



STATEMENT OF COMPLIANCE

INSPECTOR	
CERTIFICATE HOLDER/APPLICANT	

Nig.CARs 20	Requirement of the Regulation	Compliance Method Manual Ref #	Certificate holder/ Applicant Comments (if appropriate)	Status
20.1.	GENERAL			
20.1.1.1.	Applicability (a) Part 20 of these Regulations shall be applicable in Nigeria to safety management functions related to, or in direct support of, the safe operation of aircraft.			
20.1.1.2	Definitions (a) For the purpose of Part 20 of these Regulations, the following definitions shall apply: Accident. An occurrence associated with the operation of an aircraft which, in the case of a manned aircraft, takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, or in the case of an unmanned aircraft, takes place between the time the aircraft is ready to move with the purpose of flight until such time as it comes to rest at the end of the flight and the primary propulsion system is shut down, in which: (i) a person is fatally or seriously injured as a result of:			



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	<p>(A) being in the aircraft, or (B) direct contact with any part of the aircraft, including parts which have become detached from the aircraft, or (C) direct exposure to jet blast, except when the injuries are from natural causes, self-inflicted or inflicted by other persons, or when the injuries are to stowaways hiding outside the areas normally available to the passengers and crew; or</p> <p>(ii) the aircraft sustains damage or structural failure which:</p> <p>(A) adversely affects the structural strength, performance or flight characteristics of the aircraft, and</p> <p>(B) would normally require major repair or replacement of the affected component, except for engine failure or damage, when the damage is limited to a single engine, (including its cowlings or accessories), to propellers, wing tips, antennas, probes, vanes, tires, brakes, aircraft skin (such as small dents or puncture holes), or for minor damages to main rotor blades, tail rotor blades, landing gear, and those resulting from hail or bird strike (including holes in the radome); or</p> <p>(ii) the aircraft is missing or is completely inaccessible.</p> <p><i>Note 1. — For statistical uniformity only, an injury resulting in death within thirty days of the date of the accident is classified, by ICAO, as a fatal injury.</i></p> <p><i>Note 2. — An aircraft is considered to be missing when the official search has been terminated and the wreckage has not been located.</i></p> <p>Aeroplane. - A power-driven heavier-than-air aircraft, deriving its lift in flight chiefly from aerodynamic reactions on surfaces which remain fixed under given conditions of flight.</p> <p>Aircraft. - Any machine that can derive support in the atmosphere from the Reactions of the air other than the reactions of the air against the earth's surface.</p>			
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	<p>Hazard. - A condition or an object with the potential to cause or contribute to an aircraft incident or accident.</p> <p>Helicopter. - A heavier-than-air aircraft supported in flight chiefly by the reactions of the air on one or more power-driven rotors on substantially vertical axes.</p> <p>Incident. - An occurrence, other than an accident, associated with the operation of an aircraft which affects or could affect the safety of operation.</p> <p><i>Note. — The types of incidents which are of interest for safety-related studies include the incidents listed in Annex 13, Attachment C.</i></p> <p>Industry codes of practice - Guidance material developed by an industry body, for a particular sector of the aviation industry to comply with the requirements of the International Civil Aviation Organization's Standards and Recommended Practices, other aviation safety requirements and the best practices deemed appropriate.</p> <p><i>Note. — Some States accept and reference industry codes of practice in the development of regulations to meet the requirements of Annex 19, and make available, for the industry codes of practice, their sources and how they may be obtained.</i></p> <p>Operational personnel. - Personnel involved in aviation activities who are in a position to report safety information.</p> <p><i>Note. — Such personnel include, but are not limited to: flight crews; air traffic controllers; aeronautical station operators; maintenance technicians; personnel of aircraft design and manufacturing organizations; cabin crews; flight dispatchers, apron personnel and ground handling personnel.</i></p> <p>Safety. - The state in which risks associated with aviation activities, related to, or in direct support of the operation of aircraft, are reduced and controlled to an acceptable level.</p>			
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	<p>Safety data. - A defined set of facts or set of safety values collected from various aviation-related sources, which is used to maintain or improve safety.</p> <p><i>Note.</i> — <i>Such safety data is collected from proactive or reactive safety-related activities, including but not limited to:</i></p> <ul style="list-style-type: none"> a) accident or incident investigations; b) safety reporting; c) continuing airworthiness reporting; d) operational performance monitoring; e) inspections, audits, surveys; or f) safety studies and reviews. <p>Safety information. - Safety data processed, organized or analysed in a given context so as to make it useful for safety management purposes.</p> <p>Safety Management System (SMS). - A systematic approach to managing safety, including the necessary organizational structures, accountability, responsibilities, policies and procedures.</p> <p>Safety oversight. - A function performed by a State to ensure that individuals and organizations performing an aviation activity comply with safety-related national laws and regulations.</p> <p>Safety performance. A State or a service provider's safety achievement as defined by its safety performance targets and safety performance indicators.</p> <p>Safety performance indicator. - A data-based parameter used for monitoring and assessing safety performance.</p> <p>Safety performance target. - The State or service provider's planned or intended target for a safety performance indicator over a given period that aligns with the safety objectives.</p> <p>Safety risk. - The predicted probability and severity of the consequences or outcomes of a hazard.</p> <p>Serious injury. - An injury which is sustained by a person in an accident and which:</p> <ul style="list-style-type: none"> a) requires hospitalization for more than 48 hours, commencing within seven days from 			
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	<p>the date the injury was received; or b) results in a fracture of any bone (except simple fractures of fingers, toes or nose); or c) involves lacerations which cause severe haemorrhage, nerve, muscle or tendon damage; or d) involves injury to any internal organ; or e) involves second or third-degree burns, or any burns affecting more than 5 per cent of the body surface; or f) involves verified exposure to infectious substances or injurious radiation.</p> <p>State of Design. - The State having jurisdiction over the organization responsible for the type design. State of Manufacture. - The State having jurisdiction over the organization responsible for the final assembly of the aircraft. State of the Operator. - The State in which the operator's principal place of business is located or, if there is no such place of business, the operator's permanent residence. State Safety Programme (SSP). - An integrated set of regulations and activities aimed at improving safety. Surveillance. - The State activities through which the State proactively verifies through inspections and audits that aviation licence, certificate, authorization or approval holders continue to meet the established requirements and function at the level of competency and safety required by the State.</p>			
<p>20.1.1.3.</p>	<p>Abbreviations</p> <p>(a) The following abbreviations are used in Part 20: (1) AMO Approved Maintenance Organisation (2) AOC Air Operator Certificate (3) ATO Approved Training Organisation (4) ATS Air Traffic Services (5) CVR Cockpit Voice Recorder (6) GASP Global Aviation Safety Plan (7) NASP National Aviation Safety Plan (8) RASP Regional Aviation Safety Plan (9) RPAS Remotely Piloted Aircraft Systems</p>			



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	(10) SARPs Standards and Recommended Practices (11) SMM Safety Management Manual (12) SMS Safety Management System (13) SSP State Safety Programme			
20.2.	STATE SAFETY MANAGEMENT RESPONSIBILITIES:			
20.2.1.	STATE SAFETY PROGRAMME (SSP)			
20.2.1.1.	<p>Establishment and Maintenance of SSP:</p> <ul style="list-style-type: none"> (a) The Authority will in consultation with relevant stakeholders establish and maintain an SSP for management of civil aviation safety that is commensurate with the size and complexity of the Nigeria's civil aviation system. (b) The SSP shall include at least the elements related to State safety management responsibilities described in the ICAO Standards and Recommended Practices Annex 19. (c) The SSP shall include or be accompanied by a National Aviation Safety Plan (NASP). Based on the assessment of relevant safety information, the Authority, in consultation with relevant stakeholders, shall identify in that plan the main safety risks affecting its national civil aviation safety system and shall set out the necessary actions to mitigate those risk. (d) The NASP shall include the risks and actions identified in the Global Aviation Safety Plan (GASP) and/or Regional Aviation Safety Plan (RASP) that are relevant for Nigeria. 			
20.3	SAFETY MANAGEMENT SYSTEM (SMS)			



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<p>20.3.1.1</p>	<p>General:</p> <p>(a) The following service providers shall implement an SMS:</p> <p>(1) ATOs, approved in accordance with Part 3 of these regulations, that are exposed to safety risks related to aircraft operations during the provision of their services;</p> <p>(2) AOC holders, approved in accordance with Part 9 of these regulations;</p> <p>(3) AMOs, approved in accordance with Part 6 of these regulations, providing services to operators of aircraft engaged in commercial air transport;</p> <p>(4) Organisations responsible for the type design or manufacture of aircraft, engines, or propellers in accordance with Part 5 of these regulations;</p> <p>(5) ATS providers in accordance with Part 14 of these regulations; and</p> <p>(6) Operators of aerodromes in accordance with Part 12 of these regulations.</p> <p>(b) The service providers listed in paragraph 20.3.1.1 (a) of this subsection shall implement an SMS acceptable to the Authority that as a minimum shall:</p> <p>(1) Address the SMS Framework, containing the components and elements prescribed in sub-section 20.3.1.3 of this Part and elaborated in its corresponding IS 20.3.1.3; and</p> <p>(2) Be commensurate with the size of the service provider and the complexity of its aviation products or services.</p> <p>(c) The SMS shall clearly define lines of safety accountability throughout the organisation, including a direct accountability for safety on the part of senior management.</p> <p><i>Note 1. — An organization may elect to extend one SMS across multiple service provider activities.</i></p> <p><i>Note.2. — When maintenance activities are not conducted by an approved maintenance organization in accordance with Part 6 of these</i></p>			
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	<p><i>Regulations, but under an equivalent system as in Part 9 of these Regulations, they are included in the scope of the operator's SMS.</i></p>			
20.3.1.2	<p>General aviation – aeroplanes and RPAS Operator:</p> <p>(a) General aviation operators shall implement an SMS acceptable to the Authority and commensurate with the size and complexity of their operation, when conducting operations with:</p> <p>(1) An aeroplane with a maximum certificated take-off mass exceeding 570 0kg;</p> <p>(2) An aeroplane equipped with one or more turbojet engines; or</p> <p>(3) An aeroplane with a seating configuration of more than nine passenger seats.</p> <p>(b) RPAS Operators shall implement an SMS acceptable to the Authority, commensurate with the size and company of their operations and in accordance with Part 21 of these Regulations.</p> <p>(c) Notwithstanding the provisions of paragraphs (a) and (b) of sub-section 20.3.1.2 above, the SMS shall as a minimum include;</p> <p>(1) The establishment of safety accountabilities;</p> <p>(2) A process to identify actual and potential safety hazards and assess associated risks;</p> <p>(3) A process to develop and implement remedial action necessary to maintain an acceptable level of safety performance; and</p> <p>(4) provision for continuous monitoring and regular assessment of the appropriateness and effectiveness of safety management activities.</p>			
20.3.1.3	<p>Framework for a Safety Management System (SMS):</p> <p>The entities referred to in sub-sections 20.3.1.1 of this Part shall implement SMS that as a minimum must address the requirements detailed in this framework, which comprises of the four components and the twelve elements. The details of the requirements for the SMS framework is provided in IS 20.3.1.3 address:</p> <p>1. Safety policy and objectives</p> <p>1.1 Management commitment</p>			



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	<ul style="list-style-type: none"> 1.2 Safety accountability and responsibilities 1.3 Appointment of key safety personnel 1.4 Coordination of emergency response planning 1.5 SMS documentation 2. Safety risk management <ul style="list-style-type: none"> 2.1 Hazard identification 2.2 Safety risk assessment and mitigation 3. Safety assurance <ul style="list-style-type: none"> 3.1 Safety performance monitoring and measurement 3.2 The management of change 3.3 Continuous improvement of the SMS 4. Safety promotion <ul style="list-style-type: none"> 4.1 Training and education 4.2 Safety communication 			
20.4	COLLECTION AND PROTECTION OF SAFETY DATA, SAFETY INFORMATION AND RELATED SOURCES			
20.4.1.1	<p>Safety data and safety information collection:</p> <p>(a) The Authority will establish a voluntary safety reporting system to collect safety data and safety information not captured by mandatory safety reporting systems.</p>			
20.4.1.2	<p>Safety data and safety information protection:</p> <ul style="list-style-type: none"> (a) The Authority will ensure protection of safety data captured by, and safety information derived from, voluntary safety reporting systems and related sources in accordance with IS. 20.4.1.2 (b) Subject to subsection 20.4.1.2(a), the Authority will not make available or use safety data or safety information collected, stored or analysed for purposes other than maintaining or improving safety, unless the Authority determines, in accordance with IS: 20.4.1.2, that a principle of exception applies. (c) Notwithstanding subsection 20.4.1.2(b), the Authority shall not be prevented from using safety data or safety information to take 			



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	any preventive, corrective or remedial action that is necessary to maintain or improve aviation safety.			
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