



CHAPTER 45

MONITORING OF OPERATIONS DURING STRIKE/LABOUR UNREST/FINANCIAL DISTRESS

0.0 LIST OF EFFECTIVE PAGES

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1.0 OBJECTIVE

This chapter provides guidance to inspectors for monitoring an operator before, during, and after a strike labour dispute, or financial crisis. Reference: ICAO Document 8335 - AN/879 - Chapter 8.

2.0 BACKGROUND

Continued airworthiness is of particular concern where a strike, labour unrest, or financial stress might cause disruption or inconsistency in an operator's maintenance programme.

- A. The NCAA must ensure that public safety is not jeopardized when operators become financially distressed. Operators that are financially distressed may attempt to decrease costs by curtailing certain necessary maintenance and operational activities, thereby adversely impacting safety. Such operators include those whose status is as follows:
- Approaching economic failure (sustained periods when revenues do not cover costs).
 - Insolvent (unable to meet obligations when due).
 - Bankrupt or have reorganized under the Nigerian Bankruptcy Code.
- B. Under these circumstances, the NCAA emphasizes maintenance surveillance from anticipation of the crisis through the final settlement.
- C. *Responsibility.* The Director, Airworthiness Standards (DAWS) is responsible for determining the extent to which additional surveillance will be required. The DAWS will also decide which locations will require increased surveillance in order to arrange for necessary additional manpower.
- D. *Reporting.* Strikes and labour disputes generate many inquiries, complaints, and opinions from the general public, parliament and other sources. Therefore, it is imperative that the Director General be kept informed at all times.

NOTE: Under no circumstances are assigned inspectors to express opinions to any party, including the press, regarding the issues involved in a strike or labour dispute.

- E. *Resumption of Activities after Strike/Labour Unrest/Financial distress.* When aircraft have spent time in storage, the assigned inspector should consider the following while developing the follow-up surveillance plan, prior to the operator returning the aircraft to service:



- The types of inspections the operator will conduct.
- Ground run-up of engines.
- Test flights of aircraft.
- Personnel qualifications.

3.0 PROCEDURES

A. *Notify the Director General.*

- (1) When news that a possible strike, labour dispute, or financial emergency could occur:
 - Report the extent of the possible work stoppage.
 - Report any tentative plans for surveillance during the crisis.
- (2) When the strike, labour dispute, or financial emergency actually occurs, immediately inform the Director General of any newsworthy events or significant developments.

B. *Arrange Additional Surveillance as Needed.*

C. *Submit a Weekly Report.* Throughout the course of the crisis submit a consolidated weekly report to the Director, Airworthiness Standards.

- (1) All Aviation Safety Inspectors (ASIs) involved must include information regarding the crisis in weekly reports.
- (2) Specify the content and frequency of reports from the assigned ASIs, and include the following information in these reports:
 - The approximate number of maintenance personnel on duty at each location within the ASI's assigned area.
 - The approximate number of certified maintenance personnel on duty.
 - The number and type of inspections performed by the operator.
 - The number and type of inspections performed by ASIs.
 - Deficiencies/discrepancies noted.
 - Corrective actions requested for minor deficiencies.



- Status of previous requests for corrective actions.
- Percentage of normal schedules being maintained.
- Any other pertinent information.

D. Develop and Report Plans for Return to Service

- (1) Once the strike, labour dispute, or period of financial distress has been settled, decide upon the level of surveillance required to ensure that the operator is able to return the affected aircraft to service while maintaining the highest level of safety.
- (2) After developing the follow-up surveillance, notify the DAWS. The DAWS must be informed of the operator's plans to return to normal service and of follow-up surveillance planned.

4.0 TASK OUTCOMES

- A. *Schedule Follow-up Surveillance.*
- B. *Document the Task.* File all supporting paperwork in the operator's office file.

5.0 FUTURE ACTIVITIES

Accomplish tasks for post-crisis surveillance as indicated in the final report.