>(e) The number of hours and the type of demonstration flights shall be conducted in accordance with IS 9.2.3.6</p>			
9.2.4	FACILITIES AND OPERATIONS SCHEDULES			
9.2.4.1	<p>FACILITIES</p> <p>(a) Each AOC holder shall maintain operational and airworthiness support facilities at its main base of operations, appropriate for the type(s) and area(s) of operation.</p> <p>(b) Each AOC holder shall arrange appropriate ground handling facilities at each aerodrome used to ensure the safe servicing and loading of its flights.</p> <p>(c) No AOC holder may commence a flight unless it has ascertained by every reasonable means available that the ground and/or water facilities available and directly required on such flight, for the safe operation of the aircraft and the protection of the passengers, are adequate for the type of</p>			



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	<p>operation under which the flight is to be conducted and are adequately operated for this purpose.</p> <p><i>Note: "Reasonable means" is intended to denote the use, at the point of departure, of information available to the AOC holder either through official information published by the aeronautical information services or readily available from other sources.</i></p> <p>(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.</p> <p>(e) Each AOC holder shall, as part of its SMS, assess the level of 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.</p> <p>(f) Each AOC holder shall include in its OM information related to the level of RFFS protection that is deemed acceptable.</p>			
<p>9.2.4.2</p>	<p>OPERATIONS SCHEDULES</p> <p>(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 the cruising speed of the type of aircraft used. This cruising speed may not be more than that resulting from the specified cruising output of the engines.</p>			
<p>9.3</p>	<p>AOC FLIGHT OPERATIONS MANAGEMENT</p>			



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<p>9.3.1.1</p>	<p>APPLICABILITY</p> <p>(a) This subpart provides those certification requirements that apply to the management of flight operations personnel and their functions.</p>			
<p>9.3.1.2</p>	<p>OPERATIONS MANUAL</p> <p>(a) Each AOC holder shall issue, to crew members and persons assigned operational control functions, an OM acceptable to the Authority.</p> <p>(b) The OM shall contain the overall (general) company policies and procedures regarding the flight operations the AOC holder conducts.</p> <p>(c) Each AOC holder shall prepare and keep current an OM that contains the AOC holder's policies and procedures for the use and guidance of its personnel.</p> <p>(d) Each AOC holder shall issue the OM or pertinent portions of the OM, together with all amendments and revisions, to all personnel that are required to use it.</p> <p>(e) No AOC holder may provide for use by its personnel in commercial air transport any OM or portion of an OM that has not been reviewed and found acceptable or approved for the AOC holder by the Authority.</p> <p>(f) Each AOC holder shall ensure that the contents of the OM include at least those subjects designated by the Authority that are applicable to the AOC holder's operations.</p> <p>(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,</p>			



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	<p>flight operations including operational flight planning, aircraft 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.</p> <p>(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)</p> <p>(h) An operator shall develop policies and procedures for third parties that perform work on its behalf</p> <p>(i) The OM shall conform to the outline contained in IS 9.3.1.2</p>			
<p>9.3.1.3</p>	<p>TRAINING PROGRAMME</p> <p>(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.</p>			



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	<ul style="list-style-type: none"> (b) Each AOC holder shall have a Training Programme 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 crew member, or a 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 may be used. (e) The Training Programme shall conform to the outline prescribed in IS 9.3.1.3. 			
<p>9.3.1.4</p>	<p>AIRCRAFT OPERATING MANUAL</p> <ul style="list-style-type: none"> (a) AOC holder shall, for each type and variant of aircraft operated, submit for approval by the Authority a proposed AOM containing the normal, abnormal, and emergency procedures relating to the operation of the aircraft (b) Each AOM 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 checklists to be used applicable to the operations of the AOC holder that are approved by the Authority. The design of the manual shall observe human factors principles. (c) The AOM shall be issued to the flight crew members and persons assigned operational control functions to each aircraft operated by the AOC holder. (d) The AOM shall conform to the outline prescribed in IS 9.3.1.4 			



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<p>9.3.1.5</p>	<p>AIRCRAFT TECHNICAL LOG ENTRIES – JOURNEY RECORDS SECTION</p> <p>(a) Each AOC holder shall use an aircraft technical log containing a journey records section that includes the following information for each flight:</p> <p><i>Note: See 9.4.1.9 of this part for the maintenance records section of the aircraft technical log.</i></p> <ol style="list-style-type: none"> 1. Aircraft nationality and registration; 2. Date; 3. Names of crew members; 4. Duty assignments of crew members; 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 <p>(b) Entries in the journey records section shall be made currently and in ink or indelible pencil.</p> <p>(c) Completed journey records sections shall be retained to provide a continuous record of the last 2 years of operations.</p>			
<p>9.3.1.6</p>	<p>DESIGNATION OF PILOT-IN-COMMAND FOR COMMERCIAL AIR TRANSPORT</p> <p>(a) The AOC holder shall, for each commercial air transport operation, designate in writing one pilot as the PIC.</p>			



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<p>9.3.1.7</p>	<p>REQUIRED CABIN CREW MEMBERS</p> <p>(a) The AOC holder shall schedule the minimum number of required cabin crew members on board passenger-carrying flights.</p> <p>(b) The number of cabin crew members shall not be less than the minimum prescribed by the Authority in the AOC holder's operations specifications or the following, whichever is greater:</p> <ol style="list-style-type: none"> 1. For a seating capacity of 20 to 50 passengers: 1 cabin crew member; and 2. One additional cabin crew member for each unit, or part of a unit, of 50-passenger-seat capacity. <p>(c) When passengers are on board a parked aircraft, the minimum number of cabin crew members 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><i>Note: Where one-half would result in a fractional number, it is permissible to round down to the next whole number.</i></p> <p>(d) The PIC shall ensure that the minimum number of required cabin crew members is on board the passenger-carrying flight</p>			
<p>9.3.1.8</p>	<p>CARRIAGE OF SPECIAL SITUATION PASSENGERS</p> <p>(a) No AOC holder may allow the transport of special situation passengers except:</p> <ol style="list-style-type: none"> 1. As provided in the AOC holder's OM procedures; and 2. With the knowledge and concurrence of the PIC. 			



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<p>9.3.1.9</p>	<p>CREW MEMBER CHECKING AND STANDARDISATION PROGRAMME</p> <p>(a) Each AOC holder shall have a programme, approved by the Authority, for the checking and standardisation of crew members.</p> <p><i>Note: A standardised process is defined to address the operator-unique fleet differences and compliance methods.</i></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><i>Note: See Part 8 of these regulations for specific checking requirement</i></p>			
<p>9.3.1.10</p>	<p>RESERVED</p>			
<p>9.3.1.11</p>	<p>FLIGHT DECK CHECK PROCEDURE</p> <p>(a) Each AOC holder shall issue to its flight crews, and shall make available on each aircraft, the checklist procedures approved by the Authority appropriate to the type and variant of aircraft.</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 system abnormalities and emergencies.</p> <p>(c) Each AOC holder shall ensure that the checklist procedures are designed so that a flight crewmember will not need to rely upon his or her memory for items to be checked.</p> <p>(d) Each AOC holder shall make the approved procedures readily usable in the flight deck of each aircraft, and the flight crew shall</p>			



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	<p>be required to follow the approved procedures when operating the aircraft.</p> <p><i>Note: Checklists are part of the AOM, which is a part of the AOC holder's OM and is approved by the Authority.</i></p>			
9.3.1.12	<p>MINIMUM EQUIPMENT LIST AND CONFIGURATION DEVIATION LIST</p> <p>(a) Each AOC holder shall provide, for the use of flight crew members, maintenance personnel, and persons assigned operational control functions during the performance of their duties, an MEL approved by the Authority.</p> <p>(b) The MEL shall be developed on the basis of the MMEL specific to the aircraft type and variant and shall contain the circumstances, limitations, and procedures for the release or continuance of flight of the aircraft with inoperative components, equipment, or instruments.</p> <p>(c) Each AOC holder shall provide, for the use of flight crew members, maintenance personnel, and persons assigned operational control functions during the performance of their duties, a CDL specific to the aircraft type, if one is provided and approved by the State of Design. An AOC holder's OM shall contain those procedures acceptable to the Authority for operations in accordance with the CDL requirements.</p> <p><i>Note: The MEL constitutes an integral part of the OM.</i></p>			
9.3.1.13	<p>PERFORMANCE PLANNING MANUAL</p> <p>(a) Each AOC holder shall provide, for the use of flight crew members and persons assigned operational control functions during the performance of their duties, a Performance Planning Manual acceptable to the Authority.</p> <p>(b) The Performance Planning Manual shall be specific to the aircraft type and variant and shall contain adequate</p>			



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	performance information to accurately calculate the performance in all normal phases of flight operation.			
9.3.1.14	<p>PERFORMANCE DATA CONTROL SYSTEM</p> <p>(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 aerodrome that it uses.</p> <p>(b) The system approved by the Authority shall provide current obstacle data for departure and arrival performance calculations.</p>			
9.3.1.15	<p>AIRCRAFT LOADING AND HANDLING MANUAL</p> <p>(a) Each AOC holder shall provide, for the use of flight crew members, ground handling personnel, and persons assigned operational control functions during the performance of their duties, an Aircraft Loading and Handling Manual acceptable to the Authority.</p> <p>(b) This Aircraft Loading and Handling Manual shall be specific to the aircraft type and variant and shall contain the procedures and limitations for servicing and loading the aircraft.</p> <p><i>Note: Depending on the size and scope of the AOC holder's operations, the Aircraft Loading and Handling Manual may be a stand-alone document or may be contained in the OM.</i></p>			
9.3.1.16	<p>MASS AND BALANCE DATA CONTROL SYSTEM</p> <p>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.</p>			



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<p>9.3.1.17</p>	<p>CABIN CREW MEMBER MANUAL</p> <ul style="list-style-type: none"> a) The AOC holder shall issue to cabin crew members, and provide to passenger agents during the performance of their duties, a Cabin Crew Member Manual acceptable to the Authority. 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. <p><i>Note: This manual may be combined into one manual for use by cabin crewmembers.</i></p>			
<p>9.3.1.18</p>	<p>PASSENGER BRIEFING CARDS</p> <ul style="list-style-type: none"> (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: <ul style="list-style-type: none"> (1) Diagrams and methods of operating the emergency exits; (2) Other instructions necessary for the 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 passenger briefing card contains information that is pertinent only to the type and variant of aircraft used for that flight. 			



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	<p>(c) Specific information to be included on passenger briefing cards regarding exit seating is prescribed in IS 9.3.1.18.</p>			
9.3.1.19	<p>AERONAUTICAL DATA CONTROL SYSTEM</p> <p>(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.</p> <p>(b) Specific aerodrome information to be contained in the aeronautical data control system is prescribed in IS 9.3.1.19.</p>			
9.3.1.20	<p>ROUTE GUIDE – AREAS, ROUTES, AERODROMES, AND HELIPORTS</p> <p>(a) Each AOC holder shall provide, for the use of flight crew members and persons assigned operational control functions during the performance of their duties, information on areas, routes, aerodromes, and heliports as well as aeronautical charts approved by the Authority.</p> <p>(b) The AOC holder shall keep the route guide and aeronautical charts current and appropriate for the proposed types and areas of operation to be conducted by the AOC holder. This information may be issued as part of, or separately from, the OM.</p> <p>(c) This information shall contain at least the information prescribed in IS 9.3.1.20.</p>			
9.3.1.21	<p>WEATHER REPORTING SOURCES</p> <p>(a) Each AOC holder shall use sources approved by the Authority for the weather reports and forecasts used for decisions regarding flight preparation, routing, and terminal operations.</p>			



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	<p>(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 the safety of flight on each route to be flown and at each aerodrome to be used.</p> <p>(c) A list of weather reporting sources approved by the Authority for flight planning or for controlling flight movement are prescribed in IS 9.3.1.21.</p>			
9.3.1.22	<p>DE-ICING AND ANTI-ICING PROGRAMME</p> <p>(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:</p> <ol style="list-style-type: none"> 1. Use only aircraft adequately equipped for such conditions; 2. Ensure the flight crew is adequately trained for such conditions; and 3. Have an approved ground de-icing and anti-icing programme. <p>(b) Detailed requirements pertaining to the AOC holder's de-icing and anti-icing programme are prescribed in IS 9.3.1.22.</p>			
	<p>9.3.1.23 FLIGHT DISPATCH AND MONITORING SYSTEM</p> <p>(a) Each AOC holder shall have an adequate system approved by the Authority for proper dispatch and monitoring of flights, considering the operations to be conducted.</p> <p>(1) The AOC holder's 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 inflight contact with flight operations.</p>			



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	<p>(2) Each AOC holder shall provide enough qualified FOOs at each dispatch centre to ensure proper operational control of each flight.</p> <p>(b) 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 shall continue to be primarily responsible for operational control of each flight.</p> <p>1. Each AOC holder conducting charter operations using a flight following system shall show that the system has adequate facilities and personnel to provide to the following persons the information necessary for the initiation and safe conduct of each flight:</p> <p>(i) The flight crew of each aircraft; and (ii) The persons designated by the AOC holder to perform the function of operational control of the aircraft.</p> <p>3. 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.</p> <p><i>Note: See IS: 9.3.1.23 for detailed requirements pertaining to the AOC holder's flight monitoring system.</i></p>			
<p>9.3.1.24</p>	<p>MANAGING FATIGUE-RELATED SAFETY RISKS</p> <p>(a) For the purpose of managing fatigue-related safety risks, an AOC holder shall establish flight time, flight duty period, duty period limitations and rest period requirements that are within the prescriptive fatigue management regulations in 8.12 of this part.</p> <p>(b) The Authority may approve, in exceptional circumstances, variations to these prescriptive regulations on the basis of a risk assessment provided by the operator. Approved variations shall</p>			



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	<p>provide a level of safety equivalent to, or better than that achieved through the prescriptive fatigue management regulations.</p> <p>(c) Maximum values for flight times and/or flight duty period(s) and duty period(s), and minimum values for rest periods shall be based upon scientific principles and knowledge, subject to safety management processes.</p>			
9.3.1.25	<p>COMMUNICATIONS FACILITIES</p> <p>(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.</p> <p>(b) For passenger-carrying operations, each AOC holder shall be able to have rapid and reliable radio communications with all flights over the AOC holder's entire route structure under normal operating conditions. This radio communication system shall be independent of the ATC system.</p> <p>(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 its aircraft, including, as applicable:</p> <ol style="list-style-type: none"> 1. The number, colour, and type 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. 			
9.3.1.26	<p>ROUTES AND AREAS OF OPERATION</p> <p>(a) An AOC holder shall conduct operations only along such routes and within such areas for which:</p>			



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	<ol style="list-style-type: none"> 1. Ground facilities and services, including meteorological services, are provided that 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 aerodromes are available within the time and distance limitations; and 6. If single-engine aircraft are used, surfaces are available that permit a safe forced landing to be executed. 7. <p>(c) No person may conduct commercial air transport operations on any route or in any area of operation unless those operations are conducted in accordance with any restrictions imposed by the Authority.</p>			
<p>9.3.1.27</p>	<p>NAVIGATIONAL ACCURACY</p> <p>(a) Each AOC holder shall ensure, for each proposed route or area, that the navigation systems and facilities it uses are capable of navigating the aircraft:</p> <ol style="list-style-type: none"> 1. Within the degree of accuracy required for ATC; and 2. To the aerodromes in the operational flight plan within the degree of accuracy necessary for the operation involved. <p>(b) 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.</p> <p>(c) Except for those navigation aids required for routes to alternate aerodromes, the Authority will list in the AOC holder's</p>			



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	<p>operations specifications non-visual ground aids required for approval of routes outside of controlled airspace.</p> <p>(d) Non-visual ground aids are not required for night VFR operations on routes that the AOC holder shows have reliably lighted landmarks adequate for safe operation.</p> <p>(e) Operations on route segments where the use of celestial or other specialized means of navigation is required shall be approved by the Authority.</p> <p><i>Note 1: The operations specifications layout prescribed in paragraph 9.1.1.7 (d) of this part and IS 9.1.1.7 (b) shall be followed. The bottom row of the operations specifications provides for "other" authorisations or data. Other authorisations or data may require the preparation of multiple pages, based on the complexity of the AOC holder's operation. It would be appropriate for the Authority to list in the AOC holder's operations specifications as "other" authorisations, the non-visual ground aids required for approval of routes outside of controlled airspace.</i></p> <p><i>Note 2: See ICAO Doc 9613, Performance-Based Navigation (PBN) Manual, for information on the approval process for operations in RNP airspace and a list of references to other documents produced by States and international bodies.</i></p>			
<p>9.3.1.28</p>	<p>AIRCRAFT TRACKING</p> <p>(a) The AOC holder shall establish an aircraft tracking capability to track aeroplanes throughout its areas of operation.</p> <p><i>Note: Guidance on aircraft tracking capabilities is contained in ICAO Cir 347, Aircraft Tracking Implementation Guidelines.</i></p> <p>(b) The AOC holder shall track the position of an aeroplane through automated reporting at least every 15 minutes for the portion(s) of the in-flight operation(s) under the following conditions:</p>			



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	<p>1. The aeroplane has a maximum certificated take-off mass of over 27 000 kg and a seating capacity greater than 19; and</p> <p>2. Where an ATS unit obtains aeroplane position information at greater than 15-minute intervals.</p> <p><i>Note: See ICAO Annex 11, Chapter 2, for coordination between the AOC holder and ATS provisions regarding position report messages.</i></p> <p>(c) The AOC holder shall track the position of an aeroplane through automated reporting at least every 15 minutes for the portion(s) of the in-flight operation(s) planned in an oceanic area under the following conditions:</p> <p><i>Note: For the purpose of aircraft tracking, "oceanic area" is the airspace that overlies waters outside the territory of a State.</i></p> <p>1. The aeroplane has a maximum certificated take-off mass of over 45 500 kg and a seating capacity greater than 19; and</p> <p>2. Where an ATS unit obtains aeroplane position information at greater than 15 minute intervals</p> <p><i>Note: See ICAO Annex 11, Chapter 2, for coordination between the AOC holder and ATS provisions regarding position report messages.</i></p> <p>(d) Notwithstanding the provisions in paragraphs 9.3.1.28(b) and (c) of this subsection, the Authority may, based on the results of an approved risk assessment process implemented by the AOC holder, allow for variations to automated reporting intervals. The process shall demonstrate how risks to the operation resulting from such variations may be managed and shall include at least the following:</p> <p>1. The capability of the AOC holder's operational control systems and processes, including those for contacting ATS units;</p>			
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	<ol style="list-style-type: none"> 2. The overall capability of the aeroplane and its systems; 3. The available means to determine the position of, and to communicate with, the aeroplane; 4. The frequency and duration of gaps in automated reporting; 5. Human factors consequences resulting from changes to flight crew procedures; and 6. Specific mitigation measures and contingency procedures. <p><i>Note: Guidance on development, implementation, and approval of the risk assessment process that allows for variations to the need for automatic reporting and the required interval, including variation examples, is contained in ICAO Cir 347, Aircraft Tracking Implementation Guidelines.</i></p> <p>(e) The AOC holder shall establish procedures, approved by the Authority, for the retention of aircraft tracking data to assist search and rescue in determining the last known position of the aircraft.</p> <p><i>Note: See 9.1.1.4 of this part for AOC holder responsibilities when using third parties for the conduct of aircraft tracking under this subsection.</i></p>			
9.4	AOC CONTINUING AIRWORTHINESS REQUIREMENTS			
9.4.1.1	APPLICABILITY			
	<p>(a) This subpart provides those certification and continuing airworthiness requirements that apply to an AOC holder utilising an AMO or maintenance authorization.</p>			
9.4.1.2	CONTINUING AIRWORTHINESS RESPONSIBILITY			
	<p>(a) Each AOC holder shall ensure the airworthiness of the aircraft and the serviceability of both operational and emergency equipment by ensuring the:</p> <ol style="list-style-type: none"> 1. Accomplishment of pre-flight inspections; 			



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	<ol style="list-style-type: none"> 2. 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. Accomplishment of all maintenance in accordance with the operator's approved aircraft maintenance programme; 4. Analysis of the effectiveness of the operator's approved aircraft maintenance programme; 5. Accomplishment of any operational directive, AD, and any other continuing airworthiness requirement made mandatory by the Authority; And 6. Accomplishment of modifications in accordance with an approved standard and, for non-mandatory modifications, the establishment of an embodiment policy. <p>(b) Each AOC holder shall ensure that the certificate of airworthiness for each aircraft operated remains valid with respect to:</p> <ol style="list-style-type: none"> 1. The requirements in paragraph 9.4.1.2(a) of this subsection; 2. The expiration date of the certificate; and 3. Any other continuing airworthiness condition specified in the certificate. <p>(c) Each AOC holder shall ensure that the requirements specified in paragraph 9.4.1.2(a) of this subsection are performed in accordance with procedures approved by or acceptable to the Authority.</p> <p>(d) Each AOC holder shall ensure that the maintenance, overhaul, modification, repair, and inspection of its aircraft and aeronautical products are performed in accordance with its</p>			
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	<p>MCM and/or current instructions for continuing airworthiness and applicable aviation regulations.</p> <p>(e) Each AOC holder may make an arrangement with another person or entity for the performance of any maintenance, overhaul, modification, repair, or inspection, but shall remain responsible for all work performed under such arrangement.</p> <p>(f) Each AOC holder shall not operate an aircraft unless maintenance on the aircraft, including any associated engine, rotor, propeller and part as applicable, is carried out:</p> <p>(1) By an organisation complying with Part 6 of these regulations that is either approved by the State of Registry of the aircraft or is approved by another Contracting State accepted by the State of Registry; or under a maintenance authorization granted to the AOC holder by the Authority.</p> <p>(2) There is a maintenance release in relation to the maintenance carried out.</p> <p>(3) Under the maintenance authorization, the person signing the approval for return to service shall be licensed in accordance with Part 2 of these regulations.</p>			
<p>9.4.1.3</p>	<p>APPROVAL AND ACCEPTANCE OF AOC MAINTENANCE SYSTEMS AND PROGRAMMES</p> <p>(a) Except for pre-flight inspections, each AOC holder shall have its aircraft, including any associated engine, propeller and part, maintained and approved for return to service in accordance with 9.4.1.1 of this Part.</p> <p>(b) Until 31st May 2025, the AOC holder shall not operate an aircraft registered in Nigeria unless it is maintained and returned to service by an organization approved in accordance with Part</p>			



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	<p>6 of these regulations, or under a maintenance authorization either of which shall be acceptable to the State of Registry.</p> <p>(c) As of 31st May 2025, each AOC holder conducting scheduled flight operation shall not operate an aircraft registered in Nigeria unless it is maintained and returned to service by an organisation approved in accordance with Part 6 of these regulations.</p> <p>(d) As of 31st May 2025, each AOC holder conducting non-scheduled flight operation shall not operate an aircraft unless it is maintained and returned to service by an organisation approved in accordance with Part 6 of these regulations, or under a maintenance authorization, either of which shall be acceptable to the State of Registry.</p> <p>(1) Where the AOC holder conducting non-scheduled flight operation is approved to perform maintenance under a maintenance authorization, such approval shall be limited to line maintenance only.</p> <p>(e) For aircraft not registered in Nigeria, an AMO approved by the State of Registry of the aircraft, will be accepted by the Authority</p> <p>(f) When the Authority approves a maintenance authorization, the persons designated to sign a maintenance release or airworthiness release shall be licensed in accordance with Part 2 of these regulations, as appropriate.</p>			
<p>9.4.1.4</p>	<p>MAINTENANCE CONTROL MANUAL</p> <p>(a) Each AOC holder shall provide to the Authority, and to the State of Registry of the aircraft if different from the Authority, the AOC holder's MCM and subsequent amendments, for the use and guidance of maintenance and operational personnel concerned and containing details of the organisation's structure, including:</p>			



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	<ol style="list-style-type: none"> 1. The Accountable Manager and designated person(s) responsible for the continuing airworthiness , as required by 9.2.2.2 of this part; 2. Procedures to be followed to satisfy the continuing airworthiness 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 of these regulations, to the Authority, the 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, facsimile, or email with a written follow-on report as soon as possible, but no later than within 72 hours of discovery, are: <ol style="list-style-type: none"> (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 MCM shall contain the following information, which may be issued in separate parts: <ol style="list-style-type: none"> 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 an approval for return to service when maintenance is based on a system other than that of an AMO; 			
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	<ol style="list-style-type: none">2. A description of the procedures for ensuring that each aircraft they operate is in an airworthy condition;3. A description of the procedures for ensuring that the emergency equipment for each flight is serviceable;4. The names and duties of the person or persons required to ensure that all maintenance is carried out in accordance with the MCM;5. A reference to the maintenance programme required by 9.4.1.12 of this part;6. A description of the methods for completion and retention of the operator's continuing airworthiness records required by 9.4.1.8 of this part;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 continuing airworthiness information from the organisation responsible for the type design and implementing any resulting actions considered necessary by the Authority for all aircraft over 5 700 kg maximum certificated take-off mass;9. A description of the procedures for implementing mandatory continuing airworthiness as required in paragraph 9.4.1.2(a)(5) of this part;10. A description of the procedures for 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;			
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	<p>11. A description of the aircraft types and models to which the AOC holder's MCM applies;</p> <p>12. A description of the procedures for ensuring that unservice abilities affecting airworthiness are recorded and rectified; and</p> <p>13. A description of the procedures for advising the State of Registry of significant in-service occurrences.</p> <p>(c) No AOC holder may provide for use by its personnel in commercial air transport any MCM or portion of this manual that 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 organisations or persons to whom the manual has been issued.</p> <p>(d) The operator shall ensure that the MCM is amended as necessary to keep the information contained therein up to date</p> <p>(e) An outline of specific subjects to be contained, as appropriate, in the AOC holder's MCM are prescribed in IS 9.4.1.4. The MCM shall also include other continuing airworthiness management procedures prescribed in IS. 5.8.1.4.</p>			
<p>9.4.1.5</p>	<p>CONTINUING AIRWORTHINESS MANAGEMENT</p> <p>(a) The AOC holder certificated as an AMO may carry out the requirements specified in paragraphs 9.4.1.2(a)(2), (3), (5), and (6) of this part.</p> <p>(b) If the AOC holder is not certificated as an AMO, the AOC holder shall meet its responsibilities under paragraphs 9.4.1.2(a)(2), (3), (5), and (6) of this part:</p> <ol style="list-style-type: none"> 1. Until 31st May 2025, by using a maintenance authorization approved or maintenance system accepted by the Authority; or 2. Through an arrangement with an AMO, with a written maintenance contract between the AOC holder and the 			



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	<p>contracting AMO detailing the required maintenance functions and defining the support of the quality functions approved or accepted by the Authority.</p> <p>(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 continuing airworthiness requirements of 9.4.1.2 of this part and the requirements of the AOC holder's MCM are satisfied, and to ensure the functioning of the quality system.</p> <p>(d) Each AOC holder shall provide suitable office accommodation at appropriate locations for the personnel specified in paragraph 9.4.1.5(c) of this subsection.</p> <p>(e) Each AOC holder shall establish for the maintenance of aircraft an SMS that is in accordance with Part 20 of these regulations and is acceptable to the Authority.</p>			
9.4.1.6	RESERVED			
9.4.1.7	RESERVED			
9.4.1.8	<p>CONTINUING AIRWORTHINESS RECORDS</p> <p>(a) Each AOC holder shall ensure that a system has been established to keep, in a form acceptable to the Authority, the following records:</p> <ol style="list-style-type: none"> 1. The total time in service (hours, calendar time, and cycles, as appropriate) of the aircraft and all life-limited parts; 2. The current status of compliance with all mandatory continuing airworthiness information; 3. Appropriate details of modifications and repairs to the aircraft or aeronautical products; 			



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	<p>4. The time in service (hours, calendar time, and cycles, as appropriate) since last overhaul of the aircraft or aeronautical products subject to mandatory overhaul life;</p> <p>5. The current aircraft status of compliance with the maintenance programme; and</p> <p>6. The detailed maintenance records to show that all requirements for the signing of a maintenance release has been met.</p> <p>(b) Each AOC holder shall ensure that the records in paragraphs 9.4.1.8(a)(1) through (5) of this subsection shall be kept for a minimum of 90 days after the unit to which they refer has been permanently withdrawn from service and that the records in paragraph 9.4.1.8(a)(6) of this subsection shall be kept for a minimum of 1 year after signing the approval for return to service.</p> <p>(c) Each AOC holder shall ensure that in the event of a temporary change of operator, the records specified in paragraph 9.4.1.8(a) of this subsection shall be made available to the new operator.</p> <p>(d) Each AOC holder shall ensure that when an aircraft is permanently transferred from one operator to another operator, the records specified in paragraph 9.4.1.8(a) of this subsection are also transferred.</p> <p>(e) An operator shall ensure that the following records are kept: in respect of the entire helicopter</p> <p>(1) The total time in service;</p> <p>(2) In respect of the major components of the helicopter:</p> <p>(i) the total time in service;</p> <p>(ii) the date of the last overhaul;</p> <p>(iii) the date of the last inspection;</p>			
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	<p>(2) In respect of those instruments and equipment, the serviceability and operating life of which are determined by their time in service</p> <p>(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</p> <p>(f) The continuing airworthiness records required under this subsection shall conform to the outline prescribed in IS 9.4.1.8</p> <p><i>Note: In the context of ICAO Annex 6, Part I: 8.4.3, a judgment on what may be considered a temporary change of operator will be made by the State of Registry in light of the need to exercise control over the records, which will depend on access to them and the opportunity to update them.</i></p>			
<p>9.4.1.9</p>	<p>AIRCRAFT TECHNICAL LOG ENTRIES – MAINTENANCE RECORDS SECTION</p> <p>(e) Each AOC holder shall use an aircraft technical log that includes an aircraft maintenance records section containing the following information for each aircraft:</p> <p><i>Note: See 9.4.1.5 of this part for the journey records section of the aircraft technical log.</i></p> <ol style="list-style-type: none"> 1. Information about each previous flight, necessary to ensure continuing 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 due to be performed that are not on an established schedule, except that the Authority may agree to the maintenance statement being kept elsewhere; 			



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	<p>4. The current maintenance status of the aircraft, to include maintenance due to be performed on an established schedule and maintenance due to be performed that is not on an established schedule, except that the Authority may agree to the maintenance statement being kept elsewhere; and</p> <p>5. All deferred defects that affect the operation of the aircraft.</p> <p><i>Note: Defects that are not airworthiness items may be deferred to a later date for rectification. When this is done, there shall be a method for recording such a deferral, and normally the aircraft technical log has a section solely for this purpose. Some operators have a system of classifying deferred defects to allow different lengths of time, either in hours flown, number of sectors, or, on return to a maintenance base, until a defect shall be rectified, before further flight.</i></p> <p>(g) The aircraft technical log and any subsequent amendment shall be approved by the Authority.</p> <p>(h) Each person who takes action in the case of a reported or observed failure or malfunction of an aircraft or aeronautical product that is critical to the safety of flight shall make, or shall have made, a record of that action in the maintenance records section of the aircraft technical log.</p> <p>(i) Each AOC holder shall have a procedure for keeping copies of required records to be carried on board, in a place readily accessible to each flight crew member, and shall put that procedure in the AOC holder's OM.</p>			
<p>9.4.1.10</p>	<p>RETURN TO SERVICE</p> <p>(a) No AOC holder shall operate an aircraft unless the aircraft has both an approval for return to service, if maintenance has been performed prior to the flight, and a valid logbook entry in the</p>			



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	<p>maintenance records section of the aircraft technical log, as follows:</p> <ol style="list-style-type: none"> 1. Approval for return to service: <ol style="list-style-type: none"> (i) An AOC holder shall not operate an aircraft unless the aircraft is maintained and approved for return to service using the AOC maintenance systems required by 9.4.1.3 of this part. (ii) An AOC holder using an AMO shall not operate an aircraft after return to service under paragraph 9.4.1.10(a)(1)(i) of this subsection unless an approval for return to service has been prepared in accordance with the AOC holder's MCM procedures and a logbook entry has been made in the maintenance records section of the aircraft technical log. (iii) An AOC holder using a maintenance authorization shall not operate an aircraft after return to service under paragraph 9.4.1.10 (a)(1)(i) of this subsection 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 person in accordance with Part 2 of these Regulations, as appropriate. This approval for return to service shall be made in accordance with the AOC holder's MCM procedures. (iv) The AOC holder shall ensure that the PIC of the aircraft has reviewed the maintenance records section of the aircraft technical log and has determined that any maintenance performed has been appropriately documented. 2. Aircraft technical log – maintenance records section: <ol style="list-style-type: none"> (i) An AOC holder shall not operate an aircraft unless the PIC is in possession of a valid logbook entry in the maintenance records section of the aircraft technical log to indicate that any maintenance performed on the aircraft has been satisfactorily performed and appropriately documented. 			
<p>9.4.1.11</p>	<p>MODIFICATIONS AND REPAIRS</p> <ol style="list-style-type: none"> (a) All modifications and repairs shall comply with airworthiness requirements acceptable to the State of Registry. Procedures 			



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	<p>shall be established to ensure that the substantiating data supporting compliance with the airworthiness requirements is retained. However, in the case of a major repair or major modification, the work shall have been performed in accordance with technical data accepted by the Authority.</p> <p>(b) An AOC holder may be authorised to perform maintenance, overhaul, modifications, repairs, and inspections on any aircraft or aeronautical product under the AOC, provided:</p> <ol style="list-style-type: none">1. It is performed under a maintenance system established in accordance with Part 6 of these regulations, that is acceptable to the Authority; and2. It is performed in accordance with the approved AOC holder's operations specifications. <p>(c) Until 31st May 2025, an AOC holder using a maintenance system acceptable to the Authority that wishes to approve for return to service, after major repairs or major modifications, 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.</p> <p>(d) Each AOC holder shall, promptly upon completion, prepare a report of each major modification or major repair of an aircraft or aeronautical product.</p> <p>(e) The AOC holder shall submit to the Authority a copy of each report of a major modification and shall keep available for inspection a copy of each report of a major repair.</p> <p>(f) The Authority issuing an approval for the embodiment of a modification, repair, or 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</p>			
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	<p>certificate, its amendments, or later requirements, when determined by Authority.</p> <p>(g) Additional requirements for modifications and repairs are prescribed in IS 9.4.1.1 1.</p> <p><i>Note: See Chapter 5 of ICAO Doc 9760, Airworthiness Manual, for guidance on modifications and repairs.</i></p>			
<p>9.4.1.12</p>	<p>AIRCRAFT MAINTENANCE PROGRAMME</p> <p>(a) Each AOC holder's aircraft maintenance programme and any subsequent amendment shall be submitted to the aircraft 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's compliance with recommendations provided by the STATE of Registry.</p> <p>(b) The Authority will require an AOC holder 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 MCM.</p> <p>(c) Each AOC holder shall ensure that each of its aircraft is maintained in accordance with the AOC holder's approved maintenance programme, as required by 9.4.1.2 of this part, which shall include:</p> <ol style="list-style-type: none"> 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 paragraphs 9.4.1.12(c)(1) and (2) of this subsection; and 			



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	<p>4. When applicable, condition monitoring and a reliability programme for aircraft systems, components, and powerplants.</p> <p>(d) The design and application of the AOC holder's maintenance programme shall observe Human Factors principles.</p> <p>(e) Repetitive maintenance tasks that are specified in mandatory intervals as a condition of approval of the type design shall be identified as such.</p> <p><i>Note: The maintenance programme should 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.</i></p> <p>(f) No AOC holder may provide for use by its personnel in commercial air transport a maintenance programme or portion thereof for an aircraft registered in Nigeria that has not been reviewed and approved for the AOC holder by the Authority.</p> <p>(g) Approval by the Authority of an AOC holder's maintenance programme and any subsequent amendments shall be noted in the operations specifications pursuant to paragraph 9.1.1.7(a)(2) of this part</p> <p>(h) Each AOC holder shall have an inspection programme and a programme covering other maintenance, overhaul, modifications, repair, and inspections to ensure that:</p> <ol style="list-style-type: none"> 1. Maintenance, overhaul, modifications, repairs, and inspections performed by it, or by other persons, are performed in accordance with the AOC holder's MCM; 2. Each aircraft returned to service is airworthy and has been properly maintained for operation. 			
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	<ul style="list-style-type: none"> (i) 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 aeronautical products because those items have been maintained, modified, or inspected by persons employed outside Nigeria who do not hold a Nigerian technician's licence. Each AOC holder that is granted authority under this deviation shall provide for surveillance of facilities and practices to ensure that all work performed on these products is accomplished in accordance with the AOC holder's MCM. (j) 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. (k) The Authority may impose additional maintenance requirements in addition to ageing airplane and safety improvements required in 9.4.1.17 of these regulations on commercial air transport passenger category aeroplane that are above 22yrs old and commercial air transport cargo category aeroplane that are above 25yrs old. 			
<p>9.4.1.13</p>	<p>RELIABILITY PROGRAMME</p> <ul style="list-style-type: none"> (a) A maintenance programme for each aircraft shall contain, when applicable, condition monitoring and reliability programme descriptions for aircraft systems, components, and powerplants. (b) A reliability programme shall be developed for the aircraft maintenance programme if the maintenance programme is based upon Maintenance Steering Group logic 3 (MSG-3), or includes condition-monitored components, or does not contain overhaul time periods for all significant system components or when specified by the manufacturer's document or Maintenance Review Board report. 			



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	<p>(c) A reliability programme need not be developed for aircraft not considered large aircraft or that contain overhaul time periods for all significant aircraft system components.</p> <p>(d) The purpose of a reliability programme is to ensure that the aircraft maintenance programme tasks are effective and that their periodicity is adequate.</p> <p>(e) A reliability programme may result in the escalation or deletion of maintenance tasks, as well as de-escalation or addition of maintenance tasks.</p> <p>(f) A reliability programme provides an appropriate means of monitoring the effectiveness of the maintenance programme.</p>			
9.4.1.14	<p>AUTHORITY TO PERFORM AND APPROVE MAINTENANCE, OVERHAUL, MODIFICATIONS, REPAIRS, AND INSPECTIONS</p> <p>(a) An AOC holder may make arrangements with an appropriately rated AMO for the performance of maintenance, overhaul, modifications, repairs, and inspections of any aircraft or aeronautical product as provided in its maintenance programme and MCM.</p> <p>(b) An AOC holder appropriately licensed and rated person in accordance with Part 2 of these regulations, as appropriate to approve for return to service line maintenance tasks only.</p>			
9.4.1.15	<p>RESERVED</p>			
9.4.1.16	<p>REST AND DUTY LIMITATIONS FOR PERSONS PERFORMING MAINTENANCE FUNCTIONS ON AOC HOLDER AIRCRAFT</p> <p>(a) No person may assign, nor shall any person perform, maintenance functions for aircraft certificated for commercial air</p>			



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	<p>transport unless that person has had a minimum rest period of 8 hours prior to the beginning of duty.</p> <p>(b) No person may schedule a person performing maintenance functions for aircraft certificated for commercial air transport for more than 12 consecutive hours of duty.</p> <p>(c) In situations involving unscheduled aircraft unserviceability, persons performing maintenance functions for aircraft certificated for commercial air transport may be continued on duty for:</p> <ol style="list-style-type: none"> 1. Up to 16 consecutive hours; or 2. 20 hours in 24 consecutive hours. <p>(d) Following unscheduled duty periods, the person performing maintenance functions for aircraft shall have a mandatory rest period of 10 hours.</p> <p>(e) The AOC holder shall relieve the person performing maintenance functions from all duties for 24 consecutive hours during any 7-consecutive-day period.</p>			
<p>9.4.1.17</p>	<p>AGEING AIRCRAFT MAINTENANCE AND SAFETY IMPROVEMENTS</p> <p>(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.</p> <p>(b) All AOC holder shall comply with the ageing airplane inspections and records reviews requirements as contained in IS 9.4.1.17(b).</p>			



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	<p>(c) All AOC holder shall comply with the repair assessment for pressurized fuselage requirements as contained in IS 9.4.1.17(c)</p> <p>(d) All AOC holder shall comply with the supplemental inspections requirements as contained in IS 9.4.1.17(d).</p> <p>(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).</p> <p>(f) All AOC holder shall comply with the Fuel tank system maintenance program requirements as contained in IS 9.4.1.17(f).</p> <p>(g) All AOC holder shall comply with the Limit of validity requirements as contained in IS 9.4.1.17(g).</p> <p>(h) All AOC holder shall comply with the Flammability reduction means requirements as contained in IS 9.4.1.17(h).</p> <p>(i) All AOC holders shall comply with the Fuel Tank Vent Explosion Protection as contained in IS 9.4.1.17 (i)</p>			
9.5	AOC SECURITY MANAGEMENT			
9.5.1.1	APPLICABILITY			
	<p>(a) This subpart provides those certification requirements that apply to the AOC holder's protection of aircraft, facilities, and personnel from unlawful interference.</p>			



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<p>9.5.1.2</p>	<p>SECURITY REQUIREMENTS</p> <p>(a) Each AOC holder shall ensure that all appropriate personnel are familiar with, and comply with, the relevant requirements of the National Civil Aviation Security Programmes (NCASP) of the State of the Operator.</p>			
<p>9.5.1.3</p>	<p>SECURITY TRAINING PROGRAMME</p> <p>(a) Each AOC holder shall establish, maintain, and conduct approved Security Training Programme that 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.</p> <p>(b) Each AOC holder that is responsible for aerodrome screening of passengers, baggage, and cargo shall include screeners' training in its Security Training Programme. As a minimum, the security training programme shall include:</p> <ol style="list-style-type: none"> (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 crew compartment 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 crew members 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. 			



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<p>9.5.1.4</p>	<p>REPORTING ACTS OF UNLAWFUL INTERFERENCE</p> <p>(a) Following an act of unlawful interference on board an aircraft, the PIC, or in his or her 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.</p>			
<p>9.5.1.5</p>	<p>AIRCRAFT SEARCH PROCEDURE CHECKLIST</p> <p>(a) Each AOC holder shall ensure that all its aircraft carry a checklist of the procedures to be followed for that type of aircraft in searching for concealed weapons, explosives, or other dangerous devices.</p> <p>(b) The aircraft search procedure checklist shall be supported by guidance on the appropriate course of action to be taken should a bomb or suspicious object be found and by information on the least-risk bomb location specific to the aircraft.</p>			
<p>9.5.1.6</p>	<p>FLIGHT CREW COMPARTMENT DOORS, IF INSTALLED - SECURITY PROCEDURES</p> <p>(a) The flight crew compartment door on a passenger-carrying aircraft shall be capable of being locked from within the compartment in order to prevent unauthorised access.</p> <p>(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.</p> <p>(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 intrusion by unauthorised persons. This door shall be capable of being locked and unlocked from either pilot's station.</p>			



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	<ol style="list-style-type: none"> 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. 			
9.5.1.7	<p>FLIGHT CREW COMPARTMENT DOORS, LARGE AEROPLANES – SECURITY PROCEDURES</p> <p>(a) All aeroplanes 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.</p> <ol style="list-style-type: none"> 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. 			
9.5.1.8	<p>CARRIAGE OF WEAPONS</p> <p>(a) Where the operator accepts the carriage of weapons removed from passengers, the aircraft shall have provision for stowing such weapons in a place so that they are not accessible to any person during flight time.</p>			



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<p>9.6</p>	<p>AOC DANGEROUS GOODS MANAGEMENT</p> <p><i>Note 1: Further guidance on safety management provisions for air operators are contained in Part 20 of these regulations and ICAO Doc 9859, Safety Management Manual (SMM).</i></p> <p><i>Note 2: The carriage of dangerous goods is included in the scope of the operator's SMS.</i></p>			
<p>9.6.1.1</p>	<p>APPLICABILITY</p> <p>(a) This subpart provides those certification requirements that apply to the management and transport of dangerous goods by air.</p>			
<p>9.6.1.2</p>	<p>APPROVAL TO TRANSPORT DANGEROUS GOODS</p> <p>(a) No AOC holder may transport dangerous goods unless given specific approval to do so by the Authority.</p>			
<p>9.6.1.3</p>	<p>SCOPE</p> <p>(a) Each AOC holder shall comply with the provisions contained in ICAO Doc 9284, <i>Technical Instructions for the Safe Transport of Dangerous Goods by Air</i>, hereinafter referred to as "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.</p> <p>(b) Articles and substances that would otherwise be classified as dangerous goods are excluded from the requirements of this subpart, to the extent specified in the Technical Instructions, provided they are:</p> <ol style="list-style-type: none"> 1. Required to be on board the aircraft for operating reasons; 2. Carried as catering or cabin service supplies; 3. Carried for use in flight as a veterinary aid or as a humane killer for an 			



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	<p>animal; or</p> <p>4. Carried for use in flight for medical aid for a patient, provided that:</p> <p>(i) Gas cylinders have been manufactured specifically for the purpose of containing and transporting that particular gas;</p> <p>(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;</p> <p>(iii) Equipment containing wet cell batteries is kept and, when necessary, secured in an upright position to prevent spillage of the electrolyte; and</p> <p>(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</p> <p>(v) They are carried by passengers or crew members.</p> <p>(c) Articles and substances intended as replacements for those described in paragraph 9.6.1.3(b)(1) of this subsection shall be transported on an aircraft as specified in the Technical Instructions.</p>			
<p>9.6.1.4</p>	<p>LIMITATIONS ON THE TRANSPORT OF DANGEROUS GOODS</p> <p>(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.</p> <p>(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:</p>			



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	<ol style="list-style-type: none"> 1. They are exempted by the States concerned under the provisions of the 2. Technical Instructions; or 3. The Technical Instructions indicate that they may be transported under an approval issued by the State of Origin. 			
9.6.1.5	<p>CLASSIFICATION</p> <p>(a) Each AOC holder shall ensure that articles and substances are classified as dangerous goods as specified in the Technical Instructions.</p>			
9.6.1.6	<p>PACKAGING</p> <p>(a) Each AOC holder shall ensure that dangerous goods are packed as specified in the Technical Instructions.</p> <p>(b) Packages used for the transport of dangerous goods by air shall:</p> <ol style="list-style-type: none"> 1. Be of good quality and shall be constructed and securely closed so as to prevent leakage that might be caused in normal conditions of transport, by vibration, or by changes in temperature, humidity, or pressure; 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; and 4. Be tested in accordance with the provisions of the Technical Instructions. 			



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	<p>(c) Packages for which retention of a liquid is a basic function shall be capable of withstanding, without leaking, the pressure stated in the Technical Instructions.</p> <p>(d) Inner packaging shall be packed, secured, or cushioned so as to prevent 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.</p> <p>(e) No packaging shall be reused until it has been inspected and found free from corrosion or other damage. Where a packaging is reused, all necessary measures shall be taken to prevent contamination of subsequent contents.</p> <p>(f) If, because of the nature of their former contents, unclean empty packaging may present a hazard, they shall be tightly closed and treated according to the hazard they constitute.</p> <p>(g) No harmful quantity of a dangerous substance shall adhere to the outside of packages.</p>			
<p>9.6.1.7</p>	<p>LABELLING AND MARKING</p> <p>(a) Each AOC holder shall ensure that packages, overpacks, and freight container are labelled as specified in the Technical Instructions.</p> <p>(b) Each AOC holder shall ensure that packages, overpacks, and freight containers are marked with:</p> <ol style="list-style-type: none"> 1. The proper shipping name of their contents; 2. The United Nations number, when assigned; and 3. Other such markings as may be specified in the Technical Instructions. 			



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	<p>(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.</p> <p>(d) Where dangerous goods are carried on a flight that takes place wholly or partly outside the territory of Nigeria, the AOC holder shall ensure that labelling and marking are in the English language in addition to any other language requirements.</p>			
<p>9.6.1.9</p>	<p>ACCEPTANCE OF DANGEROUS GOODS</p> <p>(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.</p> <p>(b) Each AOC holder, or its handling agent, shall use an acceptance checklist that:</p> <ol style="list-style-type: none"> 1. Shall allow for all relevant details to be checked; and 2. Shall be in such a form as will allow for the recording of the results of the acceptance check by manual, mechanical, or computerised means. <p>(c) Each designated postal operator shall have the procedure for controlling the introduction of dangerous goods in mail into air transport approved by the Authority where the mail is accepted.</p> <p><i>Note 1: In accordance with the Universal Postal Union Convention, dangerous goods are not permitted in mail, except as provided for in the Technical Instructions.</i></p> <p><i>Note 2: The UPU has established procedures to control the introduction of dangerous goods into air transport through the postal services (see the Universal Postal Union Parcel Post Regulations and Letter Post Regulations).</i></p>			



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	<p><i>Note 3: Guidance for approving the procedures established by designated postal operators to control the introduction of dangerous goods into air transport may be found in the Supplement to the Technical Instructions, Part S-1, Chapter 3.</i></p>			
<p>9.6.1.10</p>	<p>INSPECTION FOR DAMAGE, LEAKAGE, OR CONTAMINATION</p> <p>(a) Each AOC holder shall ensure that:</p> <ol style="list-style-type: none"> 1. Packages, overpacks, and freight containers are inspected for evidence of leakage or damage immediately prior to loading on an aircraft or into a ULD, as specified in the Technical Instructions; 2. A ULD is not loaded on an aircraft unless it has been inspected as required by the Technical Instructions and has been 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 that is found on an aircraft and appears to be damaged or leaking is removed, or arrangements are 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; and 6. Packages, overpacks, and freight containers are inspected for signs of damage or leakage upon unloading from an aircraft or a ULD and, if there is evidence of damage or leakage, the area 			



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	where the dangerous goods were stowed is inspected for damage or contamination.			
9.6.1.11	<p>REMOVAL OF CONTAMINATION</p> <p>(a) Each AOC holder shall ensure that:</p> <ol style="list-style-type: none"> 1. Any contamination found as a result of the leakage or damage of dangerous goods is removed without delay; and 2. An aircraft that has been contaminated by radioactive materials is immediately taken out of service and not approved for return to service until the radiation level at any accessible surface and the non-fixed contamination are not more than the values specified in the Technical Instructions. 			
9.6.1.12	<p>LOADING RESTRICTIONS AND STOWAGE OF DANGEROUS GOODS</p> <p>(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.</p> <ol style="list-style-type: none"> 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 are loaded as specified in the Technical Instructions and in a manner that a crew 			



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	<p>member or other authorised person can see, handle, and where size and weight permit, separate such packages from other cargo in flight.</p> <p>(b) Packages containing dangerous goods shall be separated when stowing, as follows:</p> <ol style="list-style-type: none"> 1. Those packages containing dangerous goods that may react dangerously with other packages shall not be stowed next to each other on an aircraft or in a position that may allow interaction between them in the event of a leakage. 2. Those packages containing toxic and infectious substances shall be stowed on an aircraft in accordance with the Technical Instructions. 3. Those packages containing radioactive materials shall be stowed on an aircraft so that they are separated from persons, live animals, and undeveloped film and secured in flight in accordance with the Technical Instructions. <p>(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.</p>			
<p>9.6.1.13</p>	<p>PROVISION OF INFORMATION</p> <p>(a) INFORMATION TO GROUND PERSONNEL. Each AOC holder shall ensure that:</p> <ol style="list-style-type: none"> 1. Information is provided to enable ground personnel 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 			



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	<p>2. Where applicable, the information referred to in paragraph 9.6.1.13(a)(1) of this subsection is also provided to the handling agent.</p> <p>(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 that they are forbidden from transporting on board an aircraft.</p> <p>(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.</p> <p>(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.</p> <p>(e) INFORMATION TO CREW MEMBERS. Each AOC holder shall ensure that information is provided in the OM to enable crew members to carry out their responsibilities with regard to the transport of dangerous goods, including the actions to be taken in the event of emergencies arising involving dangerous goods.</p> <p>(f) INFORMATION TO THE PIC. Each AOC holder shall ensure that the PIC is provided, as early as is practicable before the departure of the flight, with written information, as specified in the Technical Instructions.</p>			
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	<p>(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 ATS unit, for the information of the aerodrome authorities, of any dangerous goods on board the aircraft, as provided for in the Technical Instructions.</p> <p>(h) INFORMATION IN THE EVENT OF AN AIRCRAFT INCIDENT OR ACCIDENT. Each AOC holder that is involved in an aircraft incident or accident shall:</p> <ol style="list-style-type: none"> 1. As soon as possible, inform the appropriate authority of the State in which the aircraft incident or accident occurred of any dangerous goods carried; and 2. On request, provide any information required to minimise the hazards created by any dangerous goods carried. 			
<p>9.6.1.14</p>	<p>DANGEROUS GOODS TRAINING PROGRAMME AND MANUAL</p> <p>(a) Crew members, passenger-handling personnel, and security personnel employed by the AOC holder that deal with the screening of passengers and their baggage and cargo shall receive initial and recurrent training that covers, at a minimum, the areas identified in Part 8 of these regulations to a depth sufficient to ensure that an awareness is gained of the hazards associated with dangerous goods, how to identify dangerous goods, and what requirements apply to the carriage of such goods by passengers.</p> <p>(b) Each AOC holder shall have a dangerous goods training programme approved by the Authority, whether or not the AOC holder is approved to transport dangerous goods.</p> <p>(c) At a minimum, the dangerous goods training programme shall include the items as listed in 8.10.1.10 of these regulations.</p>			



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<p>9.6.1.15</p>	<p>DANGEROUS GOODS INCIDENT AND ACCIDENT REPORTS</p> <p>(a) Each AOC holder shall report dangerous goods incidents and accidents to the Authority within 72 hours of the events, unless exceptional circumstances prevent this.</p> <p>(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.</p>			
<p>9.6.1.16</p>	<p>SHIPPER'S RESPONSIBILITIES</p> <p>(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:</p> <ol style="list-style-type: none"> 1. Properly classified, packed, marked, and labelled and in the proper condition for transport by air in accordance with the relevant regulations; And 2. Accompanied by a properly executed dangerous goods transport document. <p>(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:</p> <ol style="list-style-type: none"> 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; 			



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	<p>3. Complete the form in English when the dangerous goods are to be carried either wholly or partly outside Nigeria; and</p> <p>4. Sign the form.</p>			
9.6.1.17	<p>DANGEROUS GOODS SECURITY PROVISIONS</p> <p>(a) Each shipper and operator and other persons 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.</p>			
9.7	<p>CARGO COMPARTMENT SAFETY</p>			
9.7.1.1	<p>TRANSPORT OF ITEMS IN THE CARGO COMPARTMENT</p> <p>(a) The AOC holder shall establish policy and procedures for the transport of items in the cargo compartment, which include the conduct of a specific safety risk assessment. The risk assessment shall include at least the:</p> <ol style="list-style-type: none"> 1. Hazards associated with the properties of the items to be transported; 2. Capabilities of the operator; 3. Operational considerations (e.g., area of operations, diversion time); 4. Capabilities of the aeroplane and its systems (e.g., cargo compartment fire suppression capabilities); 5. Containment characteristics of ULDs; 6. Packing and packaging; 7. Safety of the supply chain for items to be transported; and 8. Quantity and distribution of dangerous goods items to be transported. <p><i>Note 1: Additional operational requirements for the transport of dangerous goods are contained in 9.6 of this part.</i></p>			



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	<p><i>Note 2: Guidance on the hazards associated with the transport of items in the cargo compartment, the conduct of a specific safety risk assessment in accordance with ICAO Doc 9859, Safety Management Manual (SMM), and the responsibilities for the transport of dangerous goods, is contained in ICAO Doc 10102, Guidance for Safe Operations Involving Aeroplane Cargo Compartment</i></p>			
9.7.1.2	<p>FIRE PROTECTION</p> <p>(a) The elements of the cargo compartment(s) fire protection system as approved by the State of Design or State of Registry, and a summary of the demonstrated cargo compartment fire protection certification standards, shall be provided in the AFM or other documentation supporting the operation of the aeroplane.</p> <p>(b) The AOC holder shall establish policy and procedures that address the items to be transported in the cargo compartment. These shall ensure to a reasonable certainty that in the event of a fire involving those items, it can be detected and sufficiently suppressed or contained by the elements of the aeroplane design associated with cargo compartment fire protection, until the aeroplane makes a safe landing.</p> <p><i>Note: Guidance on the elements of cargo compartment fire protection and associated demonstrated standards and guidance on policy and procedures that address the items to be transported in the cargo compartment are provided in ICAO Doc 10102, Guidance for Safe Operations Involving Aeroplane Cargo Compartment</i></p>			