

PART 11—AERIAL WORK

INTRODUCTION

Part 11 of the Regulations sets forth the requirements for aerial work operations, including agricultural aviation, helicopter external load carrying, glider and banner towing, TV and movie operations, sight-seeing flights, fish spotting and traffic reporting. Although the requirements of Part 11 appear to address operations internal to Nigeria, in some instances, aircraft registered in Nigeria will be able to perform aerial work in contiguous states. The Annexes to the Convention on International Civil Aviation do not specifically address aerial work. Although Annexes 1 and 6 to the Convention on International Civil Aviation contain a definition of aerial work, the historical background section in the Foreword of Annex 6, Part II, notes that this definition is included so that States will know that the Annex 6 does not address aerial work. Aerial work operations carried out outside the boundaries of Nigeria must be operated and maintained in accordance with the International Civil Aviation Organisation standards set forth in other Parts of these Regulations.

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PART 11-AERIAL WORK

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S. I. No. 24 of 2009**11.1 GENERAL**

11.1.1.1—(a) This part contains the requirements for those operators and operations that are considered to be aerial work in Nigeria. Applicability

(b) All persons who conduct aerial work in Nigeria must comply with certification requirements of this Part.

(c) All persons who conduct aerial work in Nigeria must comply with the applicable airworthiness and operational requirements of this Part, except where this Part grants relief from those requirements or specifies additional requirements.

11.1.1.2—(a) For the purpose of this Part 11, the following definitions shall apply: Definitions.

(1) *Aerial work*.—An aircraft operation in which an aircraft is used for specialised services such as agriculture, construction, photography, surveying, observation and patrol, search and rescue, aerial advertisement, etc.

(2) *Acrobatic flight*.—Manoeuvres intentionally performed by an aircraft involving an abrupt change in an aircraft's attitude, an abnormal attitude, or abnormal variation in speed.

(3) *Agricultural aircraft operation*.—The operation of an aircraft for the purpose of—

- (i) Dispensing any economic poison,
- (ii) Dispensing any other substance intended for plant nourishment, soil treatment, propagation of plant life, or pest control, or
- (iii) Engaging in dispensing activities directly affecting agriculture, horticulture, or forest preservation, but not including the dispensing of live insects.

(4) *Banner*.—An advertising medium supported by a temporary framework attached externally to the aircraft and towed behind the aircraft.

(5) *Congested area*.—A city town or settlement, or open air assembly of people.

(6) *Economic poison*.—Any substance or mixture of substances intended for—

- (i) Preventing, destroying, repelling, or mitigating any insects, rodents, nematodes, fungi, weeds, and other forms of plant or animal life or viruses, except viruses on or in living human beings or other animals, which the Nigeria may declare to be a pest, and
- (ii) Use as a plant regulator, defoliant or desiccant.

(7) *Rotorcraft load combinations*.— Configurations for external loads carried by rotorcraft—

- (i) Class A – external load fixed to the rotorcraft, cannot be jettisoned, and does not extend below the landing gear, used to transport cargo.
- (ii) Class B – external load suspended from the rotorcraft, which can be jettisoned, and is transported free of land or water during rotorcraft operations.
- (iii) Class C – external load suspended from the rotorcraft, which can be jettisoned, but remains in contact with land or water during rotorcraft operation.

(iv) Class D - external load suspended from the rotorcraft for the carriage of persons.

Abbreviations.

11.1.1.3—(a) The following abbreviations are used in this Part :

- (1) AGL - Above Ground Level
- (2) PIC - Pilot in Command
- (3) IFR – Instrument Flight Rules.

11.2. AGRICULTURAL AIRCRAFT OPERATIONS

11.2.1 GENERAL

Applicability.

11.2.1.1—(a) This Part prescribes rules governing—

- (1) Agricultural aircraft operations within Nigeria ; and
- (2) The issue of commercial and private agricultural aircraft operator certificates for those operations.

(b) In a public emergency, a person conducting agricultural aircraft operations under this Part may, to the extent necessary to respond to a particular emergency, deviate from the operating rules of this Part for relief and welfare activities approved by an agency of the Federal government, State government or local government.

(c) Each person who, under the authority of this section, deviates from a rule of this Part shall, within 10 days after the deviation send to the Authority a complete report of the aircraft operation involved, including a description of the operation and the reasons for it.

11.2.2 CERTIFICATION RULES

Certificate Required

11.2.2.1—(a) Except as provided in paragraphs (c) and (d) of this section, no person may conduct agricultural aircraft operations without, or in violation of, an agricultural aircraft operator certificate issued under this Part.

(b) An operator may, if it complies with this Subpart, conduct agricultural aircraft operations with a rotorcraft with external dispensing equipment in place without a rotorcraft external-load operator certificate.

(c) A local or national government conducting agricultural aircraft operations with public aircraft need not comply with this Subpart.

(d) The holder of a rotorcraft external-load operator certificate under this Part may conduct an agricultural aircraft operation.

Application for Certificate.

11.2.2.2—(a) An applicant for an agricultural aircraft operator certificate shall apply on a form and in a manner prescribed by the Authority.

Amendment of Certificate.

11.2.2.3—(a) An agricultural aircraft operator certificate may be amended—

- (1) On the Authority’s own initiative, under applicable laws and regulations; or
- (2) Upon application by the holder of that certificate.

(b) A certificate holder shall submit any application to amend an agricultural aircraft operator certificate on a form and in a manner prescribed by the Authority. The applicant shall file the application at least 15 days before the date that it

proposes the amendment become effective, unless the Authority approves a shorter filing period.

(c) The Authority will grant a request to amend a certificate if it determines that safety in air commerce and the public interest so allow.

(d) Within 30 days after receiving a refusal to amend, the holder may petition the Authority to reconsider the refusal.

11.2.2.4.—(a) General. Except as provided by paragraph (a)(3) of this section—

Certification
Requirements.

(1) The Authority will issue a private agricultural aircraft operator certificate to an applicant who meets the requirements of this Subpart for that certificate.

(2) The Authority will issue a commercial agricultural aircraft operator certificate to an applicant who meets the requirements of this Subpart for that certificate.

(3) An applicant who applies for an agricultural aircraft operator certificate containing a prohibition against the dispensing of economic poisons is not required to demonstrate knowledge specific to economic poisons.

(b) Pilots.

(1) A private operator-pilot applicant shall hold a current Nigerian private, commercial, or airline transport pilot certificate and be properly rated for the aircraft to be used.

(2) A commercial operator-pilot applicant shall hold, or have available the services of at least one pilot who holds a current commercial or airline transport pilot certificate issued by the Authority and who is properly rated for the aircraft to be used.

(c) Aircraft. The applicant shall have at least one certified and airworthy aircraft, equipped for agricultural operation.

(d) Knowledge and skill tests. The applicant shall show that it has satisfactory knowledge and skill of the following agricultural aircraft operations.

(1) Knowledge:

(i) Steps to be taken before starting operations, including a survey of the area to be worked.

(ii) Safe handling of economic poisons and the proper disposal of used containers for those poisons.

(iii) The general effects of economic poisons and agricultural chemicals on plants, animals, and persons, and the precautions to be observed in using poisons and chemicals.

(iv) Primary symptoms of poisoning of persons from economic poisons, the appropriate emergency measures to be taken, and the location of poison control centres.

(v) Performance capabilities and operating limitations of the aircraft to be used.

(vi) Safe flight and application procedures.

(2) Skill in the following manoeuvres, demonstrated at the aircraft's maximum certified takeoff weight, or the maximum weight established for the special purpose load, whichever is greater:

- (i) Short-field and soft-field takeoffs (aeroplanes and gyroplanes only).
- (ii) Approaches to the working area.
- (iii) Flare-outs.
- (iv) Swath runs.
- (v) Pullups and turnarounds.
- (vi) Rapid deceleration (quick stops) in helicopters only.

Duration of Certificate.

11.2.2.5—(a) An agricultural aircraft operator certificate is effective until it is surrendered, suspended, or revoked.

11.2.3 OPERATING RULES

General.

11.2.3.1—(a) Except as provided in paragraph (c) of this section, this section prescribes rules that apply to persons and aircraft used in agricultural aircraft operations conducted under this Part.

(b) The holder of an agricultural aircraft operator certificate may deviate from the provisions of Part 9 without a certificate of waiver when conducting aerial work operations related to agriculture, horticulture, or forest preservation in accordance with the operating rules of this section.

(c) The operating rules of this Subpart apply to Rotorcraft External load certificate holders conducting agricultural aircraft operations involving only the dispensing of water on forest fires by rotorcraft external-load means.

Carrying of Certificate.

11.2.3.2—(a) No person may operate an aircraft unless a facsimile of the agricultural aircraft operator certificate is carried on that aircraft.

(b) The registration and airworthiness certificates issued for the aircraft need not be carried in the aircraft provided that those certificates not carried in the aircraft shall be kept available for inspection at the base from which the dispensing operation is conducted.

Limitations on Private Agricultural Aircraft Operator.

11.2.3.3—(a) No person may conduct an agricultural aircraft operation under the authority of a private agricultural aircraft operator certificate—

- (1) For compensation or hire ;
- (2) Over a congested area; or
- (3) Over any property unless he or she is the owner or lessee of the property, or has ownership or other property interest in the crop located on that property.

Manner of Dispensing.

11.2.3.4—(a) No persons may dispense, or cause to be dispensed, any material or substance in a manner that creates a hazard to persons or property on the surface.

Economic Poison Dispensing.

11.2.3.4—(a) Except as provided in paragraph (b) of this section, no person may dispense or cause to be dispensed, any economic poison that is registered with the relevant government agency—

- (1) For a use other than that for which it is registered ;

- (2) Contrary to any safety instructions or use limitations on its label ; or
- (3) In violation of any law or regulation in force in Nigeria.
- (b) This section does not apply to any person dispensing economic poisons for experimental purposes under—

(1) The supervision of a Nigerian Agency authorised by law to conduct research in the field of economic poisons ; or

(2) A permit from the Authority.

11.2.3.6—(a) Information. The holder of an agricultural aircraft operator certificate shall insure that each person used in the holder’s agricultural aircraft operation is informed of that person’s duties and responsibilities.

Personnel.

(b) Supervisors. No person may supervise an agricultural aircraft operation unless he or she has met the knowledge and skill requirements of this Subpart.

(c) Pilot in command. No person may act as pilot in command of an aircraft operated under this Subpart unless that pilot—

(1) Holds a pilot certificate and rating prescribed by this Subpart as appropriate to the type of operation conducted ; or

(2) Has demonstrated to the holder of the Agricultural Aircraft Operator Certificate conducting the operation, or to a supervisor designated by that certificate holder, that he or she possesses the knowledge and skill requirements of this Subpart.

11.2.3.7.—(a) Except for flights to and from a dispensing area, no person may operate an aircraft within the lateral boundaries of the surface area of Class D airspace designated for an airport unless authorisation for that operation has been obtained from the ATC facility having jurisdiction over that area.

Operations in Controlled Airspace Designated for an Airport

(b) No person may operate an aircraft in weather conditions below VFR minimums within the lateral boundaries of a Class E airspace area that extends upward from the surface unless authorisation for that operation has been obtained from the ATC facility having jurisdiction over that area.

(c) A certificate holder may operate an aircraft under special VFR weather minimums without meeting the requirements prescribed in Part 9 of these Regulations.

11.2.3.8.—(a) A certificate holder may operate or cause the operation of an aircraft over a congested area at altitudes required if the operation is conducted with—

Operation Over Congested Areas: General.

(1) The maximum safety to persons and property on the surface, consistent with the operation ; and

(2) A plan for each operation, submitted and have approved by the Authority, which includes—

(i) Obstructions to flight;

(ii) Emergency landing capabilities of the aircraft to be used; and

(iii) Any necessary co-ordination with air traffic control.

(b) Each certificate holder shall ensure that all single engine aircraft while in a congested area operate:

(1) Except for helicopters, not loaded during take offs and turnarounds.

(2) Not below the altitudes prescribed in Part 9 except during the actual dispensing operation, including the approaches and departures necessary for that operation.

(3) During the actual dispensing operation, including the approaches and departures for that operation, not below the altitudes prescribed in Part 9 unless it is in an area and at such an altitude that the aircraft can make an emergency landing without endangering persons or property on the surface.

(c) Each certificate holder shall ensure that all multiengine aircraft while in a congested area operate:

(1) During take off, under conditions that will allow the aeroplane to be brought to a safe stop within the effective length of the runway from any point on takeoff up to the time of attaining, with all engines operating at normal takeoff power, 105 percent of the minimum control speed with the critical engine inoperative in the takeoff configuration or 115 percent of the power-off stall speed in the takeoff configuration, whichever is greater.

(2) At a weight greater than the weight that, with the critical engine inoperative, would permit a rate of climb of at least 50 feet per minute at an altitude of at least 1,000 feet above the elevation of the highest ground or obstruction within the area to be worked or at an altitude of 5,000 feet, whichever is higher. Assume that the propeller of the inoperative engine is in the minimum drag position; that the wing flaps and landing gear are in the most favourable positions; and that the remaining engine or engines are operating at the maximum continuous power available.

(3) Below the altitudes prescribed in Part 9 of these Regulations except during the actual dispensing operation, including the approaches, departures, and turnarounds necessary for that operation.

(d) Each certificate holder shall issue notice of the intended operation to the public as may be specified by the Authority.

Operation
over
Congested
Areas: Pilots
and Aircraft.

11.2.3.9—(a) Pilots. Each pilot in command must have at least—

(1) 25 hours of pilot-in-command flight time in the make and basic model of the aircraft, including at least 10 hours within the preceding 12 calendar months; and

(2) 100 hours of flight experience as pilot in command in dispensing agricultural materials or chemicals.

(b) Aircraft.

(1) Except for helicopters, each aircraft shall be capable of jettisoning at least one-half of the aircraft's maximum authorised load of agricultural material within 45 seconds. If the aircraft is equipped to release the tank or hopper as a unit, there shall be a means to prevent inadvertent release by the pilot or other crew member.

Availability
of
Certificate.

11.2.3.10—(a) Each holder of an agricultural aircraft operator certificate shall keep that certificate at its home base and shall present it for inspection on the request of the Authority or any government law enforcement officer.

11.2.4 RECORDS AND REPORTS

11.2.4.1—(a) Each holder of a commercial agricultural aircraft operator certificate shall maintain and keep current, at the home base designated in its application, the following records—

Records:
Commercial
Agricultural
Aircraft
Operator.

- (1) The name and address of each person for whom agricultural aircraft services were provided;
 - (2) The date of the service;
 - (3) The name and quantity of the material dispensed for each operation conducted ; and
 - (4) The name, address, and certificate number of each pilot used in agricultural aircraft operations and the date that pilot met the knowledge and skill requirements of this Subpart.
- (b) The records required by this section must be kept for at least 12 months.

11.2.4.2—(a) Each holder of an agricultural aircraft operator certificate shall notify the Authority in writing in advance of any change in the address of its home base of operations.

Change of
Address.

11.2.4.3—(a) Whenever a certificate holder ceases operations under this Part, it shall surrender that certificate to the designated office of the Authority.

Termination
of
Operations.

11.3 ROTORCRAFT EXTERNAL LOADS

11.3.1.1—(a) This Subpart prescribes—

- (1) Airworthiness certification rules for rotorcraft used in external-load operations; and
 - (2) Operating and certification rules governing the conduct of rotorcraft external-load operations in Nigeria.
- (b) The certification rules of this Part do not apply to—
- (1) Rotorcraft manufacturers when developing external-load attaching means;
 - (2) Operations conducted by a person demonstrating compliance for the issuance of a certificate or authorisation under this Part ;
 - (3) Training flights conducted in preparation for the demonstration of compliance with this Part ; or
 - (4) A local or national government conducting operations with public aircraft.
- (c) For the purpose of this Part, a person other than a crew member or a person who is essential and directly connected with the external-load operation may be carried only in approved Class D rotorcraftload combinations.

Applicability.

11.3.2 CERTIFICATION RULES

11.3.2.1—(a) No person subject to this Part may conduct rotorcraft external-load operations without, or in violation of the terms of, a Rotorcraft External-Load Operator Certificate or equivalent authorisation issued by the Authority.

11.3.2.2.—(a) Unless sooner surrendered, suspended, or revoked, a Rotorcraft External-Load Operator Certificate expires at the end of the twenty-fourth month after the month in which it is issued or renewed.

Duration of
Certificate.

Application for Certificate Issuance or Renewal.

(a) Application for an original certificate or renewal of a certificate issued under this Part shall be made on a form, and in a manner, prescribed by the Authority.

Requirements for Issuance of a Rotorcraft External-Load Operator Certificate.

11.3.2.4—(a) If an applicant shows that it complies with this Subpart, the Authority will issue a Rotorcraft External-Load Operator Certificate to it.

(b) The Authority will issue authorisation to operate specified rotorcraft with those classes of rotorcraft-load combinations for which the applicant or certificate holder qualifies under the applicable provisions of this Subpart.

Rotorcraft.

11.3.2.5—(a) An applicant must have the exclusive use of at least one rotorcraft that—

(1) Was type certified under, and meets the requirements of, the several parts of these regulations which prescribe requirements for rotorcraft external-load operations ;

(2) Complies with the certification provisions in this Subpart that apply to the rotorcraft-load combinations for which authorisation is requested; and

(3) Has a valid standard or restricted category airworthiness certificate.

Personnel.

11.3.2.6—(a) An applicant shall hold, or have available the services of at least one person who holds a current commercial or airline transport pilot certificate issued by the Authority with a rating appropriate for the rotorcraft to be used.

(b) An applicant shall designate one pilot, who may be the applicant, as chief pilot for rotorcraft external load operations.

(c) An applicant may designate qualified pilots as assistant chief pilots to perform the functions of the chief pilot when the chief pilot is not readily available.

(d) The chief pilot and assistant chief pilots must be acceptable to the Authority and each must hold a current Commercial or Airline Transport Pilot Certificate, with a rating appropriate for the rotorcraft to be used.

(e) The holder of a Rotorcraft External-Load Operator Certificate shall report any change in designation of chief pilot or assistant chief pilot immediately to the Authority.

(f) A newly designated chief pilot shall comply with the knowledge and skill requirements of this Subpart within 30 days or the operator may not conduct further operations under the Rotorcraft External-Load Operator Certificate, unless otherwise authorised by the Authority.

Amendment of Certificate.

11.3.2.7—(a) The holder of a Rotorcraft External-Load Certificate may apply to the Authority for an amendment of its certificate, to add or delete a rotorcraft-load combination authorisation.

(b) The holder of a rotorcraft external-load certificate may apply for an amendment to add or delete a rotorcraft authorisation by submitting to the Authority a new list of rotorcraft, by registration number, with the classes of rotorcraft-load combinations for which authorisation is requested.

11.3.2.8.—(a) Each person conducting a rotorcraft external-load operation shall carry a facsimile of the Rotorcraft External-Load Operator Certificate in each rotorcraft used in the operation.

(b) A certificate holder shall return its certificate to the Authority—

(1) If the Authority suspends or revokes its Rotorcraft External-Load Operator Certificate ; or

(2) If the certificate holder discontinues operations and does not resume operations within two years.

Availability,
Transfer, and
Surrender of
Certificate
Nigeria Civil
Aviation.

11.3.3 OPERATING RULES AND RELATED REQUIREMENTS

11.3.3.1—(a) No person may conduct a rotorcraft external load operation without, or contrary to, the Rotorcraft/Load Combination Flight Manual prescribed in 11.3.4.4.

Operating
Rules.

(b) No person may conduct a rotorcraft external load operation unless -

(1) The rotorcraft complies with 11.3.2.6 ; and

(2) The rotorcraft and rotorcraft/load combination is authorised under the Rotorcraft External Load Operator Certificate.

(c) Before a person may operate a rotorcraft with an external load configuration that differs substantially from any that person has previously carried with that type of rotorcraft (whether or not the rotorcraft/load combination is of the same class), that person shall conduct, in a manner that will not endanger persons or property on the surface, such of the following flight operational checks as the Authority determines are appropriate to the rotorcraft/load combination:

(1) A determination that the weight of the rotorcraft/load combination and the location of its centre of gravity are within approved limits, that the external load is securely fastened, and that the external load does not interfere with devices provided for its emergency release.

(2) Make an initial liftoff and verify that controllability is satisfactory.

(3) While hovering, verify that directional control is adequate.

(4) Accelerate into forward flight to verify that no attitude (whether of the rotorcraft or of the external load) is encountered in which the rotorcraft is uncontrollable or which is otherwise hazardous.

(5) In forward flight, check for hazardous oscillations of the external load, but if the external load is not visible to the pilot, other crewmembers or ground personnel may make this check and signal the pilot.

(6) Increase the forward airspeed and determine an operational airspeed at which no hazardous oscillation or hazardous aerodynamic turbulence is encountered.

(d) Notwithstanding the provisions Part 8 of these Regulation, the holder of a Rotorcraft External Load Operator Certificate may conduct rotorcraft external load operations over congested areas if those operations are conducted without hazard to persons or property on the surface and comply with the following:

(1) The operator shall develop a plan for each complete operation and obtain approval for the operation from the Authority.

(2) Each flight shall be conducted at an altitude, and on a route, that will allow a jettisonable external load to be released, and the rotorcraft landed, in an emergency without hazard to persons or property on the surface.

(e) Notwithstanding the provisions Part 8 of these Regulations, and except as provided in 11.3.4.3(a)(4), the holder of a Rotorcraft External Load Operator Certificate may conduct external load operations, including approaches, departures, and load positioning manoeuvres necessary for the operation, below 500 feet above the surface and closer than 500 feet to persons, vessels, vehicles, and structures, if the operations are conducted without creating a hazard to persons or property on the surface.

(f) No person may conduct rotorcraft external load operations under IFR unless specifically approved by the Authority.

Carriage of
Persons.

11.3.3.2—(a) No AOC holder may allow a person to be carried during rotorcraft external load operations unless that person—

- (1) Is a flight crew member;
- (2) Is a flight crew member trainee;
- (3) Performs an essential function in connection with the external load operation;

or

(4) Is necessary to accomplish the work activity directly associated with that operation.

(b) The PIC shall ensure that all persons are briefed before takeoff on all pertinent procedures to be followed (including normal, abnormal, and emergency procedures) and equipment to be used during the external load operation.

Crewmember
Training,
Currency,
and Testing
Requirements.

11.3.3.3.—(a) No certificate holder may use, nor may any person serve, as a pilot in rotorcraft external load operations unless that person—

(1) Has successfully demonstrated to the Authority the knowledge and skill with respect to the rotorcraft/load combination; and

(2) Has in his or her personal possession a letter of competency or an appropriate logbook entry indicating compliance with paragraph (a)(1) of this section.

(b) No AOC holder may use, nor may any person serve as, a crewmember or other operations personnel in Class D operations unless, within the preceding 12 calendar months, that person has successfully completed either an approved initial or a recurrent training program.

(c) Notwithstanding the provisions of paragraph (b) of this section, a person who has performed a rotorcraft external load operation of the same class and in an aircraft of the same type within the past 12 calendar months need not undergo recurrent training.

11.3.4 AIRWORTHINESS REQUIREMENTS

11.3.4.1—(a) The applicant must demonstrate to the Authority, by performing the following operational flight checks, that the rotorcraft-load combination has satisfactory flight characteristics, unless these operational flight checks have been demonstrated previously and the rotorcraft-load combination flight characteristics were satisfactory. For the purposes of this demonstration, the external-load weight (including the external-load attaching means) is the maximum weight for which authorisation is requested.

Flight
Characteristics
Requirements.

(b) Class A rotorcraft-load combinations: The operational flight check must consist of at least the following manoeuvres:

- (1) Take off and landing.
- (2) Demonstration of adequate directional control while hovering.
- (3) Acceleration from a hover.
- (4) Horizontal flight at airspeeds up to the maximum airspeed for which authorisation is requested.

(c) Class B and D rotorcraft-load combinations: The operational flight check must consist of at least the following manoeuvres:

- (1) Pickup of the external load.
- (2) Demonstration of adequate directional control while hovering.
- (3) Acceleration from a hover.
- (4) Horizontal flight at airspeeds up to the maximum airspeed for which authorisation is requested.

(5) Demonstrating appropriate lifting device operation.

(6) Manoeuvring of the external load into release position and its release, under probable flight operation conditions, by means of each of the quick-release controls installed on the rotorcraft.

(d) Class C rotorcraft-load combinations: For Class C rotorcraft-load combinations used in wire-stringing, cable-laying, or similar operations, the operational flight check must consist of the manoeuvres, as applicable, prescribed in paragraph (c) of this section.

11.3.4.2—(a) External-load attaching means. Each external-load attaching means shall be approved by the Authority.

(b) Quick release devices. Each quick release device means shall be approved by the Authority.

(c) Weight and centre of gravity:

(1) Weight. The total weight of the rotorcraft-load combination must not exceed the total weight approved for the rotorcraft during its type certification.

(2) Centre of gravity. The location of the centre of gravity must, for all loading conditions, be within the range established for the rotorcraft during its type certification. For Class C rotorcraft-load combinations, the magnitude and direction of the loading force must be established at those values for which the effective location of the centre of gravity remains within its established range.

Structures
and
Design.

Operating
Limitations.

11.3.4.3—(a) In addition to the operating limitations set forth in the approved Rotorcraft Flight Manual, and to any other limitations the Authority may prescribe, the operator shall establish at least the following limitations and set them forth in the Rotorcraft-Load Combination Flight Manual for rotorcraft-load combination operations:

(1) The rotorcraft-load combination may be operated only within the weight and centre of gravity limitations established in accordance with this Subpart.

(2) The rotorcraft-load combination may not be operated with an external load weigh exceeding that used in showing compliance with this Subpart.

(3) The rotorcraft-load combination may not be operated at airspeeds greater than those established in accordance with this Subpart.

(4) No person may conduct an external-load operation under this Part with a rotorcraft type certified in the restricted category over a densely populated area, in a congested airway, or near a busy airport where passenger transport operations are conducted.

(5) The rotorcraft-load combination of Class D may be conducted only in accordance with the following:

(i) The rotorcraft to be used must have been type certified under transport Category A for the operating weight and provide hover capability with one engine inoperative at that operating weight and altitude.

(ii) The rotorcraft must be equipped to allow direct radio intercommunication among required crewmembers.

(iii) The personnel lifting device must be approved by the Authority.

(iv) The lifting device must have an emergency release requiring two distinct actions.

Rotorcraft-
Load
Combination
Flight
Manual.

11.3.4.4—(a) The applicant must prepare a Rotorcraft-Load Combination Flight Manual and submit it for approval by the Authority. The limiting height-speed envelope data need not be listed as operating limitations. The manual shall set forth—

(1) Operating limitations, procedures (normal and emergency), performance, and other information established under this Subpart;

(2) The class of rotorcraft-load combinations for which the airworthiness of the rotorcraft has been demonstrated in accordance with this Subpart; and

(3) In the information section of the Rotorcraft-Load Combination Flight Manual—

(i) Information on any peculiarities discovered when operating particular rotorcraftload combinations;

(ii) Precautionary advice regarding static electricity discharges for Class B, Class C, and Class D rotorcraft-load combinations; and

(iii) Any other information essential for safe operation with external loads.

<p>11.3.4.5—(a) The following markings and placards must be displayed conspicuously and must be such that they cannot be easily erased, disfigured, or obscured:</p>	<p>Markings and Placards.</p>
<p>(1) A placard (displayed in the cockpit or cabin) stating the class of rotorcraft-load combination and the occupancy limitation for which the rotorcraft has been approved.</p>	
<p>(2) A placard, marking, or instruction (displayed next to the external-load attaching means) stating the maximum external load approved.</p>	<p>Airworthiness Certification.</p>
<p>(a) A Rotorcraft External-Load Operator Certificate is a current and valid airworthiness certificate for each rotorcraft type and listed by registration number on a list attached to the certificate, when the rotorcraft is being used in operations conducted under this Part.</p>	
<p>11.4 GLIDER TOWING</p>	
<p>11.4.1.1—(a) This Subpart applies to those operations involving towing gliders by aircraft.</p>	<p>Applicability.</p>
<p>11.4.1.2—(a) The Authority will require each person conducting glider towing operations covered by this Subpart to hold a certificate or equivalent authorisation.</p>	<p>Certificate or Authorisation Required.</p>
<p>(b) The Authority will issue a certificate or authorisation to each applicant who qualifies for it under the provisions of this Subpart.</p>	
<p>11.4.1.3—(a) No person may operate an aircraft that is towing a glider.</p>	<p>Aircraft Requirements</p>
<p>(1) unless the aircraft is equipped with a tow hook and release control system that meet the applicable standards of airworthiness, and</p>	
<p>(2) The towline used has a breaking strength not less than 80 percent of the maximum certificated operating weight of the glider.</p>	
<p>(b) However, the towline used may have a breaking strength more than twice the maximum certificated operating weight of the glider if—</p>	
<p>(1) A safety link is installed at the point of attachment of the towline to the glider with a breaking strength not less than 80 percent of the maximum certificated operating weight of the glider and not greater than twice this operating weight; or</p>	
<p>(2) A safety link is installed at the point of attachment of the towline to the towing aircraft with a breaking strength greater, but not more than 25 percent greater, than that of the safety link at the towed glider end of the towline and not greater than twice the maximum certificated operating weight of the glider.</p>	
<p>11.4.1.4—(a) No person may act as a tow pilot for a glider unless that person has—</p>	<p>Experience and Training Requirements</p>
<p>(1) At least a private pilot certificate with a category rating for the tow aircraft;</p>	
<p>(2) Logged at least 100 hours of pilot-in-command time in same aircraft category, class, and type, if applicable, as the tow aircraft ;</p>	

- (3) Received training in and instructor endorsement for—
 - (i) The techniques and procedures essential to the safe towing of gliders, including airspeed limitations;
 - (ii) Emergency procedures;
 - (iii) Signals used; and
 - (iv) Maximum angles of bank.

(4) Except as provided in paragraph (b) of this section, has completed and had endorsed at least three flights as the sole manipulator of the controls of an aircraft towing a glider or simulating glider-towing flight procedures while accompanied by a pilot who meets the requirements of this section; and

(5) Within the preceding 12 months has—

- (i) Made at least three actual glider tows; or
- (ii) Made at least three flights as pilot in command of a glider towed by an aircraft.

Operating Rules.

11.4.1.5—(a) No pilot may conduct any towing operation in controlled airspace until the pilot has received the appropriate clearance from the air traffic control service.

(b) No pilot may conduct any towing operation in uncontrolled airspace until the pilot has notified the appropriate Authority for such activity to be entered into the NOTAM service of Nigeria.

(c) No pilots shall engage in towing operations, either as the pilot of the towing aircraft or as the pilot of the towed glider, until all pilots have agreed upon a general course of action, including takeoff and release signals, airspeeds and emergency procedures for each pilot.

(d) No pilot of a civil aircraft may intentionally release a towline, after release of a glider, in a manner that endangers the life or property of another.

11.5 BANNER TOWING

Applicability.

11.5.1.1—(a) This Subpart applies to those operations involving towing by aircraft banners or other signs, lit or unlit.

Certificate or Authorisation Required.

11.5.1.2—(a) The Authority will require each person conducting operations covered by this Subpart to hold a certificate or equivalent authorisation.

(b) The Authority will issue a certificate or authorisation to each applicant who qualifies for it under the provisions of this Subpart.

(c) A helicopter operating under the provision of Subpart 11.3 may tow a banner using an external-load attaching means without a certificate only if the operator has at least a Class B authorisation on the operating certificate.

Aircraft Requirements.

11.5.1.3—(a) No person may operate an aircraft that is towing a banner unless the aircraft is equipped with a tow hook and release control system that meet the applicable standards of airworthiness.

(b) No person may operate a helicopter that is towing a banner unless the helicopter has a means to prevent the banner from becoming entangled in the helicopter's tailrotor during all phases of flight, including autorotations.

11.5.1.4—(a) For non-revenue flights, the pilot of the tow aircraft shall hold at least a valid private pilot certificate and have a minimum of 200 hours PIC time.

(b) When banner tow operations are conducted for compensation or hire, the pilot shall have at least a commercial pilot certificate (instrument rating not required) and at least a valid second class medical certificate.

Experience
and Training
Requirements

(c) All pilots engaged in banner towing operations shall demonstrate competence to the Authority by performing at least one pickup and drop of the maximum number of letters (panels) to be used by the certificate holder.

11.5.1.5—(a) All banner tow operations shall be conducted only—

(1) In VFR weather conditions; and

(2) Between the hours of official sunrise and official sunset.

(b) No person may conduct banner towing operations—

(1) Over congested areas or open air assemblies of persons lower than 1,000 feet ; and

(2) Elsewhere lower than the minimum safe altitude requirements of Part 8.

Operating
Rules.

(c) The certificate holder shall obtain the airport manager's approval to conduct banner tow operations.

(d) If banner towing operations take place at an airport with a control tower, the certificate holder shall inform that control tower of the time of the banner tow operation.

(e) The certificate holder shall notify the appropriate airport officials in advance when banner tow operations will be in close proximity to an uncontrolled airport.

(f) Only essential crewmembers shall be carried when conducting banner tow operations.

(g) When banner tow operations are conducted around congested areas, the pilot shall exercise due care so that, in the event of emergency release of the banner and/or towrope, it will not cause undue hazard to persons or property on the surface.

(h) Each pilot shall drop the towrope in a predesignated area at least 500 feet from persons, buildings, parked automobiles, and aircraft.

(i) Each pilot conducting banner towing operations shall carry onboard the aircraft a current copy of the following certificate of Waiver or Authorisation allowing banner towing operations.

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11.6 TV AND MOVIE OPERATIONS

Applicability.	<p>11.6.1.1—(a) This Subpart applies to those operations involving movie filming, appearance in flight in movies, and airborne direction or production of such filming when those operations are conducted as part of a business enterprise or for compensation or hire.</p> <p>(b) For purposes of this Subpart, “movie” shall include film, videos, and live broadcast in any format, and the preparation and rehearsal for those operations.</p>
Certificate or Authorisation Required.	<p>11.6.1.2—(a) The Authority shall require each person conducting operations covered by this Subpart to hold a certificate or equivalent authorisation.</p> <p>(b) The Authority will issue a certificate or authorisation to each applicant who qualifies for it under the provisions of this Subpart.</p>
Aircraft Requirement.	<p>11.6.1.3—(a) In order to be used in motion picture and television filming operations, aircraft in the experimental category shall have an airworthiness certificate issued for the purpose of exhibition.</p>
Experience and Training Requirements	<p>11.6.1.4—(a) No pilot may conduct television and movie operations unless he or she has:</p> <ol style="list-style-type: none">(1) A commercial license with ratings appropriate to the category and class aircraft to be used under the terms of the waiver.(2) At least 500 hours as PIC.(3) A minimum of 100 hours in the category and class of aircraft to be used.(4) A minimum of five hours in the make and model aircraft to be used under the waiver.(5) If the pilot intends to perform aerobatics below 1,500 AGL, a Statement of Aerobatics Competency for the operations to be performed.
Operating Rules and Waiver Requirements.	<p>11.6.1.5—(a) Each operator shall conduct operations so as not to endanger persons or property on the surface nor aircraft in flight.</p> <p>(b) Each operator shall obtain a waiver from the Authority if filming sequences require an aircraft to be flown—</p> <ol style="list-style-type: none">(1) In aerobatic flight below 1,500 AGL,(2) Over a congested area,(3) In controlled airspace, or(4) In other instances where a departure from the requirements in Part 8 is needed. <p>(c) The holder of the waiver shall provide a schedule of events that lists the—</p> <ol style="list-style-type: none">(1) Identification of the aircraft; and(2) Performers in the sequence of their appearance.

(d) Any manoeuvres added or time changes to the schedule of events shall be approved by the Authority.

(e) The waiver holder shall develop, have approved by the Authority, and adhere to a Motion Picture and Television Flight Operations Manual.

(f) When conducting any filming operation requiring a waiver, the certificate holder shall ensure that all reasonable efforts are made to confine spectators to designated areas. If reasonable efforts have been taken and unauthorised persons or vehicles enter the airspace where manoeuvres are being performed during the filming production event, efforts must be made to remove them.

11.6.1.6—(a) Each Motion Picture and Television Flight Operations Manual shall contain at least the following:

Contents of a
Motion
Picture and
Television
Flight
Operations
Manual.

(1) Company Organisation.

(i) Business name, address, and telephone number of applicant.

(ii) List of pilots to be used during the filming, including their pilot certificate numbers, grade, and class and date of medical.

(iii) List of aircraft by make and model.

(2) Distribution and Revision. Procedures for revising the manual to ensure that all manuals are kept current.

(3) Persons Authorised. Procedures to ensure that no persons, except those persons consenting to be involved and necessary for the filming production, are allowed within 500 feet of the filming production area.

(4) Area of Operations. The area that will be used during the term of the waiver.

(5) Plan of Activities. Procedures for the submission, within three days of scheduled filming, a written plan of activities to the Authority containing at least the following:

(i) Dates and times for all flights.

(ii) Name and phone number of person responsible for the filming production event.

(iii) Make and model of aircraft to be used and type of airworthiness certificate, including category

(iv) Name of pilots involved in the filming production event.

(v) A statement that permission has been obtained from property owners and/or local officials to conduct the filming production event.

(vi) Signature of waiver holder or a designated representative.

(vii) A general outline, or summary, of the production schedule, to include maps or diagrams of the specific filming location, if necessary.

(6) Permission to Operate. Requirements and procedures that the waiver holder shall use to obtain permission from property owners and/or local officials (e.g., police, fire departments, etc.) as appropriate for the conduct of all filming operations when using the waiver.

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(7) Security. Method of security that shall be used to exclude all persons not directly involved with the operation from the location.

(8) Briefing of Pilot/Production Personnel. Procedures to brief personnel of the risks involved, emergency procedures, and safeguards to be followed during the filming production event.

(9) Certification/Airworthiness. Procedures to ensure that required inspections shall be conducted.

(10) Communications. Procedures to provide communications capability with all participants during the actual operation and filming.

(11) Accident Notification. Procedures for notification and reporting of accidents.

11.7 SIGHT-SEEING FLIGHTS

Applicability **11.7.1.1—(a)** This Subpart applies to those operations involving the carriage of persons for viewing natural formations or manmade objects on the ground when those operations are conducted as part of a business enterprise or for compensation or hire, and

(b) The flight is unquestionably advertised as “sight-seeing,” and

(c) The flight returns to the airport of departure without having landed at any other airport,

(d) The flight is conducted within 25 statute mile radius of the departure airport, and

(e) The certificated passenger capacity of the aircraft does not exceed 9 passengers.

Certificate or Authorisation Required. **11.7.1.2—(a)** The Authority will require each person conducting operations covered by this Subpart to hold a certificate or equivalent authorisation.

(b) Each operator under this Subpart shall hold an operating certificate issued under the provisions of this Part.

Experience and Training Requirements. **11.7.1.3—(a)** No pilot may conduct sightseeing operations unless he or she has:

(1) At least a commercial license with ratings appropriate to the category and class aircraft to be used under the terms of the waiver.

(2) At least 500 hours as PIC.

(3) A minimum of 100 hours in the category and class of aircraft to be used.

Operating rules. **11.7.1.4—(a)** Each operator shall conduct operations so as not to endanger persons or property on the surface nor aircraft in flight.

(b) All sightseeing operations shall be conducted only—

(1) In VFR weather conditions ; and

(2) Between the hours of official sunrise and official sunset.

(c) No person may conduct sightseeing operations—

(1) Over congested areas or open air assemblies of persons lower than 1,000 feet ; and

(2) Elsewhere lower than the minimum safe altitude requirements of Part 8 of these Regulations.

(d) The requirements of Part 8 of these Regulations apply to sightseeing operations described by this Subpart.

11.8 FISH SPOTTING

11.8.1.1—(a) This Subpart applies to those operations involving location, tracking, and reporting on the location of fish and fish schools, when those operations are conducted as part of a business enterprise or for compensation or hire. Applicability.

11.8.1.2—(a) The Authority will require each person conducting operations covered by this Subpart to hold a certificate or equivalent authorisation. Certificate or Authorisation Required.

(b) The Authority will issue a certificate or authorisation to each applicant who qualifies for it under the provisions of this Subpart.

11.8.1.3—(a) Each operator shall conduct operations so as not to endanger persons or property on the surface nor aircraft in flight. Operating Rules.

(b) Minimum cloud clearance requirements and minimum altitude requirements of Part 8 of these Regulations do not apply to those persons to whom the Authority has specifically approved different minimums as a part of an authorisation under this Subpart.

11.8.1.4—(a) No pilot may conduct fish spotting operations unless he or she has: Experience and Training Requirements.

(1) At least a commercial license with ratings appropriate to the category and class aircraft to be used under the terms of the waiver.

(2) At least 500 hours as PIC.

(3) A minimum of 100 hours in the category and class of aircraft to be used.

11.9 NEWS MEDIA AND TRAFFIC REPORTING

11.9.1.1—(a) This Subpart applies to those operations involving the observation of, and reporting on, news media events and/or vehicular traffic conditions on the highways and streets when conducted by aircraft or airmen, or both, not designated as solely public use. Applicability.

11.9.1.2—(a) The Authority will require each person conducting operations covered by this Subpart to hold a certificate or equivalent authorisation. Certificate or Authorisation Required.

(b) The Authority will issue a certificate or authorisation to each applicant who qualifies for it under the provisions of this Subpart.

11.9.1.3—(a) Each operator shall conduct operations so as not to endanger persons or property on the surface nor aircraft in flight. Operating Rules.

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(b) Minimum cloud clearance requirements and minimum altitude requirements of Part 8 of these Regulations do not apply to those persons to whom the Authority has specifically approved different minimums as a part of an authorisation under this Subpart.

Experience
and Training
Requirements.

11.9.1.4.—(a) No pilot may conduct news media or traffic reporting operations unless he or she has:

- (1) At least a commercial license with ratings appropriate to the category and class aircraft to be used under the terms of the waiver.
- (2) At least 500 hours as PIC.
- (3) A minimum of 100 hours in the category and class of aircraft to be used.

NCAA FEES SCHEDULE

STATUTORY FEES FOR LICENSING, APPROVAL AND CERTIFICATION

SAFETY OVERSIGHT SERVICES RENDERED BY THE NIGERIAN CIVIL AVIATION AUTHORITY

A. REGISTRATION OF AIRCRAFT :

(1) The fee to be paid for the issue of a certificate of registration of an aircraft is based on the Maximum Certificated Take-off Mass (MCTOM) of the aircraft. Details of the charges are as stated below :

Aircraft with Maximum Certificated Take-off Mass (MCTOM) that:

- (a) is under 3,000 kgx10,000.00
- (b) between 3,000 kg and 6,000 kg (inclusive)x20,000.00
- (c) Exceeds 6,000 kg but does not exceed 15,000.00kgx30,000
- (d) Exceeds 15,000 kg but does not exceed 50,000 kg x50,000.00
- (e) Exceeds 50,000 kg x100,000.00

(2) A charge of five hundred thousand naira (x500,000.00) is levied on request for a special registration mark which is out of sequence.

(3) Replacement of Certificate of Registration after loss (all aircraft) x25,000.00

(4) Re-issue of Certificate of Registration following a change of ownership/ operator, for all aircraft, a fee equal to 50% of the applicable fees as shown in paragraph A(1)(a) to A(1)(e) of this schedule.

(5) De-registration fee for all aircraft x10,000.00.

(6) Reservation of Registration Mark :

Upon making application for the reservation of a registration mark, a charge for each six month period of reservation or part thereof:

(a) For all aircraft x5,000.00

(7) Search or request for detailed technical information on specific aircraft (all aircraft) x20,000.00

B. REGISTRATION OF AIRCRAFT MORTGAGE :

(1) Upon making an application for the registration of a mortgage of an aircraft, the applicant shall pay a charge in accordance with the following schedule :

(a) On the first x100,000.00, of sum secured by the mortgage and for each complete x10,000.00. x500.00

(b) On the next x900,000.00, for each x100,000.00 or part thereof x500.00

(c) Thereafter, for each x1,000,000.00 or part thereof x200.00

PROVIDED THAT :

The minimum charge under this is : x10,000.00

The maximum charge under this is : x150,000.00

(2) (a) Where the mortgage to be registered does not specify the amount, the fee to be paid is : x50,000.00

(b) Where an application is made for a mortgage for more than one aircraft then the applicant shall pay a charge :

(i) For the first aircraft, as calculated in paragraph (B)(1)(a) to (B)(2)(a)

(ii) For each additional aircraft x5,000.00.

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C. AIRCRAFT DEALERS OR AIRCRAFT SPARE PART STOCKIST’S CERTIFICATE

(1) Upon making application for the grant of an Aircraft Dealer’s Certificate or Aircraft Spare Part Stockist’s Certificate, a fee of ten thousand naira (×10,000.00) is paid subject to issue and / or annual renewal.

D. AIRCRAFT TYPE CERTIFICATE

(1)a In respect of an application for the issue of an Aircraft Type Certificate, a charge of such amount as specified by the Authority from time to time, but not exceeding ×150,000.00 for every 500 kg, or part thereof, of the MCTOM. In addition, the applicant will pay additional charges as specified in this schedule if investigations involve travelling abroad as contained in sub-part (J).

(b) Validation: For aircraft which is the first of its type to be put on the Nigerian Register of aircraft a type certification validation shall be carried out and the applicant shall pay the charges stated below:

— Maximum Certificated	
Take-off Mass (MCTOM)	Charge
Under 3000kg	= ×10,000 per 500kg/ or part thereof
Between 3000kg and 6000kg (inclusive)	= ×8,500 per 500kg/ or part thereof
Exceeds 6000kg but does not exceed 15,000kg	= ×8,000 per 500kg/ or part thereof
Exceeds 15000kg but does not exceed 50,000kg	= ×7,800 per 500kg/ or part thereof
Exceeds 50,000kg but does not exceed 100,000kg	= ×1million
Exceeds 100,000kg	= ×2 million

In addition, the applicant will pay additional charges as specified in this schedule if investigations involve travelling abroad as contained in sub-part (J).

(2) Approval in respect of aircraft equipment, excluding engines, and installation / modification and repair, etc., of such equipment:

For an application for approval of aircraft equipment, its installation, modification and repair, a charge of an amount of ×50,000 for each minor modification or repair and ×200,000. for each major mod. or repair will be paid by the applicant. Where investigations involves travelling abroad, the applicant will pay any applicable additional charge as specified in this schedule (sub-part (J)).

(3) Approval in respect of the modification, repair, etc. of aircraft, excluding engines :

For an application for approval of aircraft modification, repair, etc. of aircraft, a charge of an amount of ×100,000 for minor mod or repair and ×300,000 for major mod or repair. An additional applicable charge will be levied if travelling abroad is involved as specified in this schedule (sub-part (J))

(4) Approval of engine and auxiliary power unit (APU) :

(a) In respect of an application for approval of an engine or an auxiliary power unit, the applicant shall pay for the investigations required by the Authority, including investigations concerning defects in, or modifications to an approved engine or an approved auxiliary power unit, a charge of amount equivalent to the cost of the investigations but not exceeding :

- (i) For gas turbine engine x1,000,000.00
- (ii) Any other engine of 300 kg or less. x300,000.00
- (iii) For any other engines (weight above 300 kgs) or auxiliary power unit x600,000.00

(b) In addition, where foreign travel is involved in such investigation the applicant will pay an additional charge as specified in sub-part (J).

(5) Approval of Type, etc. of Radio Apparatus: An applicant will be charged the following (maximum charge) for the cost of the investigation for approval of type, etc. radio apparatus :

- (a) Radio apparatus or manner of installation x250,000.00
- (b) Modification of apparatus or manner of its installation (for any year or part thereof of the period of investigation x250,000.00.

E. PERMIT TO FLY, CERTIFICATE OF AIRWORTHINESS (C OF A) ISSUE, RENEWAL AND VALIDATION

(1) The fees to be paid in respect of an application for a permit to fly without a Certificate of Airworthiness shall be as follows :

- (a) For any investigation required in connection with the application, a fee of an amount equivalent to the cost of making the investigations plus any applicable additional charges for travel abroad as specified in this schedule (sub-part (J)).
- (b) In addition, for the issue of the permit a charge shall be paid :
 - (i) For aircraft of All Up Weight less than 2,730 kg x10,000.00
 - (ii) For aircraft of All Up Weight more than 2,730 kg x20,000.00

(2) The fees to be paid in respect of an application for a Certificate of Airworthiness, initial issue and re-issue following revocation, shall be as follows :

- (a) For any investigations required in connection with the application, a fee of an amount equivalent to the cost of making such an investigations but not exceeding x500,000.00 shall be paid taking into consideration any applicable additional charge as specified in this schedule, (sub-part (J) if it involves travelling abroad.
- (b) For the issue of the certificate, a charge shall be paid as follows :
 - (i) In the case of a glider of which the MCTOM is 1,000 kg is or less x4,000.00
 - (ii) In the case of a glider of which the MCTOM exceeds 1,000 kg x5,000.00
 - (iii) In the case of a balloon x7,000.00
 - (iv) In the case of an aircraft other than a glider, a balloon or helicopter having a MCTOM not exceeding 2,730 kg :
 - (1) for the first 1,000 kg x10,000.00
 - (2) and for every additional. 500 kg or part thereof x1000.00
 - (v) In the case of any helicopter with maximum MCTOM not exceeding 2,730 kg

:

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- (1) For the first 1,000 kg x14,000.00
- (2) For every additional 500 kg or part thereof , x1,400.00
- (vi) In the case of a helicopter with MCTOM exceeding 2,730 kg,
 - (i) For the first 1,000 kg.. . . . x20,000.00
 - (ii) For every additional 500 kg or part thereof x2,000.00
 - (vii) In the case of any other type of aircraft not within the categories stated above :
- (i) For the first 1,000 kg x20,000.00
 - (ii) For every additional 500 kg or part thereof x2,000.00
- (3) Replacement of a Certificate of Airworthiness after loss (all aircraft) x25,000.00
- (4) Maintenance Clearance Certificate
 - (a) Issue.. . . . x25,000.00
 - (b) Renewal / Replacement.. . . . x20,000.00
- (5) The fees to be paid in respect of an application for a Certificate of Airworthiness, renewal and / or re-issue following a revocation of a renewed C of A, shall be as follows :
 - (a) In the case of a glider with MCTOM of 1,000 kg or less .. x7,000.00
 - (b) In the case of a glider with MCTOM exceeding 1,000 kg .. x10,000.00
 - (c) In the case of a balloon.. . . . x12,000.00.
 - (d) In the case of an aircraft, other than a glider, balloon or helicopter with a MCTOM of 2,730 kgs or less :
 - (i) For the first 1,000 kg.. . . . x15,000.00
 - (ii) For every additional 500 kg or part thereof x1,500.00
 - (e) In the case of a helicopter with a MCTOM of 2,730 kg or less :
 - (i) For the first 1,000 kg x20,000.00
 - (ii) For every additional 500 kgs or part thereof x2,000.00
 - (f) In the case of a helicopter of a MCTOM exceeding 2,730 kg :
 - (i) For the first 1000kg x25,000.00
 - (ii) For every additional 500kg or part there of x2,500.00
 - (g) In the case of any other aircraft not within the categories stated above :
 - (i) For the first 1,000 kg x25,000.00
 - (ii) For every additional 500 kg or part thereof x2,500.00
- (6) The fees to be paid for issue of Certificate of Airworthiness for export will be as stated below :
 - (i) For any investigations required in connection with the application for issue of Certificate of Airworthiness export, a fee of an amount equivalent to the cost of making the investigations will be charged.
 - (ii) In addition, for the issue of the Certificate a charge according to sub-part E
 - (2) as applicable, will be paid by the applicant.
- (7) In respect of an applicant to change the category of a Certificate of Airworthiness to enable the aircraft to fly an additional purpose, the applicant shall pay a charge of x20,000.00.

(8) The fee to be paid for issue/re-issue of Noise certificate shall be ₹20,000

F. AIR OPERATORS CERTIFICATE

(1) When an application is made for the grant of an Air Operator's Certificate (AOC) the applicant shall pay an amount as specified below, appropriate to the maximum certificated take-off mass for the heaviest type of aircraft specified in the application.

— Maximum Certificated

Take-off Mass (MCTOM)	Charge
(a) Not exceeding 2 tonnes	₹50,000.00
(b) Exceeding 2 tonnes but not 15 tonnes	₹100,000.00
(c) Exceeding 15 tonnes	₹200,000.00

(2) *Variation of Air Operators Certificate* :—When an application is made for the variation of an Air Operators Certificate to specify additional type of aircraft in the certificate, the applicant shall pay a charge from the table below, appropriate to the MCTOM to each type of aircraft specified in the application.

Maximum Certificated

Take-off Mass	Charge
(a) Not exceeding 2 tonnes	₹20,000.00
(b) Exceeding 2 tonnes but not 15 tonnes	₹40,000.00
(c) Exceeding 15 tonnes	₹100,000.00

(3) *Annual Charges on AOC (Renewal)* : On the 1st day of January in each year during the whole or part of which an Air Operator's Certificate is in force, the holder shall pay the amount as specified below, appropriate to the MCTOM of the heaviest type of aircraft specified in the certificate.

Maximum Certificated

Take-off Mass	Charge
(a) Not exceeding 2 tonnes	₹10,000.00
(b) Exceeding 2 tonnes but not 15 tonnes :	
(i) For first 2 tonnes	₹10,000.00
(ii) For every additional 500 kg or part thereof	₹1,000.00
(c) Exceeding 15 tonnes	₹50,000.00

(4) *Variable Charge: (Renewal)* (a) For every three months, in which an Air Operator's certificate is in force for aircraft type of MCTOM of less than 15 tonnes, the holder of such certificate shall pay a charge for each hour flown, rounded up to the nearest whole hour (with each half hour being rounded up), by each aircraft operated by the AOC holder, pursuant to the certificate as follows :

- (i) For an aircraft with number of passenger seats less than 10 ₹2,000.00
- (ii) For an aircraft of which the number of passenger seats exceeds 10, but not more than 20
- (iii) Where the number of passenger seats exceed 20 ..
- (b) In respect of every month or part thereof, in which an Air Operator's Certificate (being a Certificate which specified one or more types of aircraft that the MCTOM of which exceeds 15 tonnes) remains in force, the holder of the certificate shall pay a

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charge according to the seat - kilometres and tonne - kilometres flown by each aircraft operated by the AOC holder pursuant of the certificate as follows :

- (i) For each 1,000 seat – kilometres ×100.00
- (ii) For each 1,000 tonne – kilometres ×400.00

(c) For the above variable charges, the Authority may demand that deposit be made from which these charges will be deducted using data of hours flown and seat - kilometres or tonne - kilometres of the same month of the previous year, if holder fails to pay the charge when debited.

(5) Approval of an Air Operators Operational Base :

(a) An applicant will be charged the following for a grant and / or renewal of an Air Operators operational base in the amount of :

- (i) Overseas \$500.00
- (ii) Local ×10,000.00

(b) In addition, where foreign travel is involved in such investigation the applicant will pay an additional charge as specified in sub-part (J).

(6) Approval of an Air Operator to Handle (carriage of) Dangerous Goods :

(a) An applicant will be charged the following for a grant and / or renewal of an Air Operators approval to handle dangerous goods, in the amount of :
×25,000.00.

(b) In addition, where foreign travel is involved in such investigation the applicant will pay an additional charge as specified in sub-part (J).

(7) Approval of an Air Travel Organisers Operations :

(a) An applicant will be charged the following for a grant and / or renewal of an Air Travel Organisers operation in the amount of ×10,000.00.

(b) In addition, where foreign travel is involved in such investigation, the applicant will pay an addition charge as specified in sub-part (J).

G. AERIAL WORK CERTIFICATES :

(1) Charge on Application for an Aerial Work Certificate :

(a) When an application is made for grant or renewal of an Aerial Work Certificate, the applicant shall pay a charge of ×20,000.00.

(b) For grant or renewal of an Aerial Work Certificate (for each aircraft in the certificate : ×5,000.00.

(c) When application is made for variation of an Aerial Work Certificate to specify an additional aircraft in the certificate an applicant shall pay for each additional aircraft specified ×5,000.00.

(d) For replacement or issue of copies of any connected therewith: ×1,000.00.

(2) Permissions for Flying Exhibitions.—For an application for permission for a flying exhibition, the exhibition organizer shall pay to the Authority the amount stated below :

Number of Display Items	Charge Payable
1 - 2 display items	×2,000.00
3 - 6 display items	×5,000.00
7 - 10 display items	×10,000.00
11 or more items	×20,000.00

H. APPROVED MAINTENANCE ORGANISATION CERTIFICATE

(1) For approval of an appointed organisation to carry out modifications or repair, etc., for issue, variation and renewal of the terms of such approval a charge of :

(a) For the first local site ₦200,000.00.

(b) Where more than one local site is inspected by the Authority, a charge for each additional local site inspected ₦50,000.00.

(2) Where the organisation involved is outside Nigeria, a charge :

(a) For the first site \$4,000.00.

(b) For each additional site inspected \$2,000.00.

For foreign organisation inspection, the cost involved for travelling abroad will be an additional charge.

I. LICENSING :

(1) Aircraft Maintenance Licences : Upon making an application for the grant, renewal, variation or validation of a licence to act as an Aircraft Maintenance Engineer or for the inclusion of a type rating in such licence, the applicant shall pay :

(a) In respect of an application for a licence, and assessment of loggings or submitted documents ₦1,000.00.

(b) For examination (if required) ₦2,000.00.

(c) For inclusion or extension of rating in the licence ₦2,000.00.

(d) In respect of an application for the issue/renewal of licence :

(i) If the applicant is not required to pass an examination ₦3,000.00.

(ii) If the applicant is required to pass an examination ₦5,000.00.

(e) Replacement of Licence ₦5,000.00.

(f) Copies of Documents or Certificates issued by the Authority ₦1,000.00.

(g) For renewal of Certificate of Validity or authorisation ₦3,000.00.

(2) (i) Flight Operations Officers Certificates and Cabin Crew Certificates :

Upon making an application for any of these, the applicant shall pay as follows :

(a) For assessment of the application ₦1,000.00.

(b) For examination (if required) ₦2,500.00.

(c) For inclusion or extension of rating in the licence ₦5,000.00.

(d) In respect of an application for the renewal of licence :

(i) If the applicant is not required to pass an examination ₦2,000.00.

(ii) If the applicant is required to pass an examination ₦2,500.00.

(e) Replacement of Licence ₦7,500.00.

(f) For renewal of Certificate of Validity or authorisation ₦7,500.00.

(ii) Aeronautical Station Operator Licence :

Upon making an application for any of these, the applicant shall pay as follows :

(a) For assessment of the application ₦1,000.00.

(b) For examination (if required) ₦2,500.00.

(c) In respect of an application for the renewal of licence :

(i) If the applicant is not required to pass an examination ₦2,000.00.

(ii) If the applicant is required to pass an examination ₦2,500.00.

(e) Replacement of Licence ₦7,500.00.

(f) For renewal of Certificate of Validity or authorisation ₦7,500.00.

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(iii) Air Traffic Controller Licence and ATSEPLicence Upon making an application for any of these, the applicant shall pay as follows :

- (a) For assessment of the application ×1,000.00.
- (b) For examination (if required) ×7,500.00.
- (c) For inclusion or extension of rating in the licence ×5,000.00.
- (d) In respect of an application for the renewal of licence :
- (i) If the applicant is required to pass an examination ×5,000.00.
- (ii) Medical Renewal ×7,500.00.
- (e) Replacement of Licence ×7,500.00.
- (f) For renewal of Certificate of Validity or authorisation ×7,500.00.

(3) FLIGHT CREW LICENCES :

Upon making an application for the grant, extension, renewal of a licence to act as a flight crew member, the applicant shall pay as follows :

- (i) Airline Transport Pilot's licence (ATPL) (valid for 6 months) ×12,500.00.
- (ii) Senior Commercial Pilot's licence (SCPL)
- (iii) Commercial Pilot's licence(CPL) ×12,500.00.
- (iv) Flight Engineer's licence ×12,500.00.
- (b) For grant / renewal of Instrument Rating (IR) ×7,500.00.
- (c) For grant / renewal of student pilot (SPL) /private pilot licence (PPL) issue ×7,500.00.
- (d) For inclusion of any rating in the licence :
- (i) additional aircraft type ×7,500.00.
- (ii) flying instructor rating ×7,500.00.
- (iii) instrument rating examiner ×7,500.00.
- (iv) multi-engine rating ×7,500.00.
- (e) Validation of Foreign licences, validation for 6 months only Initial validation ×10,000.00.
Re-validation ×10,000.00.
- (f) Flight check charge in respect of :
- (i) Private Pilot Licence (PPL) ×12,500.00.
- (ii) Commercial pilot licence (CPL) ×25,000.00.
- (iii) Air Transport Pilot licence (ATPL) ×25,000.00.
- (iv) Instrument rating / renewal ×20,000.00.
- (v) Aircraft type rating ×20,000.00.
- (vi) Multi engine rating ×20,000.00.
- (vii) Foreign Licence validation ×20,000.00.
- (g) Written examination in connection with paragraph 3 (a), (b), (c), (d) and (e)
- (i) Each ground subject ×3,000.00.
- (ii) Performance 'A' exam ×5,000.00.
- (iii) Exam in any other performance group ×2,500.00.
- (iv) Any loading exam ×2,500.00.
- (v) Any type technical exam for :
Aircraft with MCTOM less than 2,730 kg ×6,500.00.
Aircraft with MCTOM more than 2,730 kg but less than 5,700 kg ×10,000.00.

Aircraft with MCTOM 5,700 kg and above x12,500.00.

(vi) Any Air Law examination for pilots x4,000.00.

(4) Application for Authorisation or Approval (Certificate) to Act as Authorised Examiner/Simulator Instructor For application for authorisation or approval (Certificate) to act as authorized Examiner/Simulator Instructor

(a) For Aircraft of MCTOM below 5,700 kg x7,500.00.

(b) For aircraft of MCTOM 5,700 kg or above (for simulator, IRR, proficiency checks, etc.)x7,500.00.

(5) Approval of Flight Simulator and their Use :

For an application for grant or renewal of approval of a flight simulator, the applicant will pay the following charges :

(a) When the MCTOM of the aeroplane type simulated by the flight simulator does not exceed 1,500 kgs : Local x10,000.00, Overseas \$1,000.00. For renewal of approval x5,000.00/\$500.00.

(b) In any case where the aeroplane type exceeds 1,500 kg :

(i) For initial approval x75,000.00/\$2,500.00.

(ii) For renewal of approval x75,000.00/\$2,500.00.

Where any foreign travel is involved, the applicant will pay the cost involved as stated in sub-part (J).

(6) Approval of Flying Schools :

For an application for approval or renewal of approval of a flying training school, the applicant shall pay as follows :

(a) Commercial Pilot's Licence (CPL) Course (Aeroplane) and Instrument Rating

: (i) Initial approval x50,000.00.

(ii) Renewal of approval x25,000.00.

(b) Commercial Pilot's Licence (CPL) Course (Helicopter)

(i) Initial approval x65,000.00.

(ii) Renewal of approval x30,000.00.

(c) Commercial Pilot's Licence (CPL) Course (Aeroplane) no instrument rating :

(i) Initial approval x50,000.00.

(ii) Renewal of approval x25,000.00.

(d) For Private Pilot's Licence (PPL) Course

(i) Initial approval x50,000.00.

(ii) Renewal of approval x20,000.00.

(e) Recognition of Ad-hoc courses, for each course to be conducted x20,000.00.

(7) Type Rating or Type Conversion Course for New or Unusual Type of Aircraft:

For application for inclusion in a pilot's licence of aircraft rating in respect of an aircraft type where application for an aircraft rating has not been previously granted or type conversion course, then the applicant must bear the cost of training of the authority employee who will be responsible for conducting such Flying Test and Technical Examinations required for such rating or type conversion.

(8) Medical Examination :

An applicant will be charged the following for an official medical examination for the purposes of the Air Navigation Regulations : x20,000.00.

(9) Approval of a Flight Crew Ground School Training Facility :

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(a) An applicant will be charged the following for a grant and/or renewal of a flight crew ground school training facility in the amount of :

(i) Overseas \$1,500.00.

(ii) Local x50,000.00.

(b) In addition, where foreign travel is involved in such investigation the applicant will pay an additional charge as specified in sub-part (J).

(10) Approval of a Mock-up Training Facility :

(a) An applicant will be charged the following for a grant and/or renewal of a mock-up training facility in the amount of :

(i) Overseas \$1,000.00.

(ii) Local x40,000.00.

(b) In addition, where foreign travel is involved in such investigation the applicant will pay an additional charge as specified in this schedule.

(11) Approval of an Aviation Training Institutions/Schools other than Flying schools :

An applicant will be charged for each course to be conducted in an aviation training institution/school other than a flying school, in the amount of :

(a) For each course to be conducted :

(i) Initial approval x30,000.00.

(ii) Renewal of approval x30,000.00.

(b) For each additional course to be conducted thereafter x30,000.00.

(12) Charge for statutory Log Books :

An applicant will be charged for each purchase of the following statutory log books are :

(i) For Airframe log book x5,000.00.

(ii) For Engine log book x5,000.00.

(iii) For Propeller log book x5,000.00.

(iv) For Modification log book x5,000.00.

(v) For Personal Flying log book x5,000.00.

J. ADDITIONAL CHARGES WHERE FUNCTIONS ARE PERFORMED ABROAD

Where functions are performed abroad for one (1) Inspector :

(a) (i) For USA, Canada, Asia, South America and Australia \$3,600

(ii) For Europe, Africa and Middle East \$2,520

(b) The applicant will also cover the cost of return tickets at the prevailing rates and cost of visa procurement.

(c) Where the function requires more than one Inspectors, a multiple of the above rates will be charged.

K. TYPE RATING OR TYPE CONVERSION FOR A NEW OR UNUSUAL AIRCRAFT

A person who applies for an aircraft type rating or type conversion for any new or unusual type of aircraft shall pay the cost of any training required of any employee of the Authority engaged in conducting any flying test, technical examination or other functions pertaining to safety oversight of the aircraft.

L. ADDITIONAL CHARGES FOR FUNCTIONS PERFORMED LOCALLY

(a) x40,000.

(b) The applicant will also cover the cost of return tickets at the prevailing rates.

(c) Where the function requires more than one Inspectors, a multiple of the above rates will be charged.

M. FEES IN RESPECT OF LICENSING/CERTIFICATION AND PROCESSING OF LANDING FACILITIES, AVIATION PERSONNEL MASTS, TOWERS, HIGH RISE STRUCTURES AND DANGEROUS GOOD

<i>S/N</i>	<i>Facilities</i>	<i>Approved Charge for Construction Permits</i>	<i>Approved Licensing Fees</i>
1	LANDING FACILITIES		
	International Airports	100m	25m
	Local Airports	50m	20m
	Airstrips	30m	5m
	Private Helidecks / Helipad	5m	1m

2	MASTS & TOWERS	Construction Permit/ Height Clearance Certificate	Annual Renewal
	New Communication Tower	500,000	200,000
	New Mast Construction	100,000	50,000
	Other High Rise Building / Structures	100,000	50,000
3	DANGEROUS GOODS		
	Cargo-Bloc (6 months)		500,000
	Ad-Hoc		200,000

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Made this 10th day of July, 2009.

DR H. O. DEMUREN
Director-General,
Nigeria Civil Aviation Authority, Abuja.