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NIGERIA CIVIL AVIATION REGULATIONS

PART 1—GENERAL POLICIES, PROCEDURES AND DEFINITIONS

BACKGROUND

The Nigeria Civil Aviation Regulations (Nigeria CAR) was first promulgated in 2006 to provide national requirements in line with the provisions of the Civil Aviation Act, 2006 and for standardized operational procedures, equipments and infrastructure including safety management and training system in conformity with Standard and Recommended Practices (SARPs) contained in the Annexes to the Chicago Convention.

The Nigeria CAR 2006 was presented in 18 parts comprising of the following:

- Part 1—General Policies and Definition ;
- Part 2—Personnel Licensing ;
- Part 3—Aviation Training Organization ;
- Part 4—Registration and Marking ;
- Part 5—Airworthiness ;
- Part 6—Approved Maintenance Organization ;
- Part 7—Instrument and Equipment ;
- Part 8—Operations ;
- Part 9—Air Operator Certification and Administration ;
- Part 10—Commercial Air Transport by Foreign Air Carrier within Nigeria ;
- Part 11—Commercial Aircraft Operations used for Specialized Services (Aerial Works) ;
- Part 12—Aerodrome Regulations ;
- Part 14—Air Navigation Services ;
- Part 15—Carriage of Dangerous Goods by Air ;
- Part 16—Environmental Protection Regulations ;
- Part 17—Aviation Security ; and
- Part 18—Offences.

The Nigerian CAR 2006 (Parts 1 to 11) was amended to bring the Regulations into conformity with ICAO Model Regulations and issued as Nigeria Civil Aviation Regulations (Nig. CARs) 2009, while Parts 12 to 18 of the 2006 Regulations continued in force. Parts 12 to 18 were subsequently repealed by the Nigeria Civil Aviation Regulation, Volume II, 2012. Economic and Consumer Protection Regulations were also promulgated for the first time in Nigeria.

The Nigeria Civil Aviation Regulations 2015 has been updated to incorporate the most recent ICAO amendments to the SARPs and now contains a new Part 20 to conform with the ICAO *Annex 19* on Safety Management .

The Nigeria Civil Aviation Regulations 2015 (Nig. CARs 2015) comprises of 20 Parts to wit :

- Part 1—General Policies, Procedures and Definitions ;
- Part 2—Personnel Licensing ;
- Part 3—Approved Training Organization ;
- Part 4—Aircraft Registration and Marking ;
- Part 5—Airworthiness ;
- Part 6—Approved Maintenance Organization ;
- Part 7—Instrument and Equipment ;
- Part 8—Operations ;
- Part 9—Air Operator Certification and Administration ;
- Part 10—Commercial Air Transport by Foreign Air Operators within Nigeria ;
- Part 11—Aerial Works ;
- Part 12—Aerodrome Regulations ;
- Part 14—Air Navigation Services Regulations ;
- Part 15—The Safe Transport of Dangerous Goods by Air Regulations ;
- Part 16—Environmental Protection Regulations ;
- Part 17—Aviation Security Regulations ;
- Part 18—Economic Regulations ;
- Part 19—Consumer Protection Regulations ; and
- Part 20—Safety Management.

Each Part to these Regulations contains Implementing Standards which provides detailed requirements that support the intent of a regulation in the Part and unless otherwise indicated have the legal force and effect of the referring regulation.

Part 1 of Nig. CARs 2015 which contains rules of construction of the Regulations, general administrative rules governing testing, licences, certificates, investigative and enforcement procedures, exemptions and the definitions used in these Regulations shall be of general application to all the Parts in Nig. CARs 2015.

These Regulations constitute the third amendments to the Nigerian Civil Aviation Regulations since its promulgation in November 2006.

MADE this 7th day of December, 2015.

CAPT. MUHTAR USMAN
Director-General
Nigeria Civil Aviation Authority

INTRODUCTION

Part 1 sets forth the General Policies, Procedures and Definitions. It further sets forth the basic rules of construction and application of the Regulations, the rules governing the administration of testing, licenses, certifications, exemptions and investigative and enforcement procedures.

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NIGERIA CIVIL AVIATION REGULATIONS

PART 1—GENERAL POLICIES, PROCEDURES AND DEFINITIONS



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NIGERIA CIVIL AVIATION REGULATIONS

PART 1—GENERAL POLICIES, PROCEDURES AND DEFINITIONS

1.1. RULES OF CONSTRUCTION

1.1.1.1.—(a) Pursuant to Section 30 of the Civil Aviation Act, 2006, the Nigeria Civil Aviation Authority (hereinafter referred to as “The Authority”) hereby makes the following Regulations.

Promulgation
and Rules of
Construction.

Throughout these Regulations the following word usage applies :

- (1) *Shall.*—indicates a mandatory requirement.
- (2) The words “*no person may...*” or “*a person may not...*”—mean that no person is required, authorised, or permitted to do an act described in a Regulation.
- (3) *May.*—indicates that discretion can be used when performing an act described in a Regulation.
- (4) *Will.*—indicates an action incumbent upon the Authority.
- (5) *Includes.*—means “includes but is not limited to”.
- (6) *Approved.*—means the Authority has reviewed the method, procedure, or policy in question and issued a formal written approval.
- (7) *Acceptable.*—means the Authority has reviewed the method, procedure, or policy and has neither objected to nor approved its proposed use or implementation.
- (8) *Prescribed.*—means the Authority has issued written policy or methodology which imposes either a mandatory requirement, if the written policy or methodology states “shall,” or a discretionary requirement if the written policy or methodology states “may”.

1.1.1.2.—(a) These Regulations shall apply to all persons operating or maintaining the following—

Applicability.

- (1) Nigeria registered aircraft ;
 - (2) Aircraft registered in another Contracting State that are operated by a person licensed by Nigeria, and must be maintained in accordance with the standards of the aircraft State of Registry, wherever that maintenance is performed ;
 - (3) Aircraft of other Contracting States operating in Nigeria.
- (b) Regulations addressing persons certificated under any Part of these Regulations apply also to any person who engages in an operation governed

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by any Part of these Regulations without the appropriate certificate, licence, operations specification, or similar document required as part of the certification.

(c) Regulations addressing general matters establish minimum standards for all aircraft operated in Nigeria. Specific standards applicable to the holder of a certificate shall apply if they conflict with a more general Regulation.

(d) Foreign air operators who conduct commercial air transport into, from, or within Nigeria, shall be governed by the provisions of the Operations Specification issued by the Authority, and by those provisions in Parts 7, 8, and 10 that specifically address commercial air transport. Regulations that address AOC holders apply only to operators certificated by Nigeria.

(e) Every person performing duties in civil aviation shall observe and comply with the requirements of these regulations, rules, orders and directives issued thereunder.

(f) Every person performing duties in civil aviation who violates these regulations, rules, orders and directives issued thereunder is subject to the penalties provided in the Table of Sanctions under this part.

(g) Any person other than a person performing duties in civil aviation who violates these regulations, rules, orders, directives issued thereunder is subject to such penalties as may be imposed by the Authority.

(h) Every person performing duties in civil aviation shall observe and comply with the requirements of the Schedule of Fees prescribed by the Authority from time to time.

Organisation
of
Regulations.

1.1.1.3.—(a) These Regulations are subdivided into five hierarchical categories :

- (1) *Part* refers to the primary subject area.
- (2) *Subpart* refers to any subdivision of a Part.
- (3) *Section* refers to any subdivision of a Subpart.
- (4) *Subsection* refers to the title of a Regulation and can be a subdivision of a Subpart or Section.
- (5) *Paragraph* refers to the text describing the Regulations. All paragraphs are outlined alphanumerically in the following hierarchical order: (a), (1), (i), (A).

(b) Acronyms used within each Part are defined at the beginning of those Parts, and if a definition is supplied, a note will indicate the Part where the definition is located.

(c) Notes appear in Subsections to provide exceptions, explanations, and examples to individual requirements.

(d) Regulations may refer to Implementing Standards, which provide additional detailed requirements that support the purpose of the subsection, and unless otherwise indicated, have the legal force and effect of the referring Regulation. The rules of construction, Subsection 1.1.1.1, apply to Implementing Standards.

**1.2. GENERAL ADMINISTRATIVE RULES GOVERNING TESTING, LICENCES,
AND CERTIFICATES**

1.2.1.1.—(a) Pilot licence :

(1) To act as a pilot of a civil aircraft of Nigeria registry, a pilot shall have in his or her physical possession or readily accessible in the aircraft a valid pilot licence or special purpose authorisation issued under these Regulations.

Display and
Inspection of
Licences and
Certificates.

(2) To act as a pilot of a civil aircraft of foreign registry within Nigeria, a pilot shall be the holder of a valid pilot licence, and have the pilot licence in his or her physical possession or readily accessible in the aircraft.

(b) *Flight instructor licence* : A person who holds a flight instructor licence shall have that licence, or other documentation acceptable to the Authority, in that person's physical possession or readily accessible in the aircraft when exercising the privileges of that licence.

(c) *Other airman licence* : A person required by any part of these Regulations to have an airman's licence shall have it in their physical possession or readily accessible in the aircraft or at the work site when exercising the privileges of that licence.

(d) *Medical certificate* : A person required by any part of these Regulations to have a current medical certificate shall have it in their physical possession or readily accessible in the aircraft or at the work site when exercising the privileges of that certificate.

(e) *Approved Training Organisation (ATO) Certificate*: Each holder of a certificate shall display that certificate in a place in the school that is normally accessible to the public and that is not obscured.

(f) *Aircraft Certificate of Registration* : Each owner or operator of an aircraft shall carry the aircraft certificate of registration on the aircraft and have it available for inspection.

(g) *Aircraft Certificate of Airworthiness* : Each owner or operator of an aircraft shall display that certificate in the cabin of the aircraft or at the entrance to the aircraft flight deck.

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(h) *Approved Maintenance Organisation (AMO) Certificate* : Each holder of an AMO certificate shall prominently display that certificate in a place accessible to the public in the principal business office of the AMO.

(i) *Aerial Work Certificate* : Each owner or operator of an aircraft engaged in aerial work shall carry that certificate or a copy of that certificate on the aircraft and have it available for inspection.

(j) *Air Operator Certificate* : Each owner or operator of an aircraft engaged in commercial air transport shall carry the air operator certificate or a certified true copy of that certificate on the aircraft and a copy of the operations specifications applicable to that aircraft type, and have them available for inspection.

(k) *Inspection of Licence* : Each person who holds an airman or crewmember licence, medical certificate, or authorisation required by these Regulations shall present it for inspection upon a request from—

- (1) The Authority ; or
- (2) Any national or local law enforcement officer.

Change of
Name.

1.2.1.2.—(a) A holder of a licence or certificate issued under these Regulations may apply to change the name on a licence or certificate. The holder shall include with any such request—

- (1) The current licence or certificate ; and
- (2) A copy of the marriage licence, court order, or other document verifying the name change.

(b) The Authority will return to the airman the documents specified in paragraph (a) of this subsection.

Change of
Address.

1.2.1.3.—(a) The holder of an airman licence or certificate, or approved training organisation certificate who has made a change in permanent mailing address may not, after 30 days from that date, exercise the privileges of the licence or certificate unless the holder has notified the Authority in writing of the new permanent mailing address, or current residential address if the permanent mailing address includes a post office box number.

Replacement
of a Lost or
Destroyed
Airman
Licence or
Medical
Certificate or
Knowledge
Test Report.

1.2.1.4.—(a) An applicant who has lost or destroyed one of the following documents issued under these Regulations shall request a replacement in writing from the office designated by the Authority :

- (1) An airman licence.
- (2) A medical certificate.
- (3) A knowledge test report.

(b) The airman or applicant shall state in the request letter—

- (1) The name of the airman or applicant ;
- (2) The permanent mailing address, or if the permanent mailing address includes a post office box number, the person’s current residential address ;
- (3) The social security number or equivalent national identification number ;
- (4) The date and place of birth of the airman or applicant ; and
- (5) Any available information regarding the—
 - (i) Grade, number, and date of issuance of the licence, and the ratings, if applicable ;
 - (ii) Date of the medical examination, if applicable ; and
 - (iii) Date the knowledge test was taken, if applicable.

(c) After receiving a letter or an email or facsimile from the Authority confirming that the lost or destroyed document was issued, an airman may carry the letter or facsimile in lieu of the lost or destroyed document for up to 60 days pending the airman’s receipt of a duplicate document.

1.2.1.5.—(a) No person may make or cause to be made concerning any licence, certificate, rating, qualification, or authorisation, application for or duplicate thereof, issued under these Regulations :

- (1) Any fraudulent or intentionally false statement ;
- (2) Any fraudulent or intentionally false entry in any logbook, record, or report that these Regulations require, or used to show compliance with any requirement of these Regulations ;
- (3) Any reproduction for fraudulent purpose ; or
- (4) Any alteration.

Falsification,
Reproduction,
or Alteration
of
Applications,
Licences,
Certificates,
Logbooks,
Reports, or
Records.

(b) Any person who commits any act prohibited under paragraph (a) of this section may have his or her airman licence, rating, certificate, qualification, or authorisation revoked or suspended.

1.2.1.6.—(a) The holder of a licence or certificate issued under these Regulations may voluntarily surrender it for :

- (1) Cancellation ;
- (2) Issuance of a lower grade licence ; or
- (3) Another licence with specific ratings deleted.

Voluntary
Surrender or
Exchange of
Licence.

(b) An applicant requesting voluntary surrender of a licence shall include the following signed statement or its equivalent : ‘This request is made for my own reasons, with full knowledge that my (insert name of licence or rating, as appropriate) may not be reissued to me unless I again pass the tests prescribed for its issuance.

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Prohibition
on
Performance
During
Medical
Deficiency.

1.2.1.7.—(a) A person who holds a current medical certificate issued under these Regulations shall not act in a capacity for which that medical certificate is required while that person :

(1) Knows or has reason to know of any medical condition that would make the person unable to meet the requirements for the required medical certificate ; or

(2) Is taking medication or receiving other treatment for a medical condition that results in the person being unable to meet the requirements for the required medical certificate.

Psychoactive
Substance
Testing and
Reporting.

1.2.1.8.—(a) Any person who performs any function requiring a licence, rating, qualification, or authorisation prescribed by these Regulations directly or by contract for a certificate holder under the provisions of these Regulations may be tested for usage of psychoactive substances.

(b) Chemicals considered psychoactive substances are listed in IS 1.2.1.8.

(c) Any person subject to these Regulations who refuses to submit to a test to indicate the percentage by weight of alcohol in the blood, when requested by a law enforcement officer or the Authority, or refuses to furnish or to authorise the release of the test results requested by the Authority may—

(1) be denied any licence, certificate, rating, qualification, or authorisation issued under these Regulations for a period of up to 1 year after the date of that refusal ; or

(2) have his or her licence, certificate, rating, qualification, or authorisation issued under these Regulations suspended or revoked.

(d) Any person subject to these Regulations who refuses to submit to a test to indicate the presence of narcotic drugs, marijuana, or depressant or stimulant drugs or substances in the body, when requested by a law enforcement officer or the Authority, or refuses to furnish or to authorise the release of the test results requested by the Authority may—

(1) be denied any licence, certificate, rating, qualification, or authorisation issued under these Regulations for a period of up to 1 year after the date of that refusal ; or

(2) have his or her licence, certificate, rating, qualification, or authorisation issued under these Regulations suspended or revoked.

(e) Any person subject to these Regulations who is convicted for the violation of any local or national statute relating to the growing, processing, manufacture, sale, disposition, possession, transportation, or importation of narcotic drugs, marijuana, or depressant or stimulant drugs or substances, may—

(1) be denied any licence, certificate, rating, qualification, or authorisation issued under these Regulations for a period of up to 1 year after the date of final conviction ; or

(2) Have his or her licence, certificate, rating, qualification, or authorisation issued under these Regulations suspended or revoked.

1.3. INVESTIGATIVE AND ENFORCEMENT PROCEDURES

1.3.1. Investigative Procedures.

1.3.1.1.—(a) Any person who knows of a violation of the Civil Aviation Act or these Regulations or orders thereunder should report it to the Authority as soon as is reasonably practicable. Reports of Violations.

(b) Each report made under this section together with any other information the Authority may have that is relevant to the matter reported will be reviewed by the Authority to determine the nature and type of any additional investigation or enforcement action the Authority will take.

1.3.1.2.—(a) Under the Civil Aviation Act, and other enabling laws, the Director General may conduct investigations, hold hearings, issue subpoenas, require the production of relevant document, records, and property, and take evidence and depositions. Investigations-General.

1.3.1.3.—(a) Complaints submitted to the Authority under section 1.3.1.1.(a) shall be in a form and manner prescribed by the Authority. Formal Complaints.

1.3.2. ADMINISTRATIVE ACTIONS

1.3.3.1.—(a) If it is determined that a violation or an alleged violation of the Civil Aviation Act, or an order or Regulation issued under it, is appropriate for administrative action, the Authority may take administrative action by one of the following : Administrative Action.

(1) A “*Warning Notice*” that shall recite available facts and information about the incident or condition and indicate that it may have been a violation ; or

(2) A “*Letter of Correction*” which confirms the Authority’s decision in the matter and states the necessary corrective action the alleged violator has taken or agreed to take. If the agreed corrective action is not fully completed, formal certificate action may be taken in accordance with 1.3.3.3.

(b) An administrative action under this section does not constitute a formal adjudication of the matter.

1.3.3. LEGAL ENFORCEMENT ACTIONS

Civil Penalties.

1.3.3.1.—(a) Any person, other than a person conducting an operation in commercial air transport or international commercial air transport, who violates any provision of the Civil Aviation Act, these Regulations, or any order issued thereunder, is subject to a civil penalty imposed by the Authority in accordance with the provisions of the Civil Aviation Act and these Regulations.

(b) Any person conducting an operation in commercial air transport or international commercial air transport, who violates any provision of the Civil Aviation Act, these Regulations, or any order issued thereunder, is subject to a civil penalty imposed by the Authority in accordance with the provisions of the Civil Aviation Act and these Regulations.

(c) Civil penalties may be assessed instead of or in addition to any licence or certificate action described in 1.3.3.3.

(d) Guidelines for civil penalties and certificate actions are listed in IS 1.3.3.

Criminal Penalties.

1.3.3.2.—(a) The Civil Aviation Act establishes criminal penalties for any person who knowingly and willfully violates specified provisions of the Act, or any Regulation or order issued thereunder.

(b) If the Authority becomes aware of a possible violation of any criminal provision of the Civil Aviation Act that is under the jurisdiction of another Nigerian Government Agency, the Authority shall immediately report it to the appropriate Agency in a manner prescribed by both government agencies.

(c) Guidelines for criminal penalties and certificate actions are listed in IS. 1.3.3

Certificate Action.

1.3.3.3.—(a) Suspension or revocation of a licence or certificate for violation of the Regulations.

(1) The holder of any licence or certificate issued under these Regulations who violates any provision of the Civil Aviation Act, any amendment thereto, or any Regulation or order issued thereunder, is subject to suspension or revocation of the licence or certificate, in accordance with the provisions of the Civil Aviation Act and these Regulations.

(2) Any licence or certificate issued under these Regulations ceases to be effective, if it is surrendered, suspended, or revoked.

(3) The holder of any licence or certificate issued under these Regulations that has been suspended or revoked shall return that licence to the Authority when requested to do so by the Authority.

(b) Re-examination or re-inspection of a certificate or licence for lack of qualification.

(1) Under the Civil Aviation Act and these Regulations, the Authority may re-inspect any civil aircraft, aircraft engine, propeller, appliance, air operator, school, or approved maintenance organisation, or any civil airman holding a certificate or licence issued by the Authority.

(2) If, as a result of that re-inspection or re-examination, or any other investigation made by the Authority, the Authority determines that a lack of qualification exists, and that safety in air transport and the public interest requires it, the Authority may issue an order to amend, modify, suspend, or revoke the licence or certificate in whole or in part.

(3) Procedures for the re-examination of personnel licences, ratings, authorisations, or certificates are set forth in Part 2 of these Regulations.

(b) Notice and opportunity to be heard.

Unless safety in air transport requires immediate action, prior to a final determination under this section 1.3.3, the Authority shall provide the person with an opportunity to be heard as to why such certificate or licence should not be amended, modified, suspended, or revoked.

(c) Re-application after revocation.

Unless otherwise authorised by the Authority, a person whose licence, certificate, rating, or authorisation has been revoked may not apply for any licence, certificate, rating, or authorisation for 1 year after the date of revocation.

(d) Re-application after suspension.

Unless otherwise authorised by the Authority, a person whose licence, certificate, rating, or authorisation has been suspended may not apply for any licence, certificate, rating, or authorisation during the period of suspension.

1.3.3.4.—(a) As provided by the Civil Aviation Act 2006, an aircraft that is involved in a violation for which a civil penalty has been imposed or may be imposed on its owner or operator may be subject to detention by the Authority in accordance with enforcement procedures set forth by the Authority.

Detention of Aircraft.

1.3.3.5.—Any person who disagrees with the administrative or legal enforcement actions imposed by the Authority under the provisions of these Regulations may appeal for a review within seven (7) days from the date of the imposition of the sanction and shall follow the procedure in 1.10.

Appeals.

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1.4. EXEMPTIONS

Applicability. **1.4.1.**—(a) This subpart prescribes procedures for the request, review, and denial or issuance of exemptions from the Nigeria Civil Aviation Regulations.

General. **1.4.2.**—(a) Any interested person may apply to the Authority for an exemption from a requirement of the Regulations.

(b) Only the Authority may issue exemptions, and no person may take or cause to be taken any action not in compliance with these Regulations unless the Authority has issued an applicable exemption to the person.

(c) Exemptions will only be granted in extraordinary circumstances.

1.4.3. REQUIREMENTS FOR APPLICATION

General. **1.4.3.1.**—(a) Applications for an exemption shall be submitted at least 60 days in advance of the proposed effective date, to obtain timely review.

(b) The request must contain the applicant's :

(1) Name.

(2) Street address and mailing address, if different.

(3) Telephone number.

(4) Fax number if available.

(5) E-mail address if available.

(6) Agent for all purposes related to the application.

(c) If the applicant is not a citizen or legal resident of Nigeria, the application must specify a Nigerian agent for service.

Substance of the Request for Exemption. **1.4.3.2.**—(a) Applications must contain the following :

(1) A citation of the specific requirement from which the applicant seeks relief.

(2) Description of the type of operations to be conducted under the proposed exemption.

(3) The proposed duration of the exemption.

(4) An explanation of how the exemption would be in the public interest, that is, benefit the public as a whole.

(5) A detailed description of the alternative means by which the applicant will ensure a level of safety equivalent to that established by the Regulation in question.

(6) A review and discussion of any known safety concerns with the requirement, including information about any relevant accidents or incidents of which the applicant is aware.

(7) If the applicant seeks to operate under the proposed exemption outside of Nigerian airspace, the application must also indicate whether the exemption would contravene any provision of the Standards and Recommended Practices of the International Civil Aviation Organisation (ICAO).

(b) Notwithstanding 1.4.3.1, an applicant may seek emergency processing of an exemption request.

(1) If the applicant seeks emergency processing, the application must contain supporting facts and reasons why the application was not timely filed, and the reason(s) it is an emergency.

(2) The Authority may deny an application if the Authority finds that the applicant has not justified the failure to apply in a timely fashion.

1.4.4. REVIEW, PUBLICATION, AND ISSUE OR DENIAL OF THE EXEMPTION

1.4.4.1.—(a) The Authority will review the application for accuracy and compliance with the requirements of 1.4.3.

(b) If the application appears on its face to satisfy the provisions of 1.4.3 and the Authority determines that a review of its merits is justified, the Authority will publish a detailed summary of the application for comments and specify the date by which comments must be received by the Authority for consideration.

(c) If the filing requirements of 1.4.3 have not been met, the Authority will notify the applicant and take no further action until the applicant complies with the requirements of 1.4.3.

1.4.4.2.—(a) After initial review, if the filing requirements have been satisfied, the Authority shall conduct an evaluation of the request to include :

Evaluation
of the
Request.

(1) A determination of whether an exemption would be in the public interest ;

(2) A determination, after a technical evaluation, of whether the applicant's proposal would provide a level of safety equivalent to that established by the Regulation ;

(i) If it appears to the Authority that a technical evaluation of the request would impose a significant burden on the Authority's technical resources, the Authority may deny the exemption on that basis.

(3) A determination, if the applicant seeks to operate under the exemption outside of Nigerian airspace, of whether a grant of the exemption would contravene the applicable ICAO Standards and Recommended Practices.

(4) An evaluation of comments received from interested parties concerning the proposed exemption.

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(5) A recommendation, based on the preceding elements, of whether the request should be granted or denied, and of any conditions or limitations that should be part of the exemption.

Notification
of
Determination.

1.4.4.3.—(a) The Authority shall notify the applicant by letter and publish a detailed summary of its evaluation and decision to grant or deny the request. The summary shall specify the duration of the exemption and any conditions or limitations to the exemption.

(b) If the request is for emergency relief, the Authority will publish the application and/or the Authority's decision as soon as possible after processing the application.

(c) If the exemption affects a significant population of the aviation community of Nigeria the Authority shall also publish the summary in its aeronautical information publications.

Extension of
the
Exemption
to Other
Interested
Parties.

1.4.4.4.—(a) If the Authority determines that an exempted should be granted, other persons or organizations may apply to the Authority to be included in the relief granted.

(b) Such applications shall be in accordance with the requirements of 1.4.3.

(c) If the Authority determines that the request merits extension of the exemption to the applicant, it shall notify the applicant by letter, specifying the duration of the exemption, and listing any additional conditions that may pertain to the applicant that are not addressed in the underlying exemption.

1.5. DEFINITIONS

For the purpose of these regulations, the following definitions shall apply :

(1) *Accelerate-Stop Distance Available (ASDA)*—The length of the take-off run available plus the length of stopway, if provided.

(2) *Acceptable*—A rule of construction in Part 1.1.1.1 (a)(7) that means the Authority has reviewed the method, procedure, or policy and has neither objected to nor approved its proposed use or implementation.

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

(4) *Accepting Unit*—Air traffic control unit next to take control of an aircraft.

(5) *Accident*—Definition used in a safety management context. An occurrence associated with the operations 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 : being in the aircraft, or direct contact with any part of the aircraft, including parts which have become detached from the aircraft, or 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

(ii) the aircraft sustains damage or structural failure which : adversely affects the structural strength, performance or flight characteristics of the aircraft, and 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, wheels, fairings, panels, landing gear doors, windcreens, the 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

(iii) the aircraft is missing or is completely inaccessible.

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.

Note 2 : An aircraft is considered to be missing when the official search has been terminated and the wreckage has not been located.

Note 3 : The type of unmanned aircraft system to be investigated is addressed in 5.1 of *Annex 13*.

Note 4 : Guidance for the determination of aircraft damage can be found in Attachment F of *Annex 13*.

(6) *Accountable Manager*.—The person acceptable to the Authority who has corporate authority for ensuring that all operations and maintenance activities can be financed and carried out to the standard required by the Authority, and any additional requirements defined by the operator. The accountable manager may delegate in writing to another person within the organisation, the day to day management but not the overall approval management responsibility.

(7) *Accredited Representative*.—As relating to an aircraft accident, a person designated by a State, on the basis of his or her qualifications, for the purpose of participating in an investigation conducted by another party.

(8) *Accredited Medical Conclusion.*—The conclusion reached by one or more medical experts acceptable to the Licensing Authority for the purposes of the case concerned, in consultation with flight operations or other experts as necessary.

(9) *Acrobatic Flight.*—Manoeuvres intentionally performed by an aircraft involving an abrupt change in its attitude, an abnormal attitude, or an abnormal variation in speed.

(10) *Acts of unlawful interference.*—These are acts or attempted acts such as to jeopardise the safety of civil aviation and transport including but not limited to :

- (i) Unlawful seizure of aircraft in flight ;
- (ii) Unlawful seizure of aircraft on the ground ;
- (iii) Hostage-taking on board an aircraft or on aerodromes ;
- (iv) Forcible intrusion on board an aircraft, at an airport or on the premises of an aeronautical facility ;
- (v) Introduction on board an aircraft or at an airport of a weapon or hazardous device or material intended for criminal purposes ;
- (vi) Communication of false information as to jeopardize the safety of an aircraft in flight or on the ground, of passengers, crew, ground personnel or the general public, at an airport or on the premises of a civil aviation facility.

(11) *ADS Agreement.*—An ADS reporting plan that establishes the conditions of ADS data reporting (i.e., data required by the air traffic services or control unit and frequency of ADS reports that have to be agreed to prior to the provision of the ADS services).

(12) *ADS Contract.*—A means by which the terms of an ADS agreement will be exchanged between the ground system and the aircraft, specifying under what conditions ADS reports would be initiated, and what data would be contained in the reports.

Note : The term “ADS contract” is a generic term meaning variously, ADS event contract, ADS demand contract, ADS periodic contract or an emergency mode. Ground forwarding of ADS reports may be implemented between ground systems.

(13) *Advisor.*—As relating to an aircraft accident, a person appointed by a State on the basis of his or her qualifications, for the purpose of assisting its accredited representative in an investigation. (ICAO Annex 13).

(14) *Advisory Airspace* An airspace of defined dimensions, or designated route, within which air traffic advisory service is available.

(15) *Advisory Route*.—A designated route along which air traffic advisory service is available.

(16) *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.

(17) *Aerodrome*.—A defined area on land or water (including any buildings, installations and equipment) intended to be used either wholly or in part for the arrival, departure and surface movement of aircraft.

(18) *Aerodrome Beacon*.—Aeronautical beacon used to indicate the location of an aerodrome from the air.

(19) *Aerodrome Certificate*.—The certificate to operate an aerodrome issued by the Authority subsequent to the approval of the aerodrome operator's manual.

(20) *Aerodrome control service*.—Air traffic control service for aerodrome traffic.

(21) *Aerodrome Control Tower*.—A unit established to provide air traffic control service to aerodrome traffic.

(22) *Aerodrome Elevation*.—The elevation of the highest point of the landing area.

(23) *Aerodrome Facilities and Equipment*.—Facilities and equipment, inside or around the boundaries of an aerodrome, that are constructed or installed and maintained for the arrival, departure, and surface movement of aircraft.

(24) *Aerodrome Operator's Manual*.—The operations manual that forms part of the application for an aerodrome certificate pursuant to these regulations, including any amendments thereto accepted and approved by the Authority.

(25) *Aerodrome Operator*.—The owner or provider of an aerodrome that is certified for operations by the Authority.

(26) *Aerodrome Operating Minima*.—The limits of usability of an aerodrome for :

(i) Takeoff, expressed in terms of runway visual range and/or visibility and, if necessary, cloud conditions ;

(ii) Landing in precision approach and landing operations, expressed in terms of visibility and/or runway visual range and decision altitude/height (DA/H) as appropriate to the category of the operation ;

(iii) Landing in approach and landing operations with vertical guidance, expressed in terms of visibility and/or runway visual range and decision altitude/height (DA/H) ; and

(iv) Landing in non-precision approach and landing operations, expressed in terms of visibility and/or runway visual range, minimum descent altitude/height (MDA/H) and, if necessary, cloud conditions.

(27) *Aerodrome Reference Point*.—The designated geographic allocation of an aerodrome.

(28) *Aerodrome Traffic Zone*.—An airspace of defined dimensions established around an aerodrome for the protection of aerodrome traffic.

(29) *Aeronautical Experience*.—Pilot time obtained in an aircraft, approved flight simulation training device for meeting the training and flight time requirements of these regulations.

(30) *Aeronautical Fixed Service (AFS)*.—A telecommunication service between specified fixed points provided primarily for the safety of air navigation and for the regular, efficient and economical operation of air services.

(31) *Aeronautical Information Publication (AIP)*.—A publication issued by or with the authority of a State and containing aeronautical information of a lasting character essential to air navigation.

(32) *Aeronautical Mobile Service*.—A mobile service between aeronautical stations and aircraft stations, or between aircraft stations, in which survival craft stations may participate emergency position-indicating radio beacon stations may also participate in this service on designated distress and emergency frequencies.

(33) *Aeronautical Station*.—A land station in the aeronautical mobile service. In certain instances, an aeronautical station may be located, for example, on board ship or on a platform at sea.

(34) *Aeronautical Telecommunication Station*.—A station in the aeronautical telecommunication service.

(35) *Aeronautical Product*.—Any aircraft, aircraft engine, propeller, or subassembly, appliance, material, part, or component to be installed thereon.

(36) *Aeronautical Study*.—A study of an aeronautical problem to identify possible solutions and select a solution that is acceptable without degrading safety.

(37) *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.

(38) *Aeroplane Flight Manual*.—A manual, associated with the certificate of airworthiness, containing limitations within which the aeroplane is to be considered airworthy, and instructions and information necessary to the flight crew members of the safe operation of the aeroplane.

(39) *Aeroplane Reference Field Length*.—The minimum field length required for take-off at maximum certified take-off mass, sea level, standard atmospheric conditions, still air, and zero runway slope, as shown in the appropriate aeroplane flight manual prescribed by the certifying authority or equivalent data from the aeroplane manufacturer.

(40) *Afterburning*.—A mode of engine operation wherein a combustion system fed (in whole or part) by vitiated air is used.

(41) *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.

(42) *Aided Night Flight*.—For a flight in which a pilot uses night vision goggles, the portion of the flight in which the pilot uses night vision goggles to maintain visual surface reference.

(43) *Airborne Collision Avoidance System (ACAS)*.—An aircraft system based on secondary surveillance radar (SSR) transponder signals which operates independently of ground-based equipment to provide advice to the pilot on potential conflicting aircraft that are equipped with SSR transponders.

(44) *Airborne image recorder (AIR)*.—A device that uses a combination of cameras to collect and record information that reflects the status of various parts of the aircraft (internal and external).

(45) *Air-ground Communication*.—Two-way communication between aircraft and stations or locations on the surface of the earth.

(46) *Air Navigation Facility*.—Any facility used in, available for use in, or designed for use in aid of air navigation, including aerodromes, landing areas, lights, any apparatus or equipment for disseminating weather information, for signalling, for radio directional finding, or for radio or other electrical communication, and any other structure or mechanism having a similar purpose for guiding or controlling flight in the air or the landing and takeoff of aircraft.

(47) *Air Operator*.—Any organisation which undertakes to engage in domestic commercial air transport or international commercial air transport, whether directly or indirectly or by a lease or any other arrangement. (Law).

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

(49) *Air Traffic*.—All aircraft in flight or operating on the manoeuvring area of an aerodrome.

(50) *Air Traffic Control Clearance*.—Authorisation for an aircraft to proceed under conditions specified by an air traffic control unit.

Note : For convenience, the term “air traffic control clearance” is frequently abbreviated to “clearance” when used in appropriate context. The abbreviated term “clearance” may be prefixed by the words: taxi, takeoff, departure, en route, approach or landing, to indicate the particular portion of flight to which the air traffic control clearance relates.

(51) *Air Traffic Control (ATC) Facility*.—A building holding the persons and equipment responsible for providing ATC services (e.g., airport tower, approach control, centre). May also be called air traffic control unit.

(52) *Air Traffic Control Service*.—A service provided within advisory airspace that promotes the safe, orderly, and expeditious flow and separation of air traffic at aerodromes and during the approach, departure, and en route environments including aircraft that are operating on IFR flight plans. Also can be called air traffic advisory service or air traffic service (ATS).

(53) *Air Traffic Service (ATS)*.—See Air traffic control service.

(54) *Air Traffic Services Airspaces*.—Airspaces of defined dimensions alphabetically designated, within which specific types of flights may operate and for which air traffic services and rules of operation are specified.

Note : ATS airspaces are classified as Class A to G.

(55) *Air Traffic Services Reporting Office*.—A unit established for the purpose of receiving reports concerning air traffic services and flight plans submitted before departure.

Note : An air traffic services reporting office may be established as a separate unit or combined with an existing unit, such as another air traffic services unit, or a unit of the aeronautical information service.

(56) *Air Traffic Services Unit*.—A generic term meaning variously, air traffic control unit, flight information centre or air traffic services reporting office.

(57) *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.

(58) *Aircraft Accident*.—An occurrence associated with the operation of an aircraft which takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, in which :

(i) A person is fatally or seriously injured as a result of—

(a) Being in the aircraft ;

(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.

(ii) The aircraft sustains damage or structural failure which adversely affects the structural strength, performance or flight characteristics of the aircraft, and would normally require major repair or replacement of the affected component, except for engine failure or damage, when the damage is limited to the engine, its cowlings or accessories; or for damage limited to propellers, wing tips, antennas, tires, brakes, fairings, small dents or puncture holes in the aircraft skin; or the aircraft is missing or is completely inaccessible.

Note 1—For statistical uniformity only, an injury resulting in death within thirty days of the date of the accident is classified as a fatal injury by ICAO.

Note 2—An aircraft is considered to be missing when the official search has been terminated and the wreckage has not been located.

(59) *Aircraft Avionics*.—A term designating any electronic device – including its electrical part—for use in an aircraft, including radio, automatic flight control and instrument systems.

(60) *Aircraft Category*.—Classification of aircraft according to specified basic characteristics, e.g. aeroplane, helicopter, glider, free balloon, airship, powered-lift.

(61) *Aircraft Certificated for Single-pilot Operation*.—A type of aircraft which the State of Registry has determined, during the certification process, can be operated safely with a minimum crew of one pilot.

(62) *Aircraft Certificated for Multi-pilot Operation*.—A type of aircraft which the State of Registry has determined, during the certification process, can be operated safely with a minimum crew of two pilots.

(63) *Aircraft Component*.—Any component part of an aircraft up to and including a complete powerplant and/or any operational/emergency equipment.

(64) *Aircraft Data Recording System*.—A device or devices that use a combination of data providers to collect and record parameters that reflect the state and performance of an aircraft.

(65) *Aircraft Engine*.—Any engine used, or intended to be used, for propulsion of aircraft and includes all parts, appurtenances, and accessories thereof other than propellers.

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

Note : The aircraft operating manual is part of the operations manual.

(67) *Aircraft Piracy*.—Any actual or attempted seizure or exercise of control, by force or violence, or by any other form of intimidation, with wrongful intent, of an aircraft within the jurisdiction of Nigeria.

(68) *Aircraft required to be operated with a Co-Pilot*.—A type of aircraft that is required to be operated with a co-pilot as specified in the flight manual or by the air operator certificate.

(69) *Aircraft Stand*.—A designated area on an apron intended to be used for parking an aircraft.

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

(71) *Aircraft-type of*.—All aircraft of the same basic design including all modifications thereto except those modifications which result in a change in handling or flight characteristics.

(72) *Airframe*.—The fuselage, booms, nacelles, cowlings, fairings, airfoil surfaces (including rotors but excluding propellers and rotating airfoils of a powerplant, and landing gear of an aircraft and their accessories and controls.

(73) *Airman*.—This term refers to—

(i) Any individual who engages, as the person in command or as pilot, aircraft maintenance engineer, or member of the crew, or who navigates an aircraft while the aircraft is underway ;

(ii) Any individual in charge of the inspection, maintenance, overhauling, or repair of aircraft, , aircraft engines, propellers, or appliances ; or

(iii) Any individual who serves in the capacity of flight operations officer.

(74) *Airmanship*—The consistent use of good judgement and well-developed knowledge, skills and attitudes to accomplish flight objectives.

(75) *Airship*—A power-driven lighter than air aircraft.

(76) *Airway*—A control area or portion thereof established in the form of a corridor.

(77) *Airworthiness Approval Tag (CAA Form)*—A tag (Model CAA Form AAT) that may be attached to a part. The tag must include the part number, serial number, and current life status of the part. Each time the part is removed from a type certificated product, a new tag must be created or the existing tag must be updated with the current life status. The Model CAA Form AAT has two distinct purposes—

(1) as a certification of release to service of a part, component or assembly after maintenance, preventive maintenance, overhaul or rebuilding, and

(2) for shipping of a newly manufactured part.

(78) *Airworthiness Data*—Any information necessary to ensure that an aircraft or aircraft component can be maintained in a condition such that airworthiness of the aircraft, or serviceability of operational and emergency equipment, as appropriate, is assured.

(79) *Airworthiness Directive*—Continuing airworthiness information that applies to the following products : aircraft, aircraft engines, propellers, and appliances. An airworthiness directive is mandatory if issued by the State of Design.

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

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

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

(81) *Airworthy.*—The status of an aircraft, engine, propeller or part when it conforms to its approved design and is in a condition for safe operation.

(82) *ALERFA.*—The code word used to designate an alert phase.

(83) *Alteration.*—The alteration of an aircraft/aeronautical product in conformity with an approved standard.

(84) *Alerting Service.*—A service provided to notify appropriate organisations regarding aircraft in need of search and rescue aid, and assist such organisations as required.

(85) *Alternate Aerodrome.*—An aerodrome to which an aircraft may proceed when it becomes either impossible or inadvisable to proceed to or land at the aerodrome of intended landing. Alternate aerodromes include the following :

(i) *Takeoff Alternate :* An alternate aerodrome at which an aircraft can land should this become necessary shortly after takeoff and it is not possible to use the aerodrome of departure ;

(ii) *En-route Alternate :* An aerodrome at which an aircraft would be able to land after experiencing an abnormal or emergency condition en route ;

(iii) *EDTO En-route Alternate :* A suitable and appropriate alternate aerodrome at which an aeroplane would be able to land after experiencing an engine shut-down or other abnormal or emergency condition while en route in an EDTO operation ;

(iv) *Destination Alternate :* An alternate aerodrome to which an aircraft may proceed should it become either impossible or inadvisable to land at the aerodrome of intended landing.

Note : The aerodrome from which a flight departs may also be an en-route or a destination alternate aerodrome for that flight.

(86) *Alternate means of Compliance.*—A pre-approved manner of achieving regulatory compliance that has been determined to be an acceptable substitute to the regulatory requirements.

Note : An example of alternate means of compliance would be the CAA's approval of reduced flight time from 40 hours to 35 hours for a PPL(A) when training is conducted in an Approved Training Organisation.

(87) *Alternative means of Compliance*.—An approved alternative from those prescribed approaches that has been demonstrated to consistently achieve or exceed the desired outcomes as intended through regulation.

(88) *Altimetry System Error (ASE)*.—The difference between the altitude indicated by the altimeter display, assuming a correct altimeter barometric setting, and the pressure altitude corresponding to the undisturbed ambient pressure.

(89) *Altitude*.—The vertical distance of a level, a point or an object considered as a point, measured from mean sea level (MSL).

(90) *Ampere (A)*.—The ampere is that constant electric current which, if maintained in two straight parallel conductors of infinite length, of negligible circular cross-section, and placed 1 metre apart in vacuum, would produce between these conductors a force equal to 2×10^{-7} newton per metre of length.

(91) *Annexes to the Chicago Convention*.—The documents issued by the International Civil Aviation Organisation (ICAO) containing the Standards and Recommended Practices applicable to civil aviation.

(92) *Anticipated Operating Conditions*.—Those conditions which are known from experience or which can be reasonably envisaged to occur during the operational life of the aircraft taking into account the operations for which the aircraft is made eligible, the conditions so considered being relative to the meteorological state of the atmosphere, to the configuration of terrain, to the functioning of the aircraft, to the efficiency of personnel and to all the factors affecting safety in flight.

Anticipated operating conditions do not include :

(a) those extremes which can be effectively avoided by means of operating procedures ; and

(b) those extremes which occur so infrequently that to require the Standards to be met in such extremes would give a higher level of airworthiness than experience has shown to be necessary and practical.

(93) *Appliances*.—Instruments, equipment, apparatus, parts, appurtenances, or accessories, of whatever description, which are used, or are capable of being or intended to be used, in the navigation, operation, or control of aircraft in flight (including parachutes and including communication equipment and any other mechanism or mechanisms installed in or attached to aircraft during flight), and which are not part or parts of aircraft, aircraft engines, or propellers.

(94) *Approach Phase*.—The operating phase defined by the time during which the engine is operated in the approach operating mode.

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(95) *Approach and Landing Operations using instrument approach procedures.*—Instrument approach and landing operations are classified as follows :

(i) *Non-precision approach and landing operations.* An instrument approach and landing which utilised lateral guidance but does not utilise vertical guidance.

(ii) *Approach and landing operations with vertical guidance.* An instrument approach and landing which uses lateral and vertical guidance but does not meet the requirements established for precision approach and landing operations.

(iii) *Precision approach and landing operations.* An instrument approach and landing using precision lateral and vertical guidance with minima as determined by the category of operation.

Note : Lateral and vertical guidance refers to the guidance provided either by : a ground-based navigation aid : or

(a) computer generated navigation data.

(iv) Category I (CAT I) operation. A precision instrument approach and landing with :

(a) a decision height not lower than 60 m (200 feet) ; and

(b) with either a visibility not less than 800 m or a runway visual range not less than 550 m.

(v) Category II (CAT II) operation. A precision instrument approach and landing with :

(a) a decision height lower than 60 m (200 feet), but not lower than 30 m (100 feet) ; and

(b) a runway visual range not less than 300 m.

(vi) Category IIIA (CAT IIIA) operation. A precision instrument approach and landing with :

(a) a decision height lower than 30 m (100 feet) or no decision height ; and

(b) a runway visual range not less than 175 m.

(vii) Category IIIB (CAT IIIB) operation. A precision instrument approach and landing with :

(a) a decision height lower than 15 m (50 feet) or no decision height ; and

(b) a runway visual range less than 175 m but not less than 50 m.

(viii) Category IIIC (CAT IIIC) operation. A precision instrument approach and landing with no decision height and no runway visual range limitations.

Note : Where decision height (DH) and runway visual range (RVR) fall into different categories of operation, the instrument approach and landing operation would be conducted in accordance with the requirements of the most demanding category (e.g. an operation with a DH in the range of CAT IIIA but with an RVR in the range of CAT IIIB would be considered a CAT IIIB operation or an operation with a DH in the range of CAT II but with an RVR in the range of CAT I would be considered a CAT II operation).

(96) *Approach Control Service*.—Air traffic control service for arriving or departing controlled flights.

(97) *Approach Control Unit*.—A unit established to provide air traffic control service to controlled flights arriving at, or departing from, one or more aerodromes.

(98) *Appropriate ATS or ATC Authority*.—The relevant authority designated by Nigeria responsible for providing air traffic services in the airspace concerned.

(99) *Appropriate Airworthiness Requirements*.—The comprehensive and detailed airworthiness codes established, adopted or accepted by a Contracting State for the class of aircraft, engine or propeller under consideration.

(100) *Appropriate Authority* :

(i) *Regarding flight over the high seas*: The relevant authority of the State of Registry.

(ii) *Regarding flight other than over the high seas* : The relevant authority of the State having sovereignty over the territory being overflown.

(101) *Approval for return to service*—See maintenance release.

(102) *Approved*—A rule of construction in Part 1.1.1.1 (a)(6) that means the Authority has reviewed the method, procedure, or policy in question and issued a formal written approval.

(103) *Approved by the Authority*.—Approved by the Authority directly or in accordance with a procedure approved by the Authority.

(104) *Approved continuous Maintenance Programme*.—A maintenance programme approved by the State of Registry.

(105) *Approved Curriculum*.—A set of special training courses in an area of specialization offered by an ATO which is approved by the Authority.

(106) *Approved Data*.—Technical information approved by the Authority.

(107) *Approved Maintenance Organisation (AMO)*.—An organisation approved by the Authority, in accordance with Part 6, to perform specific aircraft maintenance activities by the Authority. These activities may include the inspection, overhaul, maintenance, repair and/or modification and release to service of aircraft or aeronautical products.

(108) *Approved Standard*.—A manufacturing, design, maintenance, or quality standard approved by the Authority.

(109) *Approved Training*.—Training carried out under special curricula and supervision approved by the Authority.

(110) *Approved Training Organisation (ATO)*.—An organisation approved by the Authority, in accordance with MCAR Part 3, to perform flight crew training and other training approved by the Authority.

(111) *Apron*.—A defined area, on a land aerodrome, intended to accommodate aircraft for purposes of loading or unloading passengers, mail or cargo, fueling, parking or maintenance.

(112) *Area Control Centre*.—A unit established to provide air traffic control service to controlled flights in control areas under its jurisdiction.

(113) *Area Control Service*.—Air traffic control service for controlled flights in control areas.

(114) *Area Navigation (RNAV)*.—A method of navigation that permits aircraft operations on any desired flight path within the coverage of ground- or space-based navigation aids or within the limits of the capability of self-contained aids, or a combination of these.

Note : Area navigation includes performance-based navigation as well as other operations that do not meet the definitions of performance-based navigation.

(115) *Article*.—Any item, including but not limited to, an aircraft, airframe, aircraft engine, propeller, appliance, accessory, assembly, subassembly, system, subsystem, component, unit, product, or part.

(116) *ATS or ATC Route*.—A specified route designed for channelling the flow of air traffic as necessary for the provision of air traffic services, defined by route specifications that include an ATS or ATC route designator, the track to or from significant points (way points), distance between significant points, reporting requirements, and as determined by the appropriate ATS or ATC authority, the lowest safe altitude.

Note : The term “ATS” or “ATC” route is used to mean variously, airway, advisory route, controlled or uncontrolled route, arrival or departure route.

(117) *Authorised instructor*.—A person who—

(i) Holds a valid ground instructor certificate issued under Part 2 when conducting ground training ;

(ii) Holds a current flight instructor certificate issued under Part 2 when conducting ground training or flight training ; or

(iii) Is authorised by the Authority to provide ground training or flight training under Part 2 and Part 3.

(118) *Authority*.—Nigeria Civil Aviation Authority.

(119) *Automatic Dependent Surveillance-Contract (ADS-C)*. A means by which the terms of an ADS-C agreement will be exchanged between the ground system and the aircraft, via a data link, specifying under what conditions ADS-C reports would be initiated, and what data would be contained in the reports.

Note : The abbreviated term “ADS contract” is commonly used to refer to ADS event contract, ADS periodic contract or an emergency mode.

(120) *Automatic Terminal Information Service (ATIS)*.—The automatic provision of current routine information to arriving and departing aircraft throughout 24 hours of a specified portion thereof.

(121) *Autonomous Aircraft*.—An unmanned aircraft that does not allow pilot intervention in the management of the flight.

(122) *Aviation Medical Examiner*.—A physician with training in aviation medicine and practical knowledge and experience of the aviation environment, who is designated by the Authority to conduct medical examinations of fitness of applicants for licences or ratings for which medical requirements are prescribed.

(123) *Base Turn*.—A turn executed by the aircraft during the initial approach between the end of the outbound track and the beginning of the intermediate or final approach track. The tracks are not reciprocal.

(124) *Becquerel (BQ)*.—The activity of a radionuclide having one spontaneous nuclear transition per second.

(125) *Balloon*.—A non-power-driven lighter-than-air aircraft.

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

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

(128) *Calendar Day*.—The period of elapsed time, using Co-ordinated Universal Time or local time, that begins at midnight and ends 24 hours later in the next midnight.

(129) *Calendar Month*.—A period of a month beginning and ending with the dates that are conventionally accepted as marking the beginning and end of a numbered month (as January 1 through January 31 in the Gregorian calendar).

(130) *Calendar Year*.—A period of a year beginning and ending with the dates that are conventionally accepted as marking the beginning and end of a numbered year (as January 1 through December 31 in the Gregorian calendar).

(131) *Calibration*.—A set of operations, performed in accordance with a definite documented procedure that compares the measurement performed by a measurement device or working standard with a recognised bureau of standards for the purpose of detecting and reporting or eliminating adjustment errors in the measurement device, working standard, or aeronautical product tested.

(132) *Candela (CD)*.—The luminous intensity, in the perpendicular direction, of a surface of 1/600 000 square metre of black body at the temperature of freezing platinum under a pressure of 101 325 newtons per square metre.

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

(i) A crewmember.

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

(iii) An authorised representative of an Authority.

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

(134) *Category A*.—With respect to helicopters, means a multi-engine helicopter designed with engine and system isolation features specified in Part IVB and capable of operations using take-off and landing data scheduled under a critical engine failure concept which assures adequate designated surface area and adequate performance capability for continued safe flight or safe rejected take-off.

(135) *Category B*.—With respect to helicopters, means a single-engine or multi-engine helicopter which does not meet Category A standards. Category B helicopters have no guaranteed capability to continue safe flight in the event of an engine failure, and a forced landing is assumed.

(136) *Category One Operation (CAT I)*.—A precision instrument approach and landing with a decision height not lower than 60 m (200 ft) and with either a visibility not less than 800 m or a runway visual range not less than 550 m.

(137) *Category Two Operation (CAT II)*.—A precision instrument approach and landing with a decision height lower than 60 m (200ft) but no lower than 30 m (100 ft) and a visual range not less 300 m.

(138) *Category three A (CAT IIIA) Operation*.—A precision approach and landing with: a decision height lower than 30 m (100ft) or no decision height ; and a runway visual range not less than 175 m.

(139) *Category three B (CAT IIIB) Operation*.—A precision approach and landing with : a decision height lower than 15 m (50 ft) or no decision height ; and a runway visual range less than 175 m but not less than 50 m.

(140) *Category three C (CAT IIIC) Operation*.—A precision instrument approach and landing with no decision height and no runway visual range limitations.

(141) *Causes*.—As relating to an aircraft accident or incident, actions, omissions, events, conditions, or a combination thereof which led to the accident or incident. (ICAO Annex 13).

(142) *Ceiling*.—The height above the ground or water of the base of the lowest layer of cloud below 6,000 metres (20,000 feet) covering more than half the sky.

(143) *Celsius temperature (T×C)*.—The Celsius temperature is equal to the difference $t \times c = T - T_0$ between two thermodynamic temperatures T and T_0 where T_0 equals 273.15 kelvin.

(144) *Certificate of Airworthiness*.—A certificate, issued by the State of Registry, when the aircraft has been deemed fit and safe for flight and in conformity with the type design approved by the State of Design and maintained in accordance with the continuing airworthiness requirements of the State of Registry.

(145) *Certify as Airworthy*.—The act of completing a maintenance release by a properly authorised person after the modification, overhaul, repair or inspection of an aircraft or aeronautical product by which the aircraft or aeronautical part is cleared for use in flight as meeting the requirements of the airworthiness certificate of Nigeria,

(146) *Certifying Staff*.—Those personnel who are authorised by the Approved Maintenance Organisation in accordance with a procedure acceptable to the Authority to certify aircraft or aircraft components for release to service.

(147) *Change-over-point*.—The point at which an aircraft navigating on an ATC route segment defined by reference to very high frequency omnidirectional radio ranges is expected to transfer its primary navigational references from the facility behind the aircraft to the next facility ahead of the aircraft.

Note : Change-over-points are established to provide the optimum balance in respect of signal strength and quality between facilities at all levels to be used and to ensure a common source of azimuth guidance for all aircraft operating along the same portion of a route segment.

(148) *Check airman (Aircraft)*.—A person who is qualified, and approved by the Authority, to conduct a flight crew evaluation in an aircraft or in a flight simulation training device for a particular type aircraft, for a particular AOC holder.

(149) *Check Airman (Simulator)*.—A person who is qualified, and approved by the Authority, to conduct a flight crew evaluation, but only in a flight simulation training device for a particular type aircraft, for a particular AOC holder.

(150) *Check Person*.—A qualified person who is authorised by the Authority to conduct an evaluation of either an AOC holders flight crew (pilots, flight engineers, or flight navigators), cabin crew, or flight operations officer. Terms that may be used to describe this person, depending upon responsibilities, are: check pilot, check flight engineer, check flight navigator, check cabin crewmember, and check flight operations officer. Check persons for flight crew may be further authorised to perform checks in either an aircraft or simulator as defined below :

(i) *Check person (Aircraft)*.—A person who is qualified, and authorised by the Authority, to conduct a flight crew evaluation in an aircraft or in a flight simulation training device for a particular type aircraft, for a particular AOC holder.

(ii) *Check Person (Simulator)*.— A person who is qualified, and authorised by the Authority, to conduct a flight crew evaluation, but only in a flight simulation training device for a particular type aircraft, for a particular AOC holder.

(151) *Chicago Convention*.—(“Convention”) The Convention on International Civil Aviation concluded in Chicago, U.S.A. in 1944, in effect, 1947. The Articles of the Chicago Convention govern the actions of the contracting States in matters of international civil aviation safety directly and through the Annexes to the Convention, which set forth ICAO Standards and Recommended Practices.

- (152) *Citizen of Nigeria*.—This term refers to one of the following :
- (i) An individual who is a citizen of Nigeria ;
 - (ii) A partnership of which each member is a citizen of Nigeria ; or
 - (iii) A corporation or association created or organised and authorised under the laws of Nigeria.
- (153) *Civil Aircraft*.—Any aircraft other than a state or public aircraft.
- (154) *Civil Aviation*.—The operation of any civil aircraft for the purpose of general aviation operations, aerial work or commercial air transport operations.
- (155) *Climb Phase*.—The operating phase defined by the time during which the engine is operated in the climb operating mode.
- (156) *Clearance Limit*.—The point to which an aircraft is granted an air traffic control clearance.
- (157) *Cockpit Audio Recording System*.—A device that uses a combination of microphones and other audio and digital inputs to collect and record the aural environment of the cockpit and communications to, from and between the pilots.
- Source* : EUROCAE ED-155 “Minimum Performance Specification for Lightweight Flight Recording Systems,” July 2009, paragraph 1-1.5.1.
- (158) *COMAT*.—Operator material carried on an operators aircraft for the operators own purpose.
- (159) *Combined Vision System (CVS)*. A System to display images from a combination of enhanced vision system (EVS) and a synthetic vision system (SVS).
- (160) *Command and Control Link (C2)*.—The data link between the remotely piloted aircraft and the remote pilot station for the purposes of managing the flight.
- (161) *Commercial Air Transport Operation*.—An aircraft operation involving the transport of passengers, cargo or mail for remuneration or hire.
- (162) *Commercial Air Transport*.—An aircraft operation involving the public transport of passengers, cargo, or mail for remuneration or hire.
- (163) *Common Mark*.—A mark assigned by the International Civil Aviation Organisation to the common mark registering authority registering aircraft of an international operating agency on other than a national basis.
- (164) *Common Mark Registering Authority*.—The authority maintaining the non-national register or, where appropriate, the part thereof, in which aircraft of an international operating agency are registered.

(165) *Competency*.—A combination of skills, knowledge and attitudes required to perform a task to the prescribed standard.

(166) *Competency Based Training and Assessment*.—Training and assessment that are characterised by a performance orientation, emphasis on standards of performance and their measurement, and the development of training to the specified performance standards.

Note : This training process is derived from a job and task analysis and is focused on the achievement of well-defined, benchmarked standards of performance as opposed to training programmes simply focused upon the acquisition of prescribed levels of experience.

(167) *Competency Element*.—An action that constitutes a task that has a triggering event and a terminating event that clearly defines its limits, and an observable outcome.

(168) *Competency Unit*.—A discrete function consisting of a number of competency elements.

(169) *Complex Aeroplane*.—An aeroplane that has retractable landing gear, flaps, and a controllable pitch propeller; or in the case of a seaplane, flaps and a controllable pitch propeller.

(170) *Composite*.—Structural materials made of substances, including, but not limited to, wood, metal, ceramic, plastic, fiber-reinforced materials, graphite, boron, or epoxy, with built-in strengthening agents that may be in the form of filaments, foils, powders, or flakes, of a different material.

(171) *Computer System*.—Any electronic or automated system capable of receiving, storing, and processing external data, and transmitting and presenting such data in a usable form for the accomplishment of a specific function.

(172) *Configuration*—(as applied to the aeroplane). A particular combination of the positions of the moveable elements, such as wing flaps and landing gear, etc., that affect the aerodynamic characteristics of the aeroplane.

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

(174) *Continuous descent Final Approach (CDFA)*.—A technique, consistent with stabilized approach procedures, for flying the final approach segment of a non-precision instrument approach procedures as a continuous descent, without level-off, from an altitude/height at or above the final approach

fix altitude/height to a point approximately 15 m (50 ft) above the landing runway threshold or the point where the flare manoeuvre should begin for the type of aircraft flown.

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

(176) *Congested Hostile Environment*.—A hostile environment within a congested area.

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

(178) *Contracting States*.—All States that are signatories to the Convention on International Civil Aviation (Chicago Convention).

(179) *Continuing airworthiness*.—The set of processes by which an aircraft, engine, propeller or part complies with the applicable airworthiness requirements and remains in a condition for safe operation throughout its operating life.

(180) *Control Area*.—A controlled airspace extending upwards from a specified limit above the earth.

(181) *Controlled Aerodrome*.—An aerodrome at which air traffic control service is provided to aerodrome traffic.

(182) *Controlled Airspace*.—An airspace of defined dimensions within which air traffic control service is provided in accordance with the airspace classification.

Note : Controlled airspace is a generic term that covers ATC or ATS airspace Classes A, B, C, D, and E as described in ICAO Annex 11 : 2.6.

(183) *Controlled Flight*.—Any flight which is subject to an air traffic control clearance.

(184) *Controlled Flight into Terrain*.—Occurs when an airworthy aircraft is flown, under the control of a qualified pilot, into terrain (water or obstacles) with inadequate awareness on the part of the pilot of the impending collision.

(185) *Controller-pilot Data Link Communications (CPDLC)*.—A means of communication between controller and pilot, using data link for ATC communications.

(186) *Control Zone*.—A controlled airspace extending upwards from the surface of the earth to a specified upper limit.

(187) *Conversion*.—Conversion is the action taken by the Authority in issuing its own licence on the basis of a licence issued by another Contracting State for use on aircraft registered in Nigeria

(188) *Co-pilot*.—A licensed pilot serving in any piloting capacity other than as pilot-in-command but excluding a pilot who is on board the aircraft for the sole purpose of receiving flight instruction.

Note : Co-pilot as here defined is synonymous with the term “second-in-command” or “SIC.”

(189) *Corporate Aviation Operation*.—The non-commercial operation or use of aircraft by a company for the carriage of passengers or goods as an aid to the conduct of company business, flown by (a) professional pilot(s) employed to fly the aircraft.

(190) *Coulomb (C)*.—The quantity of electricity transported in 1 second by a current of 1 ampere.

(191) *Course*.—A programme of instruction to teach knowledge, skills and/or competencies in a particular area or subject, or to maintain existing qualifications.

(192) *Courseware*.—Instructional material developed for each course or curriculum, including lesson plans and other aides such as: computer software programmes, audio-visual programmes, workbooks, and handouts.

(193) *Credit*.—Recognition of alternative means or prior qualifications.

(194) *Crew Member*.—A person assigned by an operator to duty on an aircraft during a flight duty period.

(195) *Crew Resource Management*.—A programme designed to improve the safety of flight operations by optimising the safe, efficient, and effective use of human resources, hardware, and information through improved crew communication and co-ordination.

(196) *Critical engine(s)*.—Any engine whose failure gives the most adverse effect on the aircraft characteristics relative to the case under consideration.

Note.—On some aircraft there may be more than one equally critical engine. In this case, the expression “the critical engine” means one of those critical engines.

(197) *Critical phases of Flight*.—Those portions of operations involving taxiing, takeoff and landing, and all flight operations below 3050 m (10,000 feet), except cruise flight.

(198) *Critical Power-unit(s)*.—The power-unit(s) failure of which gives the most adverse effect on the aircraft characteristics relative to the case under consideration.

Note : On some aircraft there may be more than one equally critical power-unit. In this case, the expression “the critical power-unit” means one of those critical power-units.

(199) *Cross Country*.—A flight between a point of departure and a point of arrival following a pre-planned route using standard navigation procedures.

(200) *Cross-Country Time*.—That time a pilot spends in flight in an aircraft which includes a landing at a point other than the point of departure and, for the purpose of meeting the cross-country time requirements for a private pilot licence (except with a rotorcraft rating), commercial pilot licence, or an instrument rating, includes a landing at an aerodrome which must be a straight-line distance of more than 50 nautical miles from the original point of departure.

(201) *Cruise Climb*.—An aeroplane cruising technique resulting in a net increase in altitude as the aeroplane mass decreases.

(202) *Cruise Relief Pilot*.—A flight crew member who is assigned to perform pilot tasks during cruise flight to allow the PIC or co-pilot to obtain planned rest.

(203) *Cruising Level*.—A level maintained during a significant portion of a flight.

(204) *Curriculum*.—A set of courses in an area of specialization offered as part of a training programme. Check TRAINAIR Plus training manual

(205) *Current flight plan*.—The flight plan, including changes, if any, brought about by subsequent clearances.

(206) *Danger Area*.—An airspace of defined dimensions within which activities dangerous to the flight of the aircraft may exist at specified times.

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

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

(209) *Dangerous Goods Incident*.—An occurrence, other than a dangerous goods accident, associated with and related to the transport of dangerous goods, not necessarily occurring on board an aircraft, which results in injury to a person, property or environmental damage, fire, breakage, spillage,

leakage of fluid or radiation or other evidence that the integrity of the packaging has not been maintained. Any occurrence relating to the transport of dangerous goods which seriously jeopardises an aircraft or its occupants is deemed to constitute a dangerous goods incident.

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

Note : See definition below for Technical Instructions.

(211) *Data Link Communications*.—A form of communication intended for the exchange of messages via a data link.

(212) *Data Link Recording System*.—A device that records those messages whereby the flight path of the aircraft is authorised, controlled directly or indirectly, and which are relayed over a digital data-link rather than by voice communication. Source: EUROCAE ED-155 “Minimum Performance Specification for Lightweight Flight Recording Systems,” July, 2009, paragraph 1-1.5.1.

(213) *Deadhead Transportation*.—Time spent in transportation on aircraft (at the insistence of the AOC holder) to or from a crew member’s home station.

(214) *Decision Altitude (DA) or Decision Height (DH)*.—A specified altitude or height in a 3D instrument approach operation at which a missed approach must be initiated if the required visual reference to continue the approach has not been established.

Note 1 : Decision altitude (DA) is referenced to mean sea level and decision height (DH) is referenced to the threshold elevation.

Note 2 : The required visual reference means that section of the visual aids or of the approach area which should have been in view for sufficient time for the pilot to have made an assessment of the aircraft position and rate of change of position, in relation to the desired flight path. In Category III operations with a decision height that required visual reference is that specified for the particular procedure and operation.

Note 3 : For convenience where both expressions are used they may be written in the form “decision altitude/height” and abbreviated “DA/H”.

(215) *Defined Point after Takeoff (DPATO)*.—The point, within the takeoff and initial climb phase, before which the Class 2 helicopter's ability to continue the flight safely, with one engine inoperative, is not assured and a forced landing may be required.

(216) *Defined Point Before Landing (DPBL)*.—The point, within the approach and landing phase, after which the Class 2 helicopter's ability to continue the flight safely, with one engine inoperative, is not assured and a forced landing may be required.

(217) *Degree Celsius (°C)*.—The special name for the unit kelvin for use in stating values of Celsius temperature.

(218) *Design Landing Mass*.—The maximum mass of the aircraft at which, for structural design purposes, it is assumed that it will be planned to land.

(219) *Design Take-off Mass*.—The maximum mass at which the aircraft, for structural design purposes, is assumed to be planned to be at the start of the take-off run.

(220) *Design Taxing Mass*.—The maximum mass of the aircraft at which structural provision is made for load liable to occur during use of the aircraft on the ground prior to the start of take-off.

(221) *Designated Examiner*.—Any person designated by the Authority to act as a representative of the Authority in examining, inspecting, and testing persons for the purposes of issuing licences, ratings, or certificates

(222) *Detect and Avoid*.—The capability to see, sense or detect conflicting traffic or other hazards and take the appropriate action.

(223) *DETRESFA*.—The code word used to designate a distress phase.

(224) *Directly-in-Charge*.—As applied to an Approved Maintenance Organisation in Part 6 - Means an appropriately licensed person(s) having the responsibility for the work of an approved maintenance organisation that performs maintenance, preventive maintenance, alterations, or other functions affecting aircraft airworthiness. A person directly in charge does not need to physically observe and direct each worker constantly but must be available for consultation on matters requiring instruction or decision from higher authority.

(225) *Director-General*.—The Director General of Nigeria Civil Aviation Authority appointed under Section 8 of the Civil Aviation Act 2006.

(226) *Discrete Source Damage*.—Structural damage of the aeroplane that is likely to result from: impact with a bird, uncontained fan blade failure, uncontained engine failure, uncontained high-energy rotating machinery failure or similar causes.

(227) *Dry Lease*.—The lease of an aircraft without the crew.

(228) *Dual instruction time*.—Flight time during which a person is receiving flight instruction from a properly authorised pilot on board the aircraft.

(229) *Duty*.—Any task that flight or cabin crew members are required by the operator to perform, including for example, flight duty, administrative work, training, positioning and standby when it is likely to induce fatigue.

(230) *Duty Period*.—As related to an air operator, a period which starts when flight or cabin crew personnel are required by an operator to report for or to commence a duty and ends when that person is free from all duties.

(231) *Duty Time*.—The total time from the moment a person identified in these regulations begins, immediately after a rest period, any work on behalf of the certificate holder until that person is free from all restraint associated with that work.

(232) *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 Nigeria may declare to be a pest, and

(ii) Use as a plant regulator, defoliant or desiccant.

(233) *Effective length of the runway*.—The distance for landing from the point at which the obstruction clearance plane associated with the approach end of the runway intersects the centre line of the runway to the far end.

(234) *Electronic Flight Bag*.—An electronic information system comprised of equipment and applications for flight crew, which allows for the storing, updating, displaying and processing of EFB functions to support flight operations or duties.

(235) *Elevated Heliport*.—A heliport located on a raised structure on land.

(236) *ELT battery useful life*.—The length of time after its date of manufacture or recharge that the battery or battery pack may be stored under normal environmental conditions without losing its ability to allow the ELT to meet the applicable performance standards.

(237) *ELT battery expiration date*.—The date of battery manufacture or recharge plus one half of its useful life.

(238) *Emergency Locator Transmitter (ELT)*.—A generic term describing equipment which broadcast distinctive signals on designated frequencies and, depending on application, may be automatically activated by impact or be manually activated. An ELT may be any of the following :

(i) *Automatic fixed ELT* : An automatically activated ELT which is permanently attached to an aircraft.

(ii) *Automatic portable ELT*. An automatically activated ELT which is rigidly attached to an aircraft but readily removable from the aircraft.

(iii) *Automatic deployable ELT (ELT(AD))*. An ELT which is rigidly attached to an aircraft and which is automatically deployed and activated by impact, and in some cases, also be hydro static sensors. Manual deployment is also provided.

(iv) *Survival ELT*. An ELT which is removable from an aircraft, stowed so as to facilitate its ready use in an emergency, and manually activated by survivors.

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

(240) *Engine*.—A unit used or intended to be used for aircraft propulsion. It consists of at least those components and equipment necessary for functioning and control, but excludes the propeller/rotors (if applicable).

(241) *Enhanced Ground Proximity Warning (EGPWS)*.—A forward looking warning system that uses the terrain data base for terrain avoidance.

(242) *Equivalent System of Maintenance*.—An AOC holder may conduct maintenance activities through an arrangement with an AMO or may conduct its own maintenance, preventive maintenance, or alterations, so long as the AOC holder's maintenance system is approved by the Authority and is equivalent to that of an AMO, except that the approval for return to service of an aircraft/aeronautical product shall be made by an appropriately licensed aviation maintenance technician or aviation repair specialists in accordance with Part 2, as appropriate.

(243) *Error*.—As relates to the flight crew, an action or inaction by the flight crew that leads to deviations from organisational or flight crew intentions or expectations.

(244) *Error Management*.—The process of detecting and responding to errors with countermeasures that reduce or eliminate the consequences of errors, and mitigate the probability of errors or undesired aircraft state.

(245) *Estimated off-block Time*.—The estimated time at which the aircraft will commence movement associated with departure.

(246) *Estimated Time of Arrival*.—For IFR flights, the time at which it is estimated that the aircraft will arrive over that designated point, defined by reference to navigation aids, from which it is intended that approach procedure will be commenced, or if no navigation aid is associated with the aerodrome, the time at which the aircraft will arrive over the aerodrome. For VFR flights, the time at which it is estimated that the aircraft will arrive over the aerodrome.

(247) *Evaluator*.—A person employed by a certified Approved Training Organisation who performs tests for licensing, added ratings, authorisations, and proficiency checks that are authorised by the certificate holder's training specification, and who is authorised by the Authority to administer such checks and tests.

(248) *Extended Diversion Time Operations (EDTO)*.—Any operation by an aeroplane with two or more turbine engines where the diversion time to an en-route alternate aerodrome is greater than the threshold time established by the State of the Operator.

(249) *Extended diversion time operations critical fuel*.—The fuel quantity necessary to fly to an en-route alternate aerodrome considering at the most critical point on the route, the most limiting system failure.

(250) *Extended diversion time operations significant system*.—An aeroplane system whose failure or degradation could adversely affect the safety particular to an EDTO flight, or whose continued functioning is specifically important to the safe flight and landing of an aeroplane during an extended diversion time operations diversion.

(251) *Extended Flight Over Water*.—A flight operated over water at a distance of more than 93km (50 NM), or 30 minutes at normal cruising speed, whichever is the lesser, away from land suitable for making an emergency landing.

(252) *Examiner*.—Any person designated by the Authority to act as a representative of the Authority in examining, inspecting, and testing persons and aircraft for the purpose of issuing licences, ratings and certificates.

(253) *Exception*.—As it related to dangerous goods in Part 9 - A provision in ICAO Annex 18 which excludes a specific item of dangerous goods from the requirements normally applicable to that item.

(254) *Expected Approach Time*.—The time at which ATC expects that an arriving aircraft, following a delay, will leave the holding point to complete its approach for a landing.

Note : The actual time of leaving the holding point will depend upon the approach clearance.

(255) *Extended Overwater Operation*.—With respect to aircraft other than helicopters, an operation over water at a horizontal distance of more than 50 nm from the nearest shoreline; and to helicopters, an operation over water at a horizontal distance of more than 50 nm from the nearest shoreline and more than 50 nm from an offshore heliport structure.

(256) *Facility*.—A physical plant, including land, buildings, and equipment, which provides a means for the conduct of the activities approved by the Authority for an approved or certificated entity.

(257) *Factor of Safety*.—A design factor used to provide for the possibility of loads greater than those assumed, and for uncertainties in design and fabrication.

(258) *Farad (F)*.—The capacitance of a capacitor between the plates of which there appears a difference of potential of 1 volt when it is charged by a quantity of electricity equal to 1 coulomb.

(259) *Fatal Injury*.—As relates to an aircraft accident, any injury which results in death within 30 days of the accident.

(260) *Fatigue*.—A physiological state of reduced mental or physical performance capability resulting from sleep loss or extended wakefulness, Circadian phase, or workload (mental and/or physical activity) that can impair a crew member's alertness and ability to safely operate an aircraft or perform safety related duties.

(261) *Fatigue Risk Management System (FRMS)*.—A data-driven means of continuously monitoring and managing fatigue-related safety risks, based upon scientific principles and knowledge as well as operational experience that aims to ensure relevant personnel are performing at adequate levels of alertness.

(262) *Filed Flight Plan*.—The flight plan as filed with an air traffic service unit by the pilot or designated representative, without any subsequent changes.

(263) *Final Approach*.—That part of an instrument approach procedure which commences at the specified final approach fix or point, or where such a fix or point is not specified, at the end of the last procedure turn, base turn or inbound turn of a racetrack procedure, if specified; or at the point of interception of the last track specified in the approach procedure; and ends at a point in the vicinity of an aerodrome from which :

- (i) a landing can be made ; or
- (ii) a missed approach procedure is initiated.

(264) *Final Approach and Take-off Area (FATO)*.—A defined area over which the final phase of the approach manoeuvre to hover or landing is completed and from which the take-off manoeuvre is commenced. Where the FATO is to be used by performance Class 1 helicopters, the defined area includes the rejected take-off area available.

(265) *Final Approach Segment (FAS)*.—The segment of an instrument approach procedure in which alignment and descent for landing are accomplished.

(266) *Finding*.—A conclusion by audit personnel that demonstrates non-conformity with a specific standard.

(267) *Fire Resistant*.—The capability to withstand the application of heat by a flame for a period of 5 minutes.

Note : The characteristics of an acceptable flame can be found in ISO 2685.

(268) *Fireproof*.—The capability to withstand the application of heat by a flame for a period of 15 minutes.

Note : The characteristics of an acceptable flame can be found in ISO 2685.

(269) *Fireproof Material*.—A material capable of withstanding heat as well as or better than steel when the dimensions in both cases are appropriate for the specific purpose.

(270) *Flight(s)*.—The period from takeoff to landing.

(271) *Flight Crew Member*.—A licensed crew member charged with duties essential to the operation of an aircraft during a flight duty period.

(272) *Flight Data Analysis*.—A process of analysing recorded flight data in order to improve the safety of flight operations. \

(273) *Flight Duty Period*.—A period which commences when a flight or cabin crew member is required to report for duty that includes a flight or a series of flights and which finishes when the aeroplane finally comes to rest and the engines are shut down at the end of the last flight on which he/she is a crew member.

(274) *Flight Information Centre*.—A unit established to provide flight information service and alerting service.

(275) *Flight Information Region*.—An airspace of defined dimensions within which flight information service and alerting service are provided.

(276) *Flight Information Service*.—A service provided for the purpose of giving advice and information useful for the safe and efficient conduct of flights.

(277) *Flight Level*.—A surface of constant atmospheric pressure which is related to a specific pressure datum, 1,013.2 hectopascals (hPa), and is separated from other surfaces by specific pressure intervals.

(278) *Flight manual*.—A manual, associated with the certificate of airworthiness, containing limitations within which the aircraft is to be considered airworthy, and instructions information necessary to the flight crew members for the safe operation of the aircraft.

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

(280) *Flight Plan*.—Specified information provided to air traffic services units, relative to an intended flight or portion of a flight of an aircraft.

(281) *Flight Recorder*.—Any type of recorder installed in the aircraft for the purpose of complementing accident/incident investigation. Note: This could include the cockpit voice recorder (CVR) or flight data recorder (FDR).

(282) *Flight Release*.—A flight preparation identifying the type of operation with the permitting weight limitations, fuel requirement, weather conditions at departure, en-route destination and alternate airports for safe operation.

(283) *Flight safety document system*.—A set of inter-related documentation established by the operator, compiling and organising information necessary for flight and ground operations, and comprising, as a minimum, the operations manual and the operator's maintenance control manual.

(284) *Flight Simulation Training Device*.—Any one of the following three types of apparatus in which flight conditions are simulated on the ground :

(i) A flight simulator, which provides an accurate representation of the flight deck of a particular aircraft type to the extent that the mechanical, electrical, electronic, etc. aircraft systems control functions, the normal environment of flight crew members, and the performance and flight characteristics of that type of aircraft are realistically simulated ;

(ii) A flight procedures trainer, which provides a realistic flight deck environment, and which simulates instrument responses, simple control functions of mechanical, electrical ,electronic, etc., aircraft systems, and the performance and flight characteristics of aircraft of a particular class.

(iii) A basic instrument flight trainer, which is equipped with appropriate instruments and which simulates the flight deck environment of an aircraft in flight in instrument flight conditions.

(285) *Flight Status*.—An indication of whether a given aircraft requires special handling by air traffic services units or not.

(286) *Flight Time*.—The period of time that the aircraft moves under its own power for the purpose of flight and ends when the aircraft comes to rest after it is parked, with engine(s) shut down if applicable.

Note : Flight time as here defined is synonymous with the term “block-to-block” time or “chock-to-chock” time in general usage, which is measured from the time an aircraft moves from the loading point until it stops at the unloading point.

(287) *Flight Time—Aeroplane*.—The total time from the moment an aeroplane first moves for the purpose of taking off until the moment it finally comes to rest at the end of the flight.

(288) *Flight Time—Helicopter*.—The total time from the moment a helicopter’s rotor blades start turning until the moment the helicopter finally comes to rest at the end of the flight, and the rotor blades are stopped.

(289) *Flight Time—Glider*.—The total time occupied in flight, whether being towed or not, from the moment the glider first moves for the purpose of taking off until the moment it come to rest at the end of the flight.

(290) *Flight Training*.—Training, other than ground training, received from an authorised instructor in flight in an aircraft.

(291) *Flight Visibility*.—The visibility forward from the cockpit of an aircraft in flight.

(292) *Foot (ft)*.—The length equal to 0.304 8 metre exactly.

(293) *Forecast*.—A statement of expected meteorological conditions for a specified time or period, and for a specified area or portion of airspace.

(294) *Foreign Air Operator*.—Any operator, not being a Nigerian air operator, which undertakes, whether directly or indirectly or by lease or any other arrangement, to engage in commercial air transport operations within borders or airspace of Nigeria, whether on a scheduled or charter basis.

(295) *Foreign Authority*.—The civil aviation authority that issues and oversees the Air Operator Certificate of the foreign operator.

(296) *Frangible Object*.—An object of low mass designed to break, distort, or yield on impact so as to present the minimum hazard to aircraft.

(297) *Freight Container*.—See unit load device.

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

(299) *General aviation operation.*—An aircraft operation other than a commercial air transport operation or aerial work operation.

(300) *Glider.*—A non-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.

(301) *Global Navigation Satellite System.*—means a worldwide position and time determination system, which includes one or more satellite constellations, aircraft receivers and system integrity monitoring, augmented as necessary to support the required navigation performance for the actual phase of operation.

(302) *Gray (Gy).*—The energy imparted by ionizing radiation to a mass of matter corresponding to 1 joule per kilogram.

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

(304) *Ground Proximity Warning System (GPWS).*—A warning system that uses radar altimeters to alert the pilots of hazardous flight conditions.

(305) *Ground Visibility.*—The visibility at an aerodrome, as reported by an accredited observer.

(306) *Gyroplane.*—A heavier-than-air aircraft supported in flight by the reactions of the air on one or more rotors which rotate freely on substantially vertical axes.

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

(308) *Hazard.*—A condition or an object with the potential to cause injuries to personnel, damage to equipment or structures, loss of material, or reduction of ability to perform a prescribed function.

(309) *Heading.*—The direction in which the longitudinal axis of an aircraft is pointed, usually expressed in degrees from North (true, magnetic, compass or grid).

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

(311) *Heavier-than-air Aircraft*.—Any aircraft deriving its lift in flight chiefly from aerodynamic forces.

(312) *Height*.—The vertical distance of a level, a point or an object considered a point, measured from a specified datum.

(313) *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 axis.

(i) *Categories* :

(A) *Category A*.—A multi-engined helicopter designed with engine and system isolation features specified in ICAO Annex 8, Part IVB, and capable of operations using take-off and landing data scheduled under a critical engine failure concept which assures adequate designed surface area and adequate performance capability for continued safe flight or safe rejected take-off.

(B) *Category B*.—A single engine or multi-engined helicopter which does not meet Category A standards. Category B helicopters have no guaranteed capability to continue safe flight in the event an engine failure, and a forced landing is assumed.

(ii) *Performance Classes* :

(a) *Class 1 Helicopter*.—A helicopter with performance such that, in case of critical engine failure, it is able to land within the rejected takeoff area or safely continue the flight to an appropriate landing area, depending on when the failure occurs.

(b) *Class 2 Helicopter*.—A helicopter with performance such that, in case of critical engine failure, it is able to safely continue the flight, except when the failure occurs prior to a defined point after takeoff or after a defined point before landing, in which case a forced landing may be required.

(c) *Class 3 Helicopter*.—A helicopter with performance such that, in case of engine failure at any point in the flight profile, a forced landing must be performed.

Note 1: See also definitions for operations in performance Class 1, Class 2 and Class 3, below.

(314) *Helicopter Load Combinations*.—Configurations for external loads carried by helicopter—

(i) *Class A*—External load fixed to the helicopter, cannot be jettisoned, and does not extend below the landing gear, used to transport cargo.

(ii) *Class B*—External load suspended from the helicopter, which can be jettisoned, and is transported free of land or water during rotorcraft operations.

(iii) *Class C*—External load suspended from the helicopter, which can be jettisoned, but remains in contact with land or water during rotorcraft operation.

(iv) *Class D*—External load suspended from the helicopter for the carriage of persons.

(315) *Henry (H)*.—The inductance of a closed circuit in which an electromotive force of 1 volt is produced when the electric current in the circuit varies uniformly at a rate of 1 ampere per second.

(316) *Hertz (Hz)*.—The frequency of a periodic phenomenon of which the period is 1 second.

(317) *Helideck*.—A heliport located on a floating or fixed offshore structure.

(318) *Heliport*.—An aerodrome or defined area on a structure intended to be used wholly or in part for the arrival, departure, and surface movement of helicopters.

(319) *Heliport Operating Minima*.—The limits of usability of a heliport for :

(i) Take-off, expressed in terms of runway visual range and/or visibility and, if necessary, cloud conditions ;

(ii) Landing in 2D instrument approach operations, expressed in terms of visibility and/or runway visual range, minimum descent altitude/height (MDA/H) and, if necessary, cloud conditions; and Landing in 3D instrument approach operations, expressed in terms of visibility and/or runway visual range and decision altitude/height (DA/H) appropriate to the type and/or category of the operation.

(320) *High-Performance Aeroplane*.— An aeroplane with an engine of more than 200 horsepower.

(321) *High speed Aural Warning*.—A speed warning that is required for turbine-engined airplanes and airplanes with a V_{mo}/M_{mo} greater than 0.80 V_{df}/M_{df} or V_d/M_d .

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

(323) *Housing*.—As it related to Approved Maintenance Organisations in Part 6 - Buildings, hangers, and other structures to accommodate the necessary equipment and materials of a maintenance organisation that—

(i) Provide working space for the performance of maintenance, preventive maintenance, or modifications for which the maintenance organisation is approved and rated ; and

(ii) Provide structures for the proper protection of aircraft, airframes, aircraft engines, propellers, appliances, components, parts, and subassemblies thereof during disassembly, cleaning, inspection, repair, modification, assembly, and testing ; and

(iii) Provide for the proper storage, segregation, and protection of materials, parts, and supplies.

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

(325) *Human Performance*.—Human capabilities and limitations which have an impact on the safety and efficiency of aeronautical operations.

(326) *ICAO*.—International Civil Aviation Organisation.

(327) *IFR*.—The symbol used to designate the instrument flight rules.

(328) *IFR Flight*.—A flight conducted in accordance with the instrument flight rules.

(329) *IMC*.—The symbol used to designate instrument meteorological conditions.

(330) *INCERFA*.—The code word used to designate an uncertainty phase.

(331) *Incident*.—An occurrence other than an accident, associated with the operation of an aircraft, which affects or could affect the safety of operations.

(332) *Includes*.—A rule of construction in Part 1.1.1.1(a)(5) that means “includes but is not limited to.”

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

(334) *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 Organisation’s Standards and Recommended Practices, other aviation safety requirements and the best practices deemed appropriate.

Note : Some States accept and reference industry codes of practice in the development of regulation to meet the requirements of Annex 19, Part II, and make available, for the industry codes of practice, their sources and how they may be obtained.

(335) *Inspection*.—The examination of an aircraft or aeronautical product to establish conformity with a standard approved by the Authority.

(336) *Instructions for continued Airworthiness*.—A set of descriptive data, maintenance planning and accomplishment instructions, developed by a design approval holder in accordance with the certification basis for the product, providing operators with the necessary information for development of their own maintenance programme and accomplishment instructions.

(337) Instrument approach categories—

(i) *Category One (CAT I) Operation*.—A precision instrument approach and landing with a decision height not lower than 60m (200 ft) and with either a visibility not less than 800m or a runway visual range not less than 550m.

(ii) *Category Two (CAT II) Operation*.—A precision instrument approach and landing with a decision height lower than 60m (200ft) but no lower than 30m (100ft) and a visual range not less 300m.

(iii) *Category Three A (CAT IIIA) Operation*.—A precision approach and landing with : a decision height lower than 30m (100ft) or no decision height ; and a runway visual range not less than 175m.

(iv) *Category Three B (CAT IIIB) Operation*.—A precision approach and landing with : a decision height lower than 15m (50ft) or no decision height ; and a runway visual range less than 175m but not less than 50m.

(v) *Category Three C (CAT IIIC) Operation*.—A precision instrument approach and landing with no decision height and no runway visual range limitations.

Note : Definitions taken from text in ICAO Annex 6, Part 1: 4.2.8.3 and ICAO Annex 6, Part III, Section II: 2.2.8.

(338) *Instrument Approach Procedure. Instrument Approach Procedure (IAP)*.—A series of predetermined manoeuvres by reference to flight instruments with specified protection from obstacles from the initial approach fix, or where applicable, from the beginning of a defined arrival route to a point from which a landing can be completed and thereafter, if a landing is not completed, to a position at which holding or en-route obstacle clearance criteria apply. Instrument approach procedures are classified as follows :

(i) *Non-Precision Approach (NPA) procedure.*—An instrument approach procedures designed for 2D instrument approach operations Type A.

Note : Non-precision approach procedures may be flown using a continuous descent final approach technique(CDFA). CDFA with advisory VNAV guidance calculated by on-board equipment (see ICAO Doc 8168, Vol. I, Part I, Section 4, Chapter 1, paragraph 1.8.1) are considered 3D instrument approach operations. CDFA with manual calculation of the required rate of descent are considered 2D instrument approach operations. For more information, see ICAO Doc, 8168, PANS-OPS, Vol. I, Section 1.7 and 1.8.

(ii) Approach procedure with vertical guidance (APV). A performance-based navigation (PBN) instrument approach procedure designed for 3D instrument approach operations Type B.

(iii) *Precision Approach (PA) Procedure*—An instrument approach procedure based on navigation systems (LKS, MLS, GLS and SBAS CAT I) designed for 3D instrument approach operations Type A or B.

(339) *Instrument Approach Operations.*—An approach and landing using instruments for navigation guidance based on an instrument approach procedure. There are two methods for executing instrument approach operations :

(i) A two-dimensional (2D) instrument approach operation, using lateral navigation guidance only ; and

(ii) A three-dimensional (3D) instrument approach operation, using both lateral and vertical navigation guidance.

Note : Lateral and vertical navigation guidance refers to the guidance provided either by :

(a) a ground-based radio navigation aid ; or

(b) computer-generated navigation data from ground-based, space-based, self-contained navigation aids or a combination of these.

(340) *Instrument Flight Time.*—Time during which a pilot is piloting an aircraft solely by reference to instruments and without external reference points.

(341) *Instrument Ground Time.*—Time during which a pilot is practising, on the ground, simulated instrument flight in a flight simulation training device approved by the Authority.

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

(343) *Instrument Time*—Time in which cockpit instruments are used as the sole means for navigation and control, which may be instrument flight time or instrument ground time.

(344) *Instrument Training*—Training which is received from an authorised instructor under actual or simulated instrument meteorological conditions.

(345) *Integrated Survival Suit*—A survival suit which meets the combined requirement of the survival suit and life jacket.

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

(347) *International Commercial Air Transport*—The carriage by aircraft of persons or property for remuneration or hire or the carriage of mail between any two or more countries.

(348) *International Operating Agency*.—An agency of the kind contemplated in Article 77 of the Convention on International Civil Aviation.

(349) *Investigation*.—As relates to an aircraft accident or incident, a process conducted for the purpose of accident prevention which includes the gathering and analysis of information, the drawing of conclusions, including the determination of causes and, when appropriate, the making of safety recommendations.

(350) *Investigator-in-Charge*.—As relates to an aircraft accident or incident, a person charged, on the basis of his or her qualifications, with the responsibility for the organisation, conduct and control of an investigation.

(351) *Isolated Aerodrome*.—A destination aerodrome for which there is no destination alternate aerodrome suitable for a given aeroplane type.

(352) *Joule (J)*.—The work done when the point of application of a force of 1 newton is displaced a distance of 1 metre in the direction of the force.

(353) *Journey Log*.—A form signed by the PIC of each flight that records the aeroplane's registration, crew member names and duty assignments, the type of flight, and the date, place, and time of arrival and departure.

(354) *Kelvin (K)*.—A unit of thermodynamic temperature which is the fraction $1/273.16$ of the thermodynamic temperature of the triple point of water.

(355) *Kilogram (kg)*.—The unit of mass equal to the mass of the international prototype of the kilogram.

(356) *Knot (kt)*.—The speed equal to 1 nautical mile per hour.

(357) *Knowledge Test*.—A test on the aeronautical knowledge areas required for an airman licence or rating that can be administered in written form or by a computer.

(358) *Landing Area*.—That part of a movement area intended for the landing or takeoff of an aircraft.

(359) *Land Distance Available (LDA)*.—The length of runway which is declared available and suitable for the ground run of an aeroplane landing.

(360) *Landing Decision Point*.—The point used in determining landing performance from which, an engine failure occurring at this point, the landing may be safely continued or a balked landing initiated.

(361) *Landing Surface*.—That part of the surface of an aerodrome which the aerodrome authority has declared available for the normal ground or water run of aircraft landing in a particular direction.

(362) *Large Aeroplane*.—An aeroplane having a maximum certified takeoff mass of 5,700 kg. (12,500 lbs.), or more.

(363) *Level*.—A generic term relating to the vertical position of an aircraft in flight and meaning variously, height, altitude or flight level.

(364) *Licensing Authority*.—The authority designated by the Contracting State as responsible for the licensing of personnel.

Note 1: Licensing Authority or Authority can be replaced by the term appropriate to the country adopting these regulations e.g. Minister, Civil Aviation Authority (CAA) or Director, as applicable.

Note 2: The Licensing Authority is deemed to have been given the following responsibilities by the Contracting State :

- (i) Assessment of an applicant's qualifications to hold a licence or rating ;
- (ii) Issue and endorsement of licences and ratings ;
- (iii) Designation and authorisation of approved persons ;
- (iv) Approval of training courses ;
- (v) Approval of the use of flight simulation training devices and authorisation for their use in gaining the experience or in demonstrating the skill required for the issue of a licence or rating ; and
- (vi) Validation of licences issued by other Contracting States.

(365) *Life-limited part*.—Any part for which a mandatory replacement limit is specified in the type design, the Instructions for Continued Airworthiness, or the maintenance manual.

(366) *Lighter-than-air Aircraft*.—Any aircraft supported chiefly by its buoyancy in the air.

(367) *Lighting System Reliability*.—The probability that the complete lighting installation operates within the specified tolerances and that the system is operationally usable.

(368) *Likely*.—In the context of the medical provisions in for licensing in Part 2.11 likely means with a probably of occurring that is unacceptable to the medical assessor.

(369) *Limit Loads*.—The maximum loads assumed to occur in the anticipated operating conditions.

(370) *Line check*. A check given to a pilot by a check pilot to evaluate the pilot's operational competency during line operating flight time in an aircraft type he/she is qualified to fly, over a route and area in which the AOC is authorised to operate.

(371) *Line Maintenance*.—Any unscheduled maintenance resulting from unforeseen events, or scheduled checks that contain servicing and/or inspections that do not require specialised training, equipment or facilities.

(372) *Line Operating Flight Time*.—Flight time recorded by the PIC or Co-Pilot while in revenue service for an AOC holder.

(373) *Line Oriented Flight Training (LOFT)*.—Training in a simulator with a complete crew using representative flight segments which contain normal, abnormal and emergency procedures that may be expected in line operations.

(374) *Line-Oriented Simulation*.—Simulation conducted using operational-oriented flight scenarios that accurately replicate interaction among flight crew members and between flight crew members and dispatch facilities, other crewmembers, air traffic control and ground operations.

(375) *Litre (L)*.—A unit of volume restricted to the measurement of liquids and gases which is equal to 1 cubic decimetre.

(376) *Load Factor*.—The ratio of a specified load to the weight of the aircraft, the former being expressed in terms of aerodynamic forces, inertial forces or ground reactions.

(377) *Long range overwater flights*.—Routes on which an aeroplane may be over water and at more than a distance corresponding to 120 minutes at cruising speed or 740 km (400 NM), whichever is the lesser, away from land suitable for making an emergency landing.

(378) *Low altitude wind shear warning and guidance system*.—A system that will issue a warning of low altitude wind shear and in some cases provide the pilot with guidance information of the escaper manoeuvre.

(379) *Lumen (Lm)*.—The luminous flux emitted in a solid angle of 1 steradian by a point source having a uniform intensity of 1 candela.

(380) *Lux (Lr)*.—The illuminance produced by a luminous flux of 1 lumen uniformly distributed over a surface of 1 square metre.

(381) *Mach Number Indicator*.—An indicator that shows airspeed as a function of the Mach number.

(382) *Maintenance*.—The performance of tasks required to ensure the continuing airworthiness of an aircraft, including any one or combination of overhaul, inspection, replacement, defect rectification, and the embodiment of a modification or repair.

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

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

(385) *Maintenance Programme*.—A document which describes the specific scheduled maintenance tasks and their frequency of completion and related procedures, such as a reliability programme, necessary for the safe operation of those aircraft to which it applies.

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

(387) *Major Alteration*.—Major alteration means an alteration not listed in the aircraft, aircraft engine, or propeller specifications – (1) that might appreciably affect weight, balance, structural strength, performance, powerplant, operations, flight characteristics, or other qualities affecting airworthiness ; or (2) that cannot be done by elementary operations.

(388) *Major Modification*.—In respect of an aeronautical product for which a Type certificate has been issued, a change in the Type Design that has an appreciable effect, or other than a negligible effect, on the mass and balance limits, structural strength, powerplant operation, flight characteristics, reliability, operational characteristics, or other characteristics or qualities affecting the airworthiness or environmental characteristics of an aeronautical product.

(389) *Major Repair*.—Major repair means a repair : (1) that if improperly done might appreciably affect weight, balance, structural strength, performance, powerplant, operations, flight characteristics, or other qualities affecting airworthiness ; or (2) that is not done according to accepted practices or cannot be done by elementary operations.

(390) *Manoeuvring Area*.—That part of an aerodrome to be used for the takeoff, landing and taxiing of aircraft, excluding aprons.

(391) *Marker*.—An object displayed above ground level in order to indicate an obstacle or delineate a boundary.

(392) *Marking*.—A symbol or group of symbols displayed on the surface of the movement area in order to convey aeronautical information.

(393) *Master Minimum Equipment List (MMEL)*.—A list established for a particular aircraft type by the organisation responsible for the type design with the approval of the State of Design containing items, , one or more of which is permitted to be unserviceable at the commencement of a flight. The MMEL may be associated with special operating conditions, limitations or procedures. The MMEL provides the basis for development, review, and approval by the Authority of an individual operator's MEL.

(394) *Materially altered Aircraft*.—Aircraft having powerplants installed other than those for which it is certified; or alterations to the aircraft or its components that materially affect flight characteristics.

(395) *Maximum Diversion Time*.—Maximum allowable range, expressed in time, from a point on a route to an en-route alternate aerodrome.

(396) *Maximum Mass*.—Maximum certificated take-off-mass.

(397) *May*.—A rule of construction in Part 1.1.1.1(a)(3) that indicates that discretion can be used when performing an act described in a regulation.

(398) *Medical Assessment*.—The evidence issued by the Authority that the licence holder meets specific requirements of medical fitness.

(399) *Medical Assessor*.—A physician, appointed by the Licensing Authority, qualified and experienced in the practice of aviation medicine and competent in evaluating and assessing medical conditions of flight safety significance.

(400) *Medical Certificate*.—A document issued by the Authority as acceptable evidence of physical fitness as required for certain personnel licence holders.

(401) *Medical Examiner*.—A physician with training in aviation medicine and practical knowledge and experience of the aviation environment, who is designated by the Licensing Authority to conduct medical examinations of fitness of applicants for licences or ratings for which medical requirements are prescribed. Called Aviation Medical examiners (AME) in this Part when non-CAA physicians are designated to perform medical examinations.

(402) *Meteorological Information*.—Meteorological reports, analysis, forecast, and any other statement relating to existing or expected meteorological conditions.

(403) *Meteorological Office*.—An office designated to provide meteorological service for international air navigation.

(404) *Metre (m)*.—The distance travelled by light in a vacuum during 1/299 792 458 of a second.

(405) Minimum descent altitude (MDA) or minimum descent height (MDH). A specified altitude or height in a 2D approach operation or circling approach operation below which descent must not be made without the required visual reference.

Note 1: Minimum descent altitude (MDA) is referenced to mean sea level and minimum descent height (MDH) is referenced to the aerodrome elevation or to the threshold elevation if that is more than 2 m (7 ft) below the aerodrome elevation. A minimum descent height for a circling approach is referenced to the aerodrome elevation.

Note 2: The required visual reference means that section of the visual aids or of the approach area which should have been in view for sufficient time for the pilot to have made an assessment of the aircraft position and rate of change of position, in relation to the desired flight path. In the case of a circling approach the required visual reference is the runway environment.

Note 3: For convenience when both expressions are used they may be written in the form “minimum descent altitude/height” and abbreviated “MDA/H”.

(406) *Minimum Equipment List (MEL)*.—A list approved by the Authority which provides for the operation of aircraft, subject to specified conditions, with particular equipment inoperative, prepared by an operator in conformity with, or more restrictive than, the Master Minimum Equipment List established for the aircraft type.

(407) *Minor*.—A minor repair means a repair other than a major repair.

(408) *Minor Modification*.—A modification other than a major modification.

(409) *Minister*.—This term means the Minister responsible for civil aviation.

(410) *Modification*.—The alteration of an aircraft/aeronautical product in conformity with an approved standard.

(411) *Mole (mol)*.—The amount of substance of a system which contains as many elementary entities as there are atoms in 0.012 kilogram of carbon-12.

(412) *Movement Area*.—That part of an aerodrome to be used for takeoff, landing and taxiing of aircraft, consisting of the manoeuvring area and the apron(s).

(413) *Navigable Airspace*.—The airspace above the minimum altitudes of flight prescribed in these Model regulations (Part 8) and includes airspace needed to insure safety in the takeoff and landing of aircraft.

(414) *Navigational Aids in Nigeria*.—Systems/Facilities (ground or space based) which have the capability of radiating and receiving radio frequency waves or signals in the airspace for aircraft in flight to utilise for monitoring flight progress, approach and landing

(415) *Nautical Mile (NM)*.—The length equal to 1 852 metres exactly.

(416) *Navigation of Aircraft*.—A function which includes the piloting of aircraft.

(417) *Navigation Specification*.—A set of aircraft and flight crew requirements needed to support performance-based navigation operations within a defined airspace. There are two kinds of navigation specifications :

(i) *Required navigation performance (RNP) specification*.—A navigation specification based on area navigation that includes the requirement for performance monitoring and alerting, designated by the prefix RNP, e.g. RNP 4, RNP APCH ;

(ii) *Area navigational (RNAV) specification*.—A navigation specification based on area navigation that does not include the requirement for performance monitoring and alerting, designated by the prefix RNAV, e.g. RNAV 5, RNAV 1 ;

Note 1: The Performance-based Navigation (PBN) Manual (Doc 9613), Volume II, contains detailed guidance on navigation specifications.

Note : 2—The term RNP, previously defined as “a statement of the navigation performance necessary for operation within a defined airspace”, has been removed from this *Annex* as the concept of RNP has been overtaken by the concept of PBM. The term RNP in this *Annex* is now solely used in the context of navigation specifications that require performance monitoring and alerting, e.g. RNP 4 refers to the aircraft and operating requirements, including a 4 NM lateral performance with on-board performance monitoring and alerting that are detailed in Doc 9613.

(418) *Newton (N)*.—The force which when applied to a body having a mass of 1 kilogram gives it an acceleration of 1 metre per second squared.

(419) *Night*.—The hours between the end of evening civil twilight and the beginning of morning civil twilight or such other period between sunset and sunrise. Civil twilight ends in the evening when the centre of the sun’s disc is 6 degrees below the horizon and begins in the morning when the centre of the sun’s disc is 6 degrees below the horizon.

(420) *Obstacle*.—All fixed (whether temporary or permanent) and mobile objects, or parts thereof, that are located on an area intended for the surface movement of aircraft or that extended above a defined surface intended to protect aircraft in flight.

(421) *Obstacle clearance altitude (OCA) or obstacle clearance height (OCH)*.—The lowest altitude or the lowest height above the elevation of the relevant runway threshold or the aerodrome elevation as applicable, using in establishing compliance with appropriate obstacle clearance criteria.

Note 1: Obstacle clearance altitude is referenced to mean sea level and obstacle clearance height is referenced to the threshold elevation or in the case of non-precision approach procedures to the aerodrome elevation or the threshold elevation if that is more than 2 m (7 ft) below the aerodrome elevation. An obstacle clearance height for a circling approach procedure is referenced to the aerodrome elevation.

Note 2 : For convenience when both expressions are used they may be written in the form “obstacle clearance altitude/height” and abbreviated “OCA/H.”

(422) *Obstruction Clearance Plane*.—A plane sloping upward from the runway at a slope of 1:20 to the horizontal, and tangent to or clearing all obstructions within a specified area surrounding the runway as shown in a profile view of that area. In the plane view, the centreline of the specified area coincides with the centreline of the runway, beginning at the point where the obstruction clearance plane intersects the centreline of the runway and proceeding to a point at least 450 m (1,500) feet from the beginning point.

Thereafter, the centreline coincides with the takeoff path over the ground for the runway (in the case of takeoffs) or with the instrument approach counterpart (for landings), or where the applicable one of these paths has not been established, it proceeds consistent with turns of at least 1.2 km (4,000 foot) radius until a point is reached beyond which the obstruction clearance plane clears all obstructions. This area extends laterally 60 m (200 feet) on each side of the centreline at the point where the obstruction clearance plane intersects the runway and continues at this width to the end of the runway; then it increases uniformly to 150 m (500 feet) on each side of the centreline at a point 450 m (1,500 feet) from the intersection of the obstruction clearance plane with the runway; thereafter, it extends laterally 150 m (500 feet) on each side of the centreline.

(423) *Obstacle Free Zone (OFZ)*.—The airspace above the inner approach surface, inner transitional surfaces and balked landing surface and that portion of the strip bounded by these surfaces, which is not penetrated by any fixed obstacle other than a low-mass and frangibly mounted one required for air navigation purposes.

(424) *Obstacle Limitation Surfaces*.—Series of surfaces that define the volume of airspace at and around an aerodrome to be kept free of obstacle in order to permit the intended aircraft operations to be conducted safely and to prevent the aerodrome from becoming unusable by the growth of obstacles around the aerodrome.

(425) *Ohm (Ω)*.—The electric resistance between two points of a conductor when a constant difference of potential of 1 volt, applied between these two points, produces in this conductor a current of 1 ampere, this conductor not being the source of any electromotive force.

(426) *Operating Position*.—An air traffic control function performed within or directly.

(427) *Operating Base*.—The location from which operational control is exercised.

Note : An operating base is normally the location where personnel involved in the operation of the aeroplane work and the records associated with the operation are located. An operating base has a degree of permanency beyond that of a regular point of call.

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

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

(430) *Operational Personnel*.—Personnel involved in aviation activities who are in a position to report safety information.

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.

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

(432) *Operations in performance Class 1*.—Helicopter operations in performance such that, in the event of critical engine failure, performance is available to enable the helicopter to safely continue the flight to an appropriate landing area, unless the failure occurs prior to reaching the take-off decision point (TDP) or after passing the landing decision point (LDP), in which cases the helicopter must be able to land within the rejected take-off or landing area.

(433) *Operations in Performance Class 2*.—Helicopter operations in performance such that, in the event of critical engine failure, performance is available to enable the helicopter to safely continue the flight to an appropriate landing area, except when the failure occurs early during the take-off manoeuvre or late in the landing manoeuvre, in which case a forced landing may be required.

(434) *Operations in performance Class 3*.—Helicopter operations in performance such that, in the event of an engine failure at any time during the flight, a forced landing will be required.

(435) *Operations Specifications*.—The authorisations, conditions and limitations associated with the air operator certificate and subject to the conditions in the operations manual.

Note : The operations specifications are part of an operator's certificate (air operator certificate, approved training organisation certificate, approved maintenance organisation certificate, etc.) that is used to administer safety standards and define the provisions and limitations within which the operator may conduct business operations. Operations specifications are issued by the Authority and considered a legal, contractual agreement between the Authority and the operator.

(436) *Operator*.—A person, organisation or enterprise engaged in or offering to engage in an aircraft operation (ICAO). Any person who causes or authorises the operation of an aircraft, such as the owner, lessee, or bailee of an aircraft.

Note : In the context of remotely piloted aircraft, an aircraft operation includes the remotely piloted aircraft system.

(437) *Operator's Maintenance Control Manual*.—A document which describes the operator's procedures necessary to ensure that all scheduled and unscheduled maintenance is performed on the operator's aircraft on time and in a controlled and satisfactory manner.

(438) *Ornithopter*.—A heavier-than-air aircraft supported in flight chiefly by the reactions of the air on planes to which a flapping motion is imparted.

(439) *Overhaul*.—The restoration of an aircraft/aeronautical product using methods, techniques, and practices acceptable to the Authority, including disassembly, cleaning, and inspection as permitted, repair as necessary, and reassembly ; and tested in accordance with approved standards and technical data, or in accordance with current standards and technical data acceptable to the Authority, which have been developed and documented by the State of Design, holder of the type certificate, supplemental type certificate, or a material, part, process, or appliance approval under Parts Manufacturing Authorisation (PMA) or Technical Standard Order (TSO).

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

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

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

(443) *Pascal (Pa)*.—The pressure or stress of 1 newton per square meter.

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

(445) *Passenger Exit Seats*.—Those seats having direct access to an exit, and those seats in a row of seats through which passengers would have to pass to gain access to an exit, from the first seat inboard of the exit to the first aisle inboard of the exit. A passenger seat having “direct access” means a seat from which a passenger can proceed directly to the exit without entering an aisle or passing around an obstruction.

(446) *Performance-based Navigation (PBN)*.—Area navigation based on performance requirements for aircraft operating along an ATS route, on an instrument approach procedure or in a designated airspace.

Note : Performance requirements are expressed in navigation specifications (RNAV specification, RNP specification) in terms of accuracy, integrity, continuity, availability and functionality needed for the proposed operation in the context of a particular airspace concept.

(447) *Performance Class 1 Helicopter*.—A helicopter with performance such that, in case of engine failure it is able to land on the rejected take-off area or safely continue the flight to an appropriate landing area.

(448) *Performance Class 2 Helicopter*.—A helicopter with performance such that, in case of engine failure, it is able to safely continue the flight, except when the failure occurs prior to a defined point after take-off or after a defined point before landing, in which case a forced landing may be required.

(449) *Performance Class 3 Helicopter*.—A helicopter with performance such that, in case of engine failure at any point in the flight profile, a forced landing must be performed.

(450) *Performance Criteria*.—A simple, evaluative statement on the required outcome of the competency element and a description of the criteria used to judge if the required level of performance has been achieved.

(451) *Person*.—Any individual, firm, partnership, corporation, company, association, joint stock association, or body politic, and includes any trustee, receiver, assignee, or other similar representative of these entities. (Law)

(452) *Pilot in Command*.—The pilot responsible for the operation and safety of the aircraft during flight time. The pilot designated by the operator, or in the case of general aviation, the owner, as being in command and charged with the safe conduct of the flight.

(453) *Pilot-in-Command (PIC) under Supervision*.—Co-pilot performing, under the supervision of the PIC, the duties and functions of a PIC, provided that the method of supervision employed is acceptable to the Licensing Authority.

(454) *Pilot Time*—That time a person—

- (i) Serves as a required pilot ;
- (ii) Receives training from an authorised instructor in an aircraft, or an approved flight simulation training device ; or
- (iii) Gives training as an authorised instructor in an aircraft, or an approved flight simulation training device.

(455) *Pilot (to)*.—To manipulate the flight controls of an aircraft during flight time.

(456) *Point of No Return*.—The last possible geographic point at which an aeroplane can proceed to the destination aerodrome as well as to an available en route alternate aerodrome for a given flight.

(457) *Policy*.—A document containing a position or stance regarding a specific issue.

(458) *Powered-lift*.—A heavier-than-air aircraft capable of vertical takeoff, vertical landing, and low speed flight that depends principally on engine-driven lift devices or engine thrust for lift during these flight regimes and on nonrotating airfoil(s) for lift during horizontal flight.

(459) *Powerplant*.—The system consisting of all the engines, drive system components (if applicable), and propellers (if installed), their accessories, ancillary parts, and fuel and oil systems installed on an aircraft but excluding the rotors for a helicopter.

(460) *Power-Unit*.—A system of one or more engines and ancillary parts which are together necessary to provide thrust, independently of the continued operation of any other powered-unit(s), but not including short period thrust-producing devices.

(461) *Practical Test*.—See Skill test.

(462) *Pressure altitude*.—An atmospheric pressure expressed in terms of altitude which corresponds to that pressure in the Standard Atmosphere.

(463) *Primary Standard*.—A standard defined and maintained by a State Authority and used to calibrate secondary standards.

(464) *Printed Communications*.—Communications which automatically provide a permanent printed record at each terminal of a circuit of all messages which pass over such circuit.

(465) *Pre-flight Inspection*.—The inspection carried out before flight to insure that the aircraft is fit for the intended flight.

(466) *Prescribed*.—A rule of construction in Part 1.1.1.1.(a)(8) that means the Authority has issued written policy or methodology which imposes either a mandatory requirement, if the written policy or methodology states “shall,” or a discretionary requirement if the written policy or methodology states “may.”

(467) *Pressure-altitude*.—An atmospheric pressure expressed in terms of altitude which corresponds to that pressure in the Standard Atmosphere.

(468) *Pressurised Aircraft*.—For airman-licensing purposes, means an aircraft that has a service ceiling or maximum operating altitude, whichever is lower, above 25,000 feet MSL.

(469) *Preventive Maintenance*.—Simple or minor preservation operations and the replacement of small standard parts not involving complex assembly operations.

(470) *Problematic use of Substances*.—The use of one or more psychoactive substances by aviation personnel in a way that :

(i) Constitutes a direct hazard to the user or endangers the lives, health or welfare of others ; and/or

(ii) Causes or worsens an occupational, social, mental or physical problem or disorder.

(471) *Procedure*.—A way of documenting a process.

(472) *Process*.—A set of interrelated or interacted activities which transforms inputs into outputs.

(473) *Proficiency Check*.—A competency test by a licence holder on the areas of operations contained in the skill test for a particular licence, certificate, rating, or authorisation that is conducted by an authorised representative of the Authority.

(474) *Prohibited Area*.—An airspace of defined dimensions, above the land areas or territorial waters of a State, within which the flight of aircraft is prohibited.

(475) *Propeller*.—A device for propelling an aircraft that has blades on a powerplant driven shaft and that, when rotated, produces by its action on the air, a thrust approximately perpendicular to its plane of rotation. It includes control components normally supplied by its manufacturer, but does not include main and auxiliary rotors or rotating airfoils of powerplants.

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

(477) *Psychoactive Substances*.—Alcohol, opioids, cannabinoids, sedatives and hypnotics, cocaine, other psychostimulants, hallucinogens, and volatile solvents, whereas coffee and tobacco are excluded.

(478) *Psychosis*.—A mental disorder in which the individual has manifested delusions, hallucinations, grossly bizarre or disorganised behaviour, or other commonly accepted symptoms of this condition; or the individual may reasonably be expected to manifest delusions, hallucinations, grossly bizarre or disorganised behaviour, or other commonly accepted symptoms of this condition.

(479) *Public Aircraft*.—An aircraft used exclusively in the service of any government or of any political jurisdiction thereof, including the Government of Nigeria but not including any government owned aircraft engaged in operations which meet the definition of commercial air transport operations.

(480) *Qualification based Training*.—Training designed to ensure that graduates demonstrate the necessary minimum skill, knowledge and experience levels to meet the qualification requirements of the licence, rating or privilege.

(481) *Quality*.—The totality of features and characteristics of a product or service that bear on its ability to satisfy stated or implied needs.

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

(i) *Quality Assurance (as related to ATO)*.—All the planned and systematic actions necessary to provide adequate confidence that all training activities satisfy given standards and requirements, including the ones specified by the approved training organisation in relevant manuals.

(483) *Quality Audit*.—A systematic and independent examination to determine whether quality activities and related results comply with planned arrangements and whether these arrangements are implemented effectively and are suitable to achieve objectives.

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

(485) *Quality inspection*.—That part of quality management involving quality control. In other words, inspections accomplished to observe events/actions/documents, etc., in order to verify whether established operational procedures and requirements are fulfilled during the accomplishment of the event or action, and whether the required standard is achieved. Student stage checks and skill tests are quality inspections, and they are also quality control functions.

(486) *Quality Management*.—A management approach focused on the means to achieve product or service quality objectives through the use of its four key components: quality planning; quality control; quality assurance; and quality improvement.

(487) *Quality Manager*.—The manager responsible for the monitoring function and for requesting remedial action. In an ATO, the Quality Manager is responsible directly to the Head of Training.

(488) *Quality Manual*.—The document containing the relevant information pertaining to the approved training organisation's quality assurance system.

(489) *Quality of Training*.—The outcome of the training that meets stated or implied needs within the framework of set standards.

(490) *Quality System*.—Documented organisational procedures and policies; internal audit of those policies procedures; management review and recommendation for quality improvements.

(491) *Radian (rad)*.—The plane angle between two radii of a circle which cut off on the circumference an arc equal in length to the radius.

(492) *Radiotelephony*.—A form of radiocommunication primarily intended for the exchange of information in the form of speech.

(493) *Rated Air Traffic Controller*.—An air traffic controller holding a licence and valid ratings appropriate to the privileges to be exercised.

(494) *Rated Thrust*.—For engine emissions purposes, the maximum take-off thrust approved by the certifying authority for use under normal operating conditions at ISA sea level static conditions, and without the use of water injection. Thrust is expressed in kilonewtons.

(495) *Rating*.—An authorisation entered on or associated with a licence or certificate and forming part thereof, stating special conditions, privileges or limitations pertaining to such licence or certificate.

(496) *Rebuild*.—The restoration of an aircraft/aeronautical product by using methods, techniques, and practices acceptable to the Authority, when it has been disassembled, cleaned, inspected as permitted, repaired as necessary, reassembled, and tested to the same tolerances and limits as a new item, using either new parts or used parts that conform to new part tolerances and limits.

(497) *Rendering (a certificate of airworthiness) Valid*.—The action taken by a Contracting State, as an alternative to issuing its own Certificate of Airworthiness, in accepting a Certificate of Airworthiness issued by any other Contracting State as the equivalent of its own Certificate of Airworthiness.

(498) *Reference Pressure Ratio*.—The ratio of the mean total pressure at the last compressor discharge plane of the compressor to the mean total pressure at the compressor entry plane when the engine is developing take-off thrust rating in ISA sea level static conditions.

Note : Methods of measuring reference pressure ratio are given in Appendix 1.

(499) *Reference Standard*.—A standard that is used to maintain working standards.

(500) *Register*.—Means the register of Nigeria Civil Aircraft referred to in part 4 of these regulations.

(501) *Re-issue of a Licence, Rating, Authorisation or Certificate*.—The administrative action taken after a licence, rating, authorisation or certificate has lapsed that re-issues the privileges of the licence, rating, authorisation or certificate for a further specified period consequent upon the fulfilment of specified requirements.

(502) *Remote Pilot*.—A person charged by the operator with duties essential to the operation of a remotely piloted aircraft and who manipulates the flight controls, as appropriate, during flight time.

(503) *Remote Pilot Station*.—The component of the remotely piloted aircraft system containing the equipment used to pilot the remotely piloted aircraft.

(504) *Remotely piloted Aircraft (RPA)*.—An unmanned aircraft which is piloted from a remote pilot station.

(505) *Remotely piloted aircraft system (RPAS)*.—A remotely piloted aircraft, its associated remote pilot station(s), the required command and control links and any other components as specified in the type design.

(506) *Renewal of Licence, Rating, Authorisation or Certificate*.—The administrative action taken within the period of validity of a licence, rating, authorisation or certificate that allows the holder to continue to exercise the privileges of a licence, rating, authorisation or certificate for a further specified period consequent upon the fulfilment of specified requirements.

(507) *Repair*.—

(i) The restoration of an aeronautical product to an airworthy condition as defined by the appropriate airworthiness requirements.

(ii) The restoration of an aeronautical product to an airworthy condition to ensure that the aircraft continues to comply with the design aspects of the appropriate airworthiness requirements used for the issuance of the

type certificate for the respective aircraft type, after it has been damaged or subjected to wear.

(508) *Repetitive flight plan (RPL)*.—A flight plan related to a series of frequently recurring, regularly operated individual flights with identical basic features, submitted by an operator for retention and repetitive use by ATC units.

(509) *Reporting Point*.—A specified geographical location in relation to which the position of the aircraft can be reported.

(510) *Required Communication Performance (RCP)*.—A statement of the performance requirements for operational communication in support of specific ATM functions.

(511) *Required Communication Performance type (RCP Type)*.—A label (e.g. RCP 240) that represents the values assigned to RCP parameters for communication transaction time, continuity, availability and integrity.

(512) *Required inspection items*.—As used in Part 5, maintenance items and/or alterations that must be inspected by a person other than the one performing the work, and include at least those that could result in a failure, malfunction, or defect endangering the safe operation of the aircraft, if not properly performed or if improper parts or materials are used.

(513) *Required navigation performance (RNP)*.—A statement of the navigation performance necessary for operations with a defined airspace.

(514) *Rescue Co-ordination Centre*.—A unit responsible for promoting efficient organization of search and rescue services and for coordinating the conduct of search and rescue operations within a search and rescue region.

(515) *Rest Period*.—A continuous and defined period of time, subsequent to and/or prior to duty, during which flight or cabin crew members are free of all duties.

(516) *Restricted Area*.—An airspace of defined dimensions, above the land areas or territorial waters of a State, within which the flight of aircraft is restricted in accordance with certain specified conditions.

(517) *RNP Type*.—A containment value expressed as a distance in nautical miles from the intended position within which flights would be for at least 95 per cent of the total flying time.

Example.—RNP 4 represents a navigation accuracy of plus or minus 7.4 km (4NM) on a 95 per cent containment basis.

(518) *Rotorcraft*.—A power-driven heavier-than-air aircraft supported in flight by the reactions of the air on one or more rotors.

(519) *Rotorcraft Flight Manual*.—A manual, associated with the certificate of airworthiness, containing limitations within which the rotorcraft is to be considered airworthy, and instructions and information necessary to the flight crew members of the safe operation of the rotorcraft.

(520) *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.

(521) *Route Sector*.—A flight comprising take off, departure, cruise of not less than 15 minutes, arrival, approach and landing phases.

(522) *RPA Observer*.—A trained and competent person designed by the operator who, by visual observation of the remotely piloted aircraft, assists the remote pilot in the safe conduct of the flight.

(523) *Runway*.—A defined rectangular area on a land aerodrome prepared for the landing and takeoff of aircraft.

(524) *Runway-holding position*.—A designated position intended to protect a runway, an obstacle limitation surface, or an ILS/MLS critical/sensitive area at which taxiing aircraft and vehicles shall stop and hold, unless otherwise authorised by the aerodrome control tower.

(525) *Runway Strip*.—A defined area including the runway and stopway, if provided, intended :

(i) to reduce the risk of damage to aircraft running off a runway ; and

(ii) to protect aircraft flying over it during take-off or landing operations.

(526) *Runway Visual Range (RVR)*.—The range over which the pilot of an aircraft on the centre line of a runway can see the runway surface markings or the lights delineating the runway or identifying its centre line.

(527) *Safe Forced Landing*.—Unavoidable landing or ditching with a reasonable expectancy of no injuries to persons in the aircraft or on the surface.

(528) *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.

(529) *Safety-sensitive personnel*.—Persons who might endanger aviation safety if they perform their duties and functions improperly including, but not limited to, crew members, aircraft maintenance personnel and air traffic controllers.

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

(531) *Safety Performance*.—A state or a service provider's safety achievement as defined by its safety performance targets and safety performance indicators.

(532) *Safety performance indicator*.—A data-based parameter used for monitoring and assessing safety performance.

(533) *Safety performance Target*.—The planned or intended objective for safety performance indicator(s) over a given period.

(534) *Safety programme*.—An integrated set of regulations and activities aimed at improving safety.

(535) *Safety recommendation*.—A proposal of the accident investigation authority of the State conducting the investigation, based on information derived from the investigation made with the intention of preventing accidents or incidents.

(536) *Safety Risk*.—The Predicted probability and severity of the consequences or outcomes of a hazard.

(537) *Satellite Aviation Training Organisation*.—An aviation training organization at a location other than the aviation training organisation's principal place of business.

(538) *Satisfactory evidence*.—A set of documents or activities that a Contracting State accepts as sufficient to show compliance with an airworthiness requirement.

(539) *Second (s)*.—The duration of 9 192 631 770 periods of the radiation corresponding to the transition between the two hyperfine levels of the ground state of the caesium-133 atom.

(540) *Secondary standards*.—A standard maintained by comparison with a primary standard.

(541) *Serious incident*.—An incident involving circumstances indicated that an accident nearly occurred.

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

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

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

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

(iv) Involves injury to any internal organ ; or

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

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

(543) *Shall*.—A rule of construction in Part 1.1.1.1(a)(1) that indicates a mandatory requirement.

(544) *Shoulder*.—An area adjacent to the edge of a pavement so prepared as to provide a transition between the pavement and the adjacent surface.

(545) *Siemens (S)*.—The electric conductance of a conductor in which a current of 1 ampere is produced by an electric potential difference of 1 volt.

(546) *Sievert (Sv)*.—The unit of radiation dose equivalent corresponding to 1 joule per kilogram.

(547) *SIGMET information*.—Information issued by a meteorological watch office concerning the occurrence or expected occurrence of specified en-route weather phenomena which may affect the safety of aircraft operations.

(548) *Signal Area*.—An area on an aerodrome used for the display of ground signals.

(549) *Signature*.—An individual's unique identification used as a means of authenticating a record entry or record. A signature may be hand-written, electronic, or any other form acceptable to the Authority.

(550) *Signed Maintenance Release*.—To certify that maintenance work has been completed satisfactorily in accordance with the applicable Standards of airworthiness, by issuing the maintenance release referred to in Part 5.

(551) *Significant*.—In the context of the medical provisions in Part 2.11, significant means to a degree or of a nature that is likely to jeopardise flight safety.

(552) *Significant point*.—A specified geographical location used in defining an ATS route or the flight path of an aircraft and for other navigation and ATS purposes.

(553) *Skill Test*.—A competency test on the areas of operations for a licence, certificate, rating, or authorisation that is conducted by having the applicant respond to questions and demonstrate manoeuvres in flight, or in an approved flight simulation training device, or in a combination of these.

(554) *Small Aeroplane*.—An aeroplane having a maximum certified takeoff mass of less than 5,700 kg. (12,500 lbs.).

(555) *Smoke*.—The carbonaceous materials in exhaust emissions which obscure the transmission of light.

(556) *Smoke Number*.—The dimensionless term quantifying smoke emissions (see 3 of Appendix 2).

(557) *Solo Flight*.—Flight time during which a student pilot is the sole occupant of the aircraft, or that flight time during which the student acts as a PIC of a gas balloon or an airship requiring more than one flight crewmember.

(558) *Spare parts*.—Any parts, appurtenances, and accessories of aircraft (other than aircraft engines and propellers), of aircraft engines (other than propellers), of propellers, and of appliances, maintained for installation or use in an aircraft, aircraft engine, propeller, or appliance, but which at the time are not installed therein or attached thereto.

(559) *Special aircraft jurisdiction of Nigeria*.—This includes:

(i) Civil aircraft of Nigeria ; and

(ii) Any other aircraft within the jurisdiction of Nigeria, while the aircraft is in flight, which is from the moment when all external doors are closed following embarkation until the moment when one such door is opened for disembarkation or, in case of a forced landing, until the competent authorities take over the responsibility of the aircraft and the persons and property aboard.

(560) *Special Curricula*.—A closely supervised, systematic and continuous course of training, conforming to a planned syllabus or curriculum, and conducted in an approved training organisation.

(561) *Special VFR flight*.—A VFR flight cleared by air traffic control to operate within a control zone in meteorological conditions below VMC.

(562) *Specialised Maintenance*.—Any maintenance not normally performed by an AMO (e.g., tire retreating, plating, etc.)

(563) *Specific Operating Provisions*.—The Specific Operating Provisions describe the ratings (Class and/or Limited) in detail and will contain or reference material and process specifications used in performing repair work, along with any limitations applied to the maintenance organisation. The accountable manager and the Authority sign this document.

(564) *Standard*.—An object, artifact, tool, test equipment, system, or experiment that stores, embodies, or otherwise provides a physical quantity, which serves as the basis for measurement of the quantity. It also includes a document describing the operations and process that must be performed in order for a particular end to be achieved.

(565) *Standard Atmosphere*.—An atmosphere defined as follows :

(a) the air is a perfect dry gas ;

(b) the physical constants are—

Sea level mean molar mass :

$$M_0 = 28.964\,420 \times 10^{-3} \text{ kg mol}^{-1}$$

— Sea level atmospheric pressure :

$$P_0 = 1\,013.250 \text{ hPa}$$

— Sea level temperature :

$$t_0 = 15^\circ\text{C}$$

$$T_0 = 288.15 \text{ K}$$

— Sea level atmospheric density :

$$\tilde{n}_0 = 1.225\,0 \text{ kg m}^{-3}$$

— Temperature of the ice point :

$$T_i = 273.15 \text{ K}$$

— Universal gas constant :

$$R^* = 8.314\,32 \text{ JK}^{-1}\text{mol}^{-1}$$

(c) the temperature gradients are :

<i>Geo-potential altitude (km)</i>		<i>Temperature gradient (Kelvin per standard geopotential kilometre)</i>
<i>From</i>	<i>To</i>	
-5.0	11.0	-6.5
11.0	20.0	0.0
20.0	32.0	+1.0
32.0	47.0	+2.8
47.0	51.0	0.0
51.0	71.0	-2.8
71.0	80.0	-2.0

Note 1.—The standard geopotential metre has the value 9.80665 m2 s⁻².

Note 2.— See Doc 7488 for the relationship between the variables and for tables giving the corresponding values of temperature, pressure, density and geopotential.

Note 3.— Doc 7488 also gives the specific weight, dynamic viscosity, kinematic viscosity and speed of sound at various altitudes.

(566) *State of Aerodrome.*—The State in whose territory the aerodrome is situated.

(567) *State of Destination.*—The State in the territory the territory of which the consignment is finally to be unloaded from an aircraft.

(568) *State of Design.*—The State having jurisdiction over the organisation responsible for the type design.

(569) *State of Manufacture.*—The State having jurisdiction over the organisation responsible for the final assembly of the aircraft.

(570) *State of Occurrence.*—The State in the territory of which an accident or incident occurs.

(571) *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.

(572) *State of Origin.*—The State in the territory of which the consignment is first to be loaded on an aircraft.

(573) *State of Registry.*—The State on whose register an aircraft is entered.

Note : In the case of the registration of aircraft of an international operating agency on other than a national basis, the States constituting the agency are jointly and severally bound to assume the obligations which, under the Chicago Convention, attached to a State of Registry. See, in this regard the Council Resolution of 14 December 1967 on Nationality and Registration of Aircraft Operated by International Operating Agencies which can be found in Policy and Guidance Material on the Economic Regulation of International Air Transport (Doc 9587).

(574) *State safety programme*.—An integrated set of regulations and activities aimed at improving safety.

(575) *Station Declination*.—An alignment variation between the zero degree radial of a VOR and true north, determined at the time the VOR station is calibrated.

(576) *Steradian (sr)*.—The solid angle which, having its vertex in the centre of a sphere, cuts off an area of the surface of the sphere equal to that of a square with sides of length equal to the radius of the sphere

(577) *Substantial Damage*.—Damage or failure which adversely affects the structural strength, performance, or flight characteristics of the aircraft, and which would normally require major repair or replacement of the affected component. Engine failure or damage limited to an engine if only one engine fails or is damaged, bent fairings or cowling, dented skin, small punctured holes in the skin or fabric, ground damage to rotor or propeller blades, and damage to landing gear, wheels, tires, flaps, engine accessories, brakes, or wingtips are not considered “substantial damage” for the purpose of this substantial damage relating to an aircraft accident.

(578) *Syllabus (Training)*.—The detailed summary or outline describing the main points of a course.

(579) *Synthetic Flight Trainer*.—See Flight simulation training device.

(580) *Synthetic Vision System*.—A system to display data-derived synthetic images of the external scene from the perspective of the flight deck.

(581) *Take off and initial Climb Phase*.—That part of the flight from the start of take-off to 300m (1000ft) above the elevation of the FATO, if the flight is planned to exceed this height, or to the end of the climb in the other cases.

(582) *Takeoff decision point*.—The point used in determining takeoff performance of a Class 1 helicopter from which, an engine failure occurring at this point, either a rejected takeoff may be made or a takeoff safely continued.

(583) *Take-off surface*.—The part of the surface of an aerodrome which the aerodrome authority has declared available for the Norman ground or water run of aircraft taking off in a particular direction.

(584) *Target level of Safety (TLS)*.—A generic term representing the level of risk which is considered acceptable in particular circumstances.

(585) *Taxiing*.—Movement of an aircraft on the surface of an aerodrome under its own power, excluding takeoff and landing.

(586) *Taxiway*.— A defined path on a land aerodrome established for the taxiing of aircraft and intended to provide a link between one part of the aerodrome and another, including :

(i) *Aircraft stand Taxilane*.—A portion of an apron designated as a taxiway and intended to provide access to aircraft stands only.

(ii) *Apron Taxiway*.—A portion of a taxiway system located on an apron and intended to provide a through taxi route across the apron.

(iii) *Rapid Exit Taxiway*.—A taxiway connected to a runway at an acute angle and designed to allow landing aeroplanes to turn off at higher speeds than are achieved on other exit taxiways thereby minimising runway occupancy times.

(587) *Technical log*.—A document carried on an aircraft that contains information to meet ICAO requirements; a technical log contains two independent sections: a journey record section and an aircraft maintenance record section.

(588) *Technical Instructions*.—The *Technical Instructions for the Safe Transport of Dangerous Goods by Air* (Doc 9284), approved and issued periodically in accordance with the procedure established by the ICAO Council.

(589) *Terminal Control Area*.—A control area normally established at the confluence of ATC routes in the vicinity of one or more major aerodromes.

(590) *Terrain awareness warning system*.—A system that provides the flight crew with sufficient information and alerting to detect a potentially hazardous terrain situation and so the flight crew may take effective action to prevent a controlled flight into terrain (CFIT) event.

(591) *Tesla (T)*.—The magnetic flux density given by a magnetic flux of 1 weber per square metre.

(592) *Threat*.—As relating to flight, events or errors that occur beyond the influence of the flight crew, increase operational complexity and which must be managed to maintain the margin of safety.

(593) *Threat Management*.—The process of detecting and responding to the threats with countermeasures that reduce or eliminate the consequences of threats, and mitigate the probability of errors or undesired aircraft.

(594) *Threshold Time*.—The range, expressed in time, established by the State of the Operator, to an en-route alternate aerodrome, whereby any time beyond requires an extended diversion time operation approval from the State of the Operator.

(595) *Tonne (t)*.—The mass equal to 1 000 kilograms.

(596) *Total Estimated Elapsed Time*.—For IFR flights, the estimated time required from takeoff to arrive over that designated point, defined by reference to navigation aids, from which it is intended that an instrument approach procedure will be commenced, or, if no navigation aid is associated with the destination aerodrome, to arrive over the destination aerodrome. For VFR flights, the estimated time required from takeoff to arrive over the destination aerodrome.

(597) *Total Vertical Error (TVE)*.—The vertical geometric difference between the actual pressure altitude flown by an aircraft and its assigned pressure altitude (flight level).

(598) *Traceability*.— A characteristic of a calibration, analogous to a pedigree. A traceable calibration is achieved when each Measurement Device and Working Standard, in a hierarchy stretching back to the National Standard, was itself properly calibrated, and the results properly documented. The documentation provides the information needed to show that all calibrations in the chain of calibrations were properly performed.

(599) *Track*.—The projection on the earth's surface of the path of an aircraft, the direction of which path at any point is usually expressed in degrees from North (true, magnetic or grid).

(600) *Traffic Avoidance Advice*.—Advice provided by an air traffic services unit specifying manoeuvres to assist a pilot to avoid a collision.

(601) *Traffic Information*.—Information issued by an air traffic services unit to alert a pilot to other known or observed air traffic which may be in proximity to the position or intended route of flight and to help the pilot avoid a collision.

(602) *Training Manual*.—A manual containing the training goals, objectives, standards syllabi, and curriculum for each phase of the approved training course.

(603) *Training and Procedures Manual*.—A manual containing procedures, instructions and guidance for use by personnel of an Approved Training Organisation in the execution of their duties in meeting the requirements of the certificate. It may be a combined manual or separated into a Training Manual and a Procedures Manual—

(i) *Training Manual*.—A manual containing the training goals, objectives, standards, syllabi, and curriculum for each phase of the approved training course.

(ii) *Procedures Manual*.—A manual containing procedures, instructions and guidance for use by personnel of the ATO in the execution of their duties in meeting the requirements of the certificate.

(604) *Training Specifications*.—A document issued to an Aviation Training Organisation certificate holder by the Authority that specifies training programme requirements and authorises the conduct of training, checking, and testing with any limitations thereof.

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

(606) *Training programme*.—Programme that consists of courses, courseware, facilities, flight training equipment, and personnel necessary to accomplish a specific training objective. It may include a core curriculum and a specialty curriculum.

(607) *Transfer of Control Point*.—A defined point located along the flight path of an aircraft, at which the responsibility for providing air traffic control service to the aircraft is transferred from one control unit or control position to the next.

(608) *Transfer Standard*.—Any standard that is used to compare a measurement process, system, or device at one location or level with another measurement process, system or device at another location or level.

(609) *Transition altitude*.—The altitude at or below which the vertical position of an aircraft is controlled by reference to altitudes.

(610) *Training Time*.—The time spent receiving from an authorised instructor flight training, ground training, or simulated flight training in an approved flight simulation training device.

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

(612) *Type Certificate*.—A document issued by a Contracting State to define the design of an aircraft type and to certify that this design meets the appropriate airworthiness requirements of that State.

(613) *Ultimate Load*.—The limit load multiplied by the appropriate factor of safety.

(614) *Unaided Night Flight*.—For a flight in which a pilot uses night vision goggles, the portion of the flight in which the pilot does not use night vision goggles to maintain visual surface reference.

(615) *Uncertainty Phase*.—A situation wherein uncertainty exists as to the safety of an aircraft and its occupants.

(616) *Undesired Aircraft State*.—Occurs when the flight crew places the aircraft in a situation of unnecessary risk. (ICAO Annex 1).

(617) *UN Number*.—The four-digit number assigned by the United Nations Committee of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labelling of Chemicals to identify an article or substance or a particular group of substances.

(618) *Unit Load Device*.—Any type of freight container, aircraft container, aircraft pallet with a net, or aircraft pallet with a net over an igloo.

(619) *Unmanned free Balloon*.—A non-power-driven, unmanned, lighter-than-air aircraft in free flight.

(620) *Unserviceable Area*.—A part of the movement area that is unfit and unavailable for use by aircraft.

(621) *Validation*.—The action taken by Authority as an alternative to issuing its own licence, in accepting a licence issued by another Contracting State as the equivalent of its own licence for use on aircraft registered in Nigeria. Also may be referred to as rendering a licence valid.

(622) *Validation of a Certificate of Airworthiness*.—The action taken by the Authority, as an alternative to issuing its own Certificate of Airworthiness, in accepting a Certificate of Airworthiness issued by any other Contracting State as the equivalent of its own Certificate of Airworthiness.

(623) *VFR*.—The symbol used to designate the visual flight rules.

(624) *VFR flight*.—A flight conducted in accordance with the visual flight rules.

(625) *Visibility*.—Visibility for aeronautical purposes is the greater of :

(i) The greatest distance at which a black object of suitable dimensions, situated near the ground, can be seen and recognised when observed against a bright background ;

(ii) The greatest distance at which lights in the vicinity of 1,000 candelas can be seen and identified against an unlit background.

(626) *Visual line-of-Sight (VLOS) Operation*.—An operation in which the remote pilot or RPA observer maintains direct unaided visual contact with the remotely piloted aircraft.

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

(628) *VMC*.—The symbol used to designate visual meteorological conditions.

(629) *Volt (V)*.—The unit of electric potential difference and electromotive force which is the difference of electric potential between two points of a conductor carrying a constant current of 1 ampere, when the power dissipated between these points is equal to 1 watt.

(630) *Watt (W)*.—The power which gives rise to the production of energy at the rate of 1 joule per second.

(631) *Waypoint*.—A specified geographical location used to define an area navigation.

(632) *Weber (Wb)*.—The magnetic flux which, linking a circuit of one turn, produces in it an electromotive force of 1 volt as it is reduced to zero at a uniform rate in 1 second.

(633) *Wet lease*.—The lease of an aircraft with crew and other back-up.

(634) *Will*.—A rule of construction in Part 1.1.1.1 (a) (4) that indicates an action incumbent upon the Authority.

1.6. LANGUAGE OF THESE REGULATIONS

(a) The English Language shall be the Language of these Regulations.

(b) Manuals, Certificates or Licences being submitted to the Authority must be in English language.

(c) If the Original Manual is in a Language other than English, a Certified English Translation must be submitted.

(d) When a Certificate or Licence is issued in a Language other than English, it shall include a certified English translation.

1.7. PROCEDURES FOR MAKING AND AMENDING REGULATIONS

(a) There shall be established by the Director General of the Authority a Regulations Committee (hereinafter referred to as “The Committee”).

(b) The Committee shall be a Standing Committee within the Authority.

(c) The Committee shall be responsible for :

(1) Monitoring amendments to the Standards and Recommended Practices contained in the Annexes to the Convention on International Civil Aviation ;

(2) Incorporating the amendments into these Regulations ;

(3) Consideration of proposals for amendment to these Regulations made by stakeholders and other members of the Public ;

(4) Proposing on its motion, amendments to the Regulations ;

(5) Notification of and filing with ICAO of differences and Compliance with the SARP's.

(e) (1) The Committee shall send Notice of Proposed Amendments (NPA) to operators and other stakeholders and request their comments thereto within a period of 30 days.

(2) Upon receipt of comments, the Committee may consider and Incorporate same into the Regulations.

(3) The Committee shall keep a record of such comments and its deliberations thereon.

(f) Submission of Proposal.

(1) Any interested person may submit to the Regulations Committee, a proposal on the introduction, amendment or withdrawal of a regulation or technical standard ;

(2) The proposal shall be in writing and shall :

(i) state the name and address of the proposer ;

(ii) state the contents of the regulation, technical standard or amendment proposed or specify the regulation or technical standard which the proposer wishes to be withdrawn ;

(iii) explain the interests of the proposer ; and

(iv) contain any information, views or arguments supporting the proposal.

(g) All amendments to these Regulations shall be signed and Published by the Director General of the Authority.

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Citation,
Repeals and
Savings
Provision.

1.8. These Regulations shall be cited as Nigeria Civil Aviation Regulations 2015 (Nig. Cars 2015).

The Regulations cited as Nigeria Civil Aviation Regulations 2009 (Nig. CARs) Volume 1 and Nigeria Civil Aviation Regulations 2012 (Nig. CARs) Volume 2 are hereby repealed and cease to have a force of law save for the Schedule of Fees published therein which shall remain in force until amended by the Authority.

SI Unit of
Measurement.

1.9.—(1) The International System of Units developed and maintained by the General Conference of Weight and Measures (CGPM) shall, subject to the provision of subsection (a) and (b) below, be used as the standard system of units of measurement for all aspects of Civil Aviation Air and Ground Operations in Nigeria.

(a) The prefixes and symbols of listed in table 2.1 of IS 1.9 to these Regulations shall be used to form names and symbols of the decimal multiples and sub-multiples of SI units.

(b) The non-SI units listed in table 2.2 of IS 1.9 to these Regulations shall be used either in lieu of, or in addition to SI units as primary units of measurement but only as specified in table 2.3.

(c) The non-SI units listed in table 2.3 of IS 1.9 to these Regulations shall be permitted for temporary use as alternative units of measurement but only for those specific quantities listed in table 2.4 of IS 1.9 to these Regulations.

(d) The application of units of measurement for certain quantities used in civil aviation air and ground operations shall be in accordance with table 2.4.

(e) All persons involved in civil aviation air and grounds operations shall ensure that means and provisions for design, procedures and training are established for operations in environment involving the use of standard and non-SI alternatives of specific units of measurements, or the transition between environments using different units, with due consideration to human performance.

(f) The use in International Civil Aviation Operations of the alternative non-SI units listed in table 2.3 shall be terminated on the dates to be specified by ICAO.

1.10. APPEAL PROCEDURE

1.10.1 Any person who disagrees with the administrative or legal enforcement actions or decisions of the Authority under the provisions of these Regulations may appeal for a review within seven (7) days from the date of the imposition of the sanction.

1.10.2. The appeal shall be in writing and addressed to the Director-General of the Authority.

1.10.3. Upon receipt of the appeal, the Director-General may constitute an Appeal Panel made up of five (5) members comprising of two (2) persons from the Nigeria Civil Aviation Authority and three (3) aviation industry stakeholders.

1.10.4. Any sanction and /or decision imposed by the Authority shall subsist until set aside or varied by the Director-General upon recommendation of the Appeal Panel.

PART 1—IMPLEMENTING STANDARDS

IS 1.2.1.8. List of Psychoactive Substances.

(a) The following are deemed to be psychoactive substances :

- (1) Alcohol.
- (2) Opioids.
- (3) Cannabinoids.
- (4) Sedatives and hypnotics.
- (5) Cocaine and other stimulants (except caffeine).
- (6) Hallucinogens.
- (7) Volatile solvents.

IS 1.3.3. Legal Enforcement Actions.

(a) These sanction guidance tables provide a recommended approach to assessment of sanctions for violations of these Regulations.

(b) These tables describe civil penalties as minimum, moderate, or maximum for a single violation of a particular Regulation, in accordance with the Civil Aviation Act and these Regulations. These terms are defined as in the following tables.

(c) Every repetition of a contravention of the provision of these regulations may be treated as a fresh offence with penalties to apply consecutively in each case.

(d) Sanctions for violations not provided for in the Table of Sanctions in IS.1.3.3 will be determined under a similar violation of a comparable gravity as recommended on the Table.

TABLE 1—TABLE OF CIVIL PENALTIES

<i>Party Committing Violation</i>	<i>Amount of Civil Penalty</i>
Air Carriers	Maximum : ₦5,000,000.00 Moderate : ₦2,000,000.00 Minimum : ₦500,000.00
Aerodrome Operators/ Air Navigation Service Providers	Maximum : ₦10,000,000.00 Moderate : ₦5,000,000.00 Minimum : ₦2,500,000.00
Air Carrier Personnel	Maximum : ₦200,000.00 Moderate : ₦100,000.00 Minimum : ₦50,000.00
General Aviation Owners, Operators, Aircraft Maintenance Engineers, other licensed and non-licensed persons	Maximum : ₦1,000,000.00 Moderate : ₦500,000.00 Minimum : ₦250,000.00
Approved Maintenance Organisations/ Approved Training Organisations.	Maximum : ₦2,500,000.00 Moderate : ₦1,500,000.00 Minimum : ₦500,000.00
Allied Service Providers	Maximum : ₦500,000.00 Moderate : ₦250,000.00 Minimum : ₦100,000.00
Persons(s) other than Aviation Personnel/ Organisation	Maximum : ₦200,000.00 Moderate : ₦100,000.00 Minimum : ₦50,000.00

TABLE 2—RECOMMENDED SANCTIONS

<i>Violation</i>	<i>Recommended Sanction per Violation</i>	<i>Certificate Action</i>
I. AIR OPERATORS AND AIRPORT OPERATORS		
1. <i>Maintenance Manual</i>		
(a) Failure to maintain current manual.	Maximum civil penalty.	Up to 7 day suspension.
(b) Failure to provide adequate instructions and procedures in manual.	Moderate to maximum civil penalty.	
(c) Failure to distribute manual to appropriate personnel.	Minimum to moderate civil penalty.	
(d) Release of aircraft without required equipment.	Moderate to maximum civil penalty.	Up to 7 day suspension
2. Failure to comply with airworthiness directives.	Moderate to maximum civil penalty,	
3. Operations specifications :		
(a) Failure to comply with inspection and overhaul time limitations.	Moderate civil penalty.	Up to 7 day suspension
(b) Operations contrary to operations specifications—technical noncompliance.	Minimum civil penalty	
(c) Operations contrary to operations specifications—likely potential or actual adverse effect on safe operations.	Moderate to maximum civil penalty.	
4. Failure to provide adequately for proper servicing, maintenance, repair, and inspection of facilities and equipment.	Maximum civil penalty.	Indefinite suspension until proper servicing maintenance, repair, and inspection of facilities and equipment is provided to revocation.
5. Failure to provide or maintain a maintenance and inspection organization.	Maximum civil penalty.	Indefinite suspension until appropriate maintenance and inspection organisation is provided to revocation.
(i) Failure to prepare, keep and maintain current operations manual.	Maximum Civil Penalty.	

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<i>Violation</i>	<i>Recommended Sanction per Violation</i>	<i>Certificate Action</i>
6. Training programme :		
(a) Failure to have or maintain an effective training programme.	Maximum civil penalty.	Indefinite suspension until compliance is demonstrated to revocation.
(b) Failure to maintain training programme.	Moderate to maximum civil penalty.	
(c) Failure to train personnel adequately.	Moderate to maximum civil penalty.	
7. Maintenance of Aircraft Paperwork.	Moderate to maximum civil penalty.	
(a) Incomplete or unsigned release.	Minimum to maximum civil penalty.	
(b) Failure to revise aircraft data after repair.	Moderate to maximum civil penalty.	
8. Performance of maintenance.	Maximum civil penalty.	
(a) By unauthorised person.	Maximum civil penalty.	
(b) Failure to perform or improper maintenance.	Moderate to maximum civil penalty.	
9. Failure to revise aircraft data after repair.	Moderate to maximum civil penalty.	
10. Records and Reports.		
(a) Failure to make accurate mechanical interruption summary report.	Moderate to maximum civil penalty.	
(b) Failure to make available reports of major alterations or repairs.	Moderate to maximum civil penalty.	Indefinite suspension to revocation.
(c) Failure to make accurate mechanical reliability reports.	Moderate to maximum civil penalty.	
(d) Failure to keep maintenance records.	Maximum civil penalty.	7-day suspension and thereafter until aircraft is in airworthy conditions.
(e) Failure to make required entry in aircraft log.	Moderate to maximum civil penalty.	
(f) Failure to make available pilot records.	Moderate to maximum civil penalty.	Indefinite suspension to revocation.
(g) Failure to make available load manifests.	Moderate to maximum civil penalty.	Indefinite suspension to revocation.

<i>Violation</i>	<i>Recommended Sanction per Violation</i>	<i>Certificate Action</i>
(h) Failure to monitor and record enroute radio communications.	Moderate to maximum civil penalty.	
(i) Deliberate violation—intentional false or fraudulent entry ; reproduction, or alteration in record or report.		Revocation.
(j) Deliberate violation—other.		180 day suspension to revocation.
11. Operation of an unairworthy Aircraft.		
(a) Technical non-conformity to type certificate, but no likely effect (potential or actual) on safe operation.	Minimum civil penalty.	
(b) Non-conformity which may have, or has, an adverse effect on safety of operation.	Moderate to maximum civil penalty.	
(c) Release of aircraft without required equipment.	Moderate to maximum civil penalty.	Up to 7 day suspension.
12. Provisions specific to passenger-carrying.		
(a) Boarding or serving alcoholic beverages to a person who appears to be intoxicated.	Maximum civil penalty.	
(b) Failure to brief passengers.	Moderate to maximum civil penalty.	
(c) Failure to ensure seat and belt for each passenger.	Maximum civil penalty.	
(d) Operation without operable public address system.	Maximum civil penalty.	
(e) Failure to store baggage properly.	Moderate civil penalty.	
13. Failure to make available a seat on the flight deck for Authority inspectors conducting an en route inspection.	Maximum civil penalty.	
14. Provisions specific to flight deck crew.		
(a) Using an unqualified crewmember.	Maximum civil penalty.	
(b) Using a crewmember with an expired medical certificate.	Minimum to moderate civil penalty.	
(c) Flight and duty time violations.	Moderate civil penalty.	
15. Violation of flight dispatch and release.	Moderate to maximum civil penalty.	
16. Other provisions.		
(a) Improperly returning an aircraft to service.	Maximum civil penalty.	

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<i>Violation</i>	<i>Recommended Sanction per Violation</i>	<i>Certificate Action</i>
(b) Illegal carriage of controlled substance with knowledge of carrier, i.e., knowledge of management personnel.	Maximum civil penalty	Revocation
(c) Use of unqualified personnel other than flight deck crewmember.	Maximum civil penalty.	
17. Security violations.		
(a) Failure to properly screen baggage or each passenger.	Maximum civil penalty	
(b) Unauthorised access to airport operations area.	Maximum civil penalty.	
(c) Failure to comply with air carrier security programme, including failure to detect weapons, incendiary and other dangerous devices.	Maximum civil penalty.	
(d) Management personnel coerce, condone, or encourage falsification of records/reports.		Revocation
(e) Deliberate failure to maintain employee records.	Moderate civil penalty.	
(f) Failure to challenge.	Moderate civil penalty.	
(g) Failure to test screeners or test equipment.	Moderate civil penalty.	
(h) Failure to properly train.	Moderate civil penalty.	
(i) Unintentional failure to maintain screener test records.	Minimum to moderate civil penalty.	
(j) Improper use of dosimeters.	Minimum civil penalty.	
(k) Failure to display identification.	Minimum to moderate civil penalty.	
(l) Failure to manage/control identification system.	Maximum civil penalty.	
(m) Failure to conduct background check.	Minimum to moderate civil penalty.	
(n) Failure to detect test objects.	Maximum civil penalty.	
(o) Failure to comply with approved or current security programme.	Maximum civil penalty.	
(p) Failure of the law enforcement officer to respond in a timely manner.	Maximum civil penalty.	

<i>Violation</i>	<i>Recommended Sanction per Violation</i>	<i>Certificate Action</i>
II. PERSONNEL OF AIR CARRIERS		
1. Maintenance, including inspections.		
(a) Performing maintenance without a licence, rating or authorisation.	Maximum civil penalty.	
(b) Performing maintenance that exceeds limitations.		30 to 45 day suspension.
(c) Failure to perform maintenance properly.		30 to 120 day suspension.
2. Inspection personnel.		
(a) Failure to make required inspection.		30 to 60 day suspension.
(b) Making improper inspection.		30 to 120 day suspension.
(c) Improperly releasing an aircraft to service.		30 to 60 day suspension.
(d) Releasing aircraft for service without required equipment.		30 to 60 day suspension.
3. Records and Reports.		
(a) Failure to make entries in aircraft log.		15 to 60 day suspension.
(b) Failure to make entries in worksheets.		15 to 30 day suspension.
(c) Failure to make entries in other maintenance record.		15 to 30 day suspension.
(d) Failure to sign off work or inspection performed.		15 to 30 day suspension.
(e) Failure to complete and sign maintenance release.		15 to 30 day suspension.
(f) Intentional falsification of records or reports.		Revocation
4. Pre-flight.		
(a) Failure to use pre-flight cockpit checklist.		30 to 60 day suspension.
(b) Failure to check aircraft logs, flight manifests, weather, etc.		30 to 90 day suspension.
(c) Failure to make the required inspection.		30 to 60 day suspension.

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<i>Violation</i>	<i>Recommended Sanction per Violation</i>	<i>Certificate Action</i>
(d) Failure to inspect, or improper inspection of, aircraft.		15 to 30 day suspension.
(e) Failure to ensure seat and belt available for each passenger.		30 to 60 day suspension.
5. Taxiing.		
(a) Failure to adhere to taxi clearance or instruction.		30 to 60 day suspension.
(b) Collision while taxiing.		30 to 180 day suspension.
(c) Jet blast.		30 to 120 day suspension.
(d) Taxiing with passenger standing.		30 to 60 day suspension.
(e) Taxiing off runway, taxiway or ramp.		30 to 90 day suspension.
6. Take-off.		
(a) Takeoff against instruction or clearance.		60 to 120 day suspension.
(b) Takeoff below weather minima.		60 to 120 day suspension.
(c) Takeoff in overloaded aircraft (in excess of maximum gross weight).		60 to 120 day suspension.
7. Enroute.		
(a) Deviation from clearance or instruction.		30 to 90 day suspension.
(b) Operating VFR within clouds.		90 day suspension to revocation.
(c) Operation of unairworthy aircraft.		30 to 180 day suspension.
(d) Unauthorised departure from flight desk.		15 to 30 day suspension.
(e) Operating within restricted or prohibited area, or within positive control area with clearance.		30 to 90 day suspension.

<i>Violation</i>	<i>Recommended Sanction per Violation</i>	<i>Certificate Action</i>
(f) Operating without required equipment.		15 to 120 day suspension.
(g) Fuel mismanagement/exhaustion.		30 to 150 day suspension.
(h) Operating contrary to NOTAM.		30 to 90 day suspension.
(i) Unauthorised manipulation of controls.		30 to 90 day suspension.
8. Approach to Landing		
(a) Deviation from clearance or instruction in terminal area.		30 to 90 day suspension.
(b) Approach below weather minimums.		60 to 120 day suspension.
(c) Exceeding speed limitation in airport traffic areas.		30 to 60 day suspension.
9. Landing.		
(a) Landing at wrong airport.		90 to 180 day suspension.
(b) Deviation from instrument approach procedure.		30 to 90 day suspension.
(c) Overweight landing.		30 to 90 day suspension.
(d) Hard landing.		15 to 60 day suspension.
(e) Short or long landing.		30 to 180 day suspension.
(f) Wheels up landing.		15 to 90 day suspension.
(g) Failure to comply with preferential runway system.		15 day suspension.
(h) Deviating from clearance or instruction.		30 to 90 day suspension.
10. Unauthorised admission to flight deck.		30 to 90 day suspension.
11. Failure to close and lock cockpit door.	Maximum civil penalty.	15 to 30 day suspension.

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<i>Violation</i>	<i>Recommended Sanction per Violation</i>	<i>Certificate Action</i>
12. Acting, or attempting to act, as flight crewmember while under the influence of liquor or other psychoactive substances, or alcoholic beverage consumption within 8 hours.		Emergency revocation.
13. Denial of authorised entry to flight deck of credentialed CAA inspector.		30 to 60 day suspension.
14. Flight and duty time limitations.		15 to 90 day suspension.
15. Operation without required licence, certificate or rating.		
(a) Medical certificate.		30 to 90 day suspension.
(b) Lack of type rating.		180 day suspension to revocation.
(c) Missed proficiency check or line check.		30 to 90 day suspension.
(d) Lack of current experience, initial or recurrent training.		30 to 90 day suspension.
(e) Failure to have current medical certificate or licence or authorisation in possession.	Minimum to moderate civil penalty.	
(f) Operation with known disqualifying physical disability.		Revocation.
(g) Operation without valid medical certificate when not medically qualified or application for medical certificate deferred.		Revocation.
16. Failure to keep manual current.	Minimum civil penalty	30 to 90 day suspension.
III. INDIVIDUALS AND GENERAL AVIATION—OWNERS, PILOTS, MAINTENANCE PERSONNEL, APPROVED MAINTENANCE ORGANISATIONS, APPROVED TRAINING ORGANISATIONS.		
1. Owners and operators other than required crew members.		
(a) Failure to comply with airworthiness directives.	Moderate to maximum civil penalty.	
(b) Failure to perform or improper performance of maintenance, including required maintenance.	Moderate to maximum civil penalty.	

<i>Violation</i>	<i>Recommended Sanction per Violation</i>	<i>Certificate Action</i>
(c) Failure to make proper entries in aircraft logs.	Minimum to moderate civil penalty.	
(d) Operation of aircraft beyond annual, 100-hour, or progressive inspection.	Minimum to moderate civil penalty.	
(e) Operation of unairworthy aircraft.	Maximum civil penalty.	
(f) Intentional falsification of any entry, reproduction, or alternation in any record or report.	Maximum civil penalty.	Revocation.
2. Aviation Maintenance Organisations.		
(a) Failure to provide adequately for proper servicing, maintenance repairs, and inspection.	Moderate to maximum civil penalty.	Indefinite suspension until compliance to revocation.
(b) Failure to provide adequate personnel who can perform, supervise, and inspect work for which the station is rated.	Maximum civil penalty.	to 7-day suspension and thereafter until adequate personnel are provided.
(c) Failure to have enough qualified personnel to keep up with the volume of work.	Maximum civil penalty.	to 7-day suspension and thereafter until certificate holder has enough qualified personnel.
(d) Failure to maintain records of supervisory and inspection personnel.	Moderate to maximum civil penalty.	
(e) Failure to maintain performance records and reports.	Moderate to maximum civil penalty.	
(f) Failure to ensure correct calibration of all inspection and test equipment is accomplished at prescribed intervals.	Minimum to maximum civil penalty.	
(g) Failure to set forth adequate description of work performed.	Minimum to maximum civil penalty.	
(h) Failure of mechanic to make log entries, records, or reports.	Moderate to maximum civil penalty.	
(i) Failure to sign or complete maintenance release.	Minimum to maximum civil penalty.	
(j) Inspection of work performed and approval for return to service by other than a qualified inspector.	Maximum civil penalty.	Up to 30 day suspension.

B 872

<i>Violation</i>	<i>Recommended Sanction per Violation</i>	<i>Certificate Action</i>
(k) Failure to have an adequate inspection system that produces satisfactory quality control.	Moderate civil penalty.	Up to 30 day suspension and thereafter until an adequate inspection system is attained.
(l) Maintaining or altering an article for which it is rated, without using required technical data, equipment, or facilities.	Moderate to maximum civil penalty.	Up to 30 day suspension.
(m) Failure to perform or properly perform maintenance, repairs, alterations, or required inspections.	Moderate to maximum civil penalty.	Up to 30 day suspension.
(n) Maintaining or altering an airframe, powerplant, propeller, instrument, radio, or accessory for which it is not rated.	Maximum civil penalty.	Suspension or revocation.
(o) Failure to report defects or unairworthy conditions to the Authority in a timely manner.	Moderate to maximum civil penalty.	
(p) Failure to satisfy housing and facility requirements.	Moderate civil penalty.	Suspension until housing and facility requirements are satisfied.
(q) Change of location, housing, or facilities without advance written approval.	Moderate civil penalty.	Suspension until approval is given.
(r) Operating as a certificated repair station without a repair station certificate.	Maximum civil penalty.	
(s) Failure to permit Authority to inspect.	Maximum civil penalty.	Indefinite suspension until Authority is permitted to inspect.
3. Aviation Maintenance Organization : Maintenance Engineers.		
(a) Improper performance of maintenance.	Moderate to maximum civil penalty.	
(b) Carrying out maintenance without current manuals.	Moderate to maximum civil penalty.	
(c) Failure to maintain recency of experience.	Moderate to maximum civil penalty.	
(d) Conducting maintenance without appropriate ratings.	Moderate to maximum civil penalty.	

<i>Violation</i>	<i>Recommended Sanction per Violation</i>	<i>Certificate Action</i>
(e) Unauthorized maintenance.	Moderate to maximum civil penalty.	
3. General aviation maintenance personnel.		
(a) Failure to revise aircraft data after major repairs or alterations.	Moderate to maximum civil penalty.	30 to 60 day suspension.
(b) Failure to perform or improper performance of maintenance.	Moderate to maximum civil penalty.	30 to 120 day suspension.
(c) Failure of mechanic to properly accomplish inspection.	Moderate to maximum civil penalty.	30 to 60 day suspension.
(d) Failure of mechanic to record inspection.	Moderate to maximum civil penalty.	15 to 30 day suspension.
(e) Failure of Inspection Authorisation holder to properly accomplish inspection.	Moderate to maximum civil penalty.	60 suspension to revocation.
(f) Failure of Inspection Authorisation holder to record inspection.	Moderate to maximum civil penalty.	15 to 30 day suspension.
(g) Maintenance performed by person without a certificate.	Moderate to maximum civil penalty.	
(h) Maintenance performed by person who exceeded certificate limitations.	Moderate to maximum civil penalty.	15 to 60 day suspension.
(i) Improper approval for return to service.	Moderate to maximum civil penalty.	30 to 120 day suspension.
(j) Failure to make maintenance record entries.	Moderate to maximum civil penalty.	30 to 60 day suspension.
(k) Failure to set forth adequate description of work performed.	Moderate to maximum civil penalty.	15 to 30 day suspension.
(l) Falsification of maintenance records.	Moderate to maximum civil penalty.	Revocation
4. Student operations.		
(a) Carrying passengers.		Revocation.
(b) Solo flight without endorsement.		45 to 90 day suspension.
(c) Operation on international flight.		60 to 90 day suspension.
(d) Use of aircraft in business.		30 to 120 day suspension.
(e) Operation for compensation or hire.		Revocation

B 874

<i>Violation</i>	<i>Recommended Sanction per Violation</i>	<i>Certificate Action</i>
5. Instructors for licences, ratings, authorisations and endorsement.		
(a) False endorsement of a student licence, rating, authorisation, or record.		Revocation.
(b) Exceeding flight time limitations or other training time limitations.		30 to 90 day suspension.
(c) Instruction in aircraft, and/or course for which he/she is not rated.		60 to 180 day suspension.
6. Operational Violations.		
(a) Operation without valid airworthiness or registration certificate.		30 to 90 day suspension.
(b) Failure to close flight plan or file arrival notice.	Administrative action to minimum civil penalty.	
(c) Operation without valid pilot licence (no licence issued).	Maximum civil penalty.	
(d) Operation while pilot licence is suspended.		Emergency revocation.
(e) Operation without pilot or medical certificate in personal possession.	Minimum civil penalty	
(f) Operation without valid medical certificate (no medical certificate issued).		Revocation.
(g) Operation for compensation or hire without commercial pilot certificate.		90 day suspension to revocation.
(h) Operation without type or class rating.		60 to 120 day suspension.
(i) Failure to comply with special conditions of medical certificate.		90 day suspension to revocation.
(j) Operation with known physical deficiency.		90 day suspension to revocation.
(k) Failure to obtain preflight information.		30 to 90 day suspension.
(l) Deviation from ATC instruction or clearance.		30 to 90 day suspension.
(m) Taxiing, takeoff, or landing without a clearance where ATC tower is in open.		30 to 90 day suspension.
(n) Failure to maintain radio communications in airport traffic area.		30 to 60 day suspension.
(o) Failure to comply with airport traffic pattern.		30 to 60 day suspension.

<i>Violation</i>	<i>Recommended Sanction per Violation</i>	<i>Certificate Action</i>
(p) Operation in terminal control area without or contrary to a clearance.		60 to 90 day suspension.
(q) Failure to maintain altitude in airport traffic area.		30 to 60 day suspension.
(r) Exceeding speed limitations in traffic area.		30 to 60 day suspension.
(s) Operation of unairworthy aircraft.		30 to 180 day suspension.
(t) Failure to comply with Airworthiness directives.		30 to 180 day suspension.
(u) Operation without required instruments and/or equipment.		30 to 90 day suspension.
(v) Exceeding operating limitations.		30 to 90 day suspension.
(w) Operation within prohibited or restricted area, or within positive control area.		30 to 90 day suspension.
(x) Failure to adhere to right of way rules.		30 to 90 day suspension.
(y) Failure to comply with VFR cruising altitudes.		30 to 90 day suspension.
(z) Failure to maintain required minimum altitudes over structures, persons, or vehicles over :		
(i) Congested area ;		60 to 180 day suspension.
(ii) Sparsely populated area ;		30 to 120 day suspension.
(aa) Failure to maintain radio watch while under IFR .		30 to 60 day suspension.
(bb) Failure to report compulsory reporting points under IFR.		30 to 60 day suspension.
(cc) Failure to display position lights.		30 to 60 day suspension.
(dd) Failure to maintain proper altimeter settings.		30 to 60 day suspension
(ee)Weather operations :		
(i) Failure to comply with visibility minimums in controlled airspace.		60 to 180 day suspension.

B 876

<i>Violation</i>	<i>Recommended Sanction per Violation</i>	<i>Certificate Action</i>
(ii) Failure to comply with visibility minimums outside controlled airspace.		30 to 120 day suspension.
(iii) Failure to comply with distance from clouds requirements in controlled airspace.		60 to 180 day suspension.
(iv) Failure to comply with distance from clouds requirements outside of controlled airspace.		30 to 120 day suspension.
(ff) Failure to comply with IFR landing minimums.		45 to 180 day suspension.
(gg) Failure to comply with instrument approach procedures.		45 to 180 day suspension
(hh) Careless or reckless operations :		
(i) Fuel mismanagement/exhaustion.		30 to 150 day suspension.
(ii) Wheels up landing.		30 to 60 day suspension.
(iii) Short or long landing.		30 to 90 day suspension.
(iv) Landing on or taking off from closed runway.		30 to 60 day suspension.
(v) Landing on or taking off from ramps or other improper areas.		30 to 120 day suspension.
(vi) Taxiing collision.		30 to 90 day suspension.
(vii) Leaving aircraft unattended with motor running.		30 to 90 day suspension.
(viii) Propping aircraft without a qualified person at controls.		30 to 90 day suspension.
(ix) Unauthorised dropping of object from aircraft.		30 to 60 day suspension.
(x) Unauthorised towing.		30 to 60 day suspension.
(xi) Acrobatic flight on airway, over congested area, below minimum altitude, etc.		90 to 180 day suspension.
(xii) Taking off with insufficient fuel.		30 to 150 day suspension.
(xiii) Operating so as to cause a collision hazard.		60 to 180 day suspension.

<i>Violation</i>	<i>Recommended Sanction per Violation</i>	<i>Certificate Action</i>
(xiv) Taxiing aircraft off runway, taxiway, or ramp.		
(ii) Passenger operations.		
(i) Operation without approved seat or berth and approved safety belt for each person on board the aircraft required to have them during takeoff, en route flight, and landing.		30 to 60 day suspension.
(ii) Carrying passengers who are under the influence of drugs or alcohol.		60 to 120 day suspension.
(iii) Performing acrobatics when all passengers are not equipped with approved parachutes.		60 to 90 day suspension.
(iv) Use of unapproved parachute.		30 to 60 day suspension.
(v) Permitting unauthorized parachute jumping.		30 to 90 day suspension.
(vi) Carrying passenger(s) without required recent flight experience.		30 to 120 day suspension
7. ID Plate Violations		
(a) Part 4 : Improper removal, changing or placing of identification information on a product.		
(i) Inadvertent.	Minimum civil penalty.	
(ii) Intentional misrepresenting identity of product.	Maximum civil penalty .	Revocation.
(b) Part 4 : Improper removal or installation of identification place.		
(i) Inadvertent.	Minimum civil penalty.	
(ii) Intentional misrepresenting identity of product.	Maximum civil penalty .	Revocation.
8. Approved Training Organizations		
(a) Knowingly permitting school aircraft to be used for unlawful carriage of controlled substances or other illegal activities.		Revocation.
(b) Refusal to permit inspection of facilities, equipment, personnel, records, or certificate by the Authority.	Maximum Civil.	Indefinite suspension until Authority is permitted to inspect, up to revocation.

B 878

<i>Violation</i>	<i>Recommended Sanction per Violation</i>	<i>Certificate Action</i>
(c) False advertising.	Moderate to maximum civil penalty.	
(d) Improper crediting to or graduation of student. (i) Inadvertent. (ii) Intentional. (e) Refusal to permit CAA test, check or examination of student.	Moderate to maximum civil penalty. Maximum civil penalty.	Revocation Indefinite suspension until Authority is permitted to test, check or examine, up to revocation.
(f) Unqualified or unauthorised instruction.	Moderate to maximum civil penalty.	
(g) Failure to establish or maintain training record.	Moderate to maximum civil penalty.	
(h) Failure to make proper entries in the aircraft logs.	Minimum to moderate civil penalty.	
(i) Failure to report defects, occurrences or incidents or other air worthy conditions in a timely manner.	Moderate to Minimum Civil Penalty.	
(j) Failure to carry checklist or operator's handbook	Minimum civil penalty.	
IV—SECURITY AND SAFETY VIOLATIONS BY INDIVIDUALS		
1. CHECKED BAGGAGE		
(a) Failure to declare unloaded firearm.	Criminal Referral.	
(b) Loaded firearm.	Criminal Referral.	
(c) Incendiary/explosive.	Criminal Referral.	
2. NON-PASSENGERS : No intent to board		
(a) Possession of firearm (unloaded, unloaded with ammunition accessible, or loaded) or other dangerous or deadly weapon (including stun guns) :		
(i) At screening point with no aggravating circumstances.	Criminal Referral.	
(ii) At screening point with aggravating circumstances.	Criminal Referral.	

<i>Violation</i>	<i>Recommended Sanction per Violation</i>	<i>Certificate Action</i>
(iii) In sterile area with no aggravating circumstances.	Criminal Referral.	
(iv) In sterile area with aggravating circumstance.	Criminal Referral.	
(b) Possession of incendiary/explosive at screening point or in sterile area with no intent to board a flight.	Criminal Referral.	
(c) Artful concealment of firearm (loaded or unloaded), other dangerous or deadly weapon (including stun guns), or incendiary/explosive at screening point or in sterile area.	Criminal Referral.	
3. PASSENGERS : Intent to board		
(a) Possession of dangerous or deadly weapon (including stun guns, mace, etc., but excluding firearms and incendiary/explosives)that would be accessible in flight in air transportation :		
(i) At screening point with no aggravating circumstances.	Criminal Referral.	
(ii) At screening pint with aggravating circumstances.	Criminal Referral.	
(iii) In sterile area or aboard aircraft with no aggravating circumstances.	Criminal Referral.	
(iv) In sterile area or aboard aircraft with aggravating circumstances.	Criminal Referral.	
(b) Possession of firearm that would be accessible in flight in air transportation with firearm unloaded, without accessible ammunition :		
(i) At screening point with no aggravating circumstances.	Criminal Referral.	
(ii) At screening pint with aggravating circumstances.	Criminal Referral.	
(iii) In sterile area or aboard aircraft with no aggravating circumstances.	Criminal Referral.	
(iv) In sterile area or aboard aircraft with aggravating circumstances.	Criminal Referral	

B 880

<i>Violation</i>	<i>Recommended Sanction per Violation</i>	<i>Certificate Action</i>
(c) Possession of firearm that would be accessible in flight in air transportation with firearm loaded, or with accessible ammunition :		
(i) At screening point with no aggravating circumstances.	Criminal Referral.	
(ii) At screening pint with aggravating circumstances.	Criminal Referral.	
(iii) In sterile area or aboard aircraft with no aggravating circumstances.	Criminal Referral.	
(iv) In sterile area or aboard aircraft with aggravating circumstances.	Criminal Referral.	
(d) Artful concealment of dangerous or deadly weapon (including stun guns, but excluding firearms and incendiary/explosives) at screen point, in sterile area, or aboard aircraft.	Criminal Referral.	
(e) Possession of incendiary/explosive at screening point, in sterile area, or aboard aircraft that would be accessible in flight in air transportation.	Criminal Referral.	
(f) Artful concealment of firearm or incendiary/ explosive at screening point, in sterile area, or aboard aircraft.	Criminal Referral.	
4. OTHER ACTS		
(a) Entering sterile area after failing to submit to screening- non-aggravated.	Criminal Referral.	
(b) Entering sterile area after failing to submit to screening –aggravated.	Criminal Referral.	
(c) Imparting or conveying false information concerning an attempt to do an act that would be a crime prohibited by The Civil Aviation Act 2006.	Criminal Referral.	
(d) Threatening overt act or other intent to use or dangerously display firearm, incendiary/explosive, or other deadly or dangerous weapon (including stun guns).	Criminal Referral.	
(e) Violation of Sections 56 & 57 of the Civil Aviation Act 2006.	Criminal Referral.	

<i>Violation</i>	<i>Recommended Sanction per Violation</i>	<i>Certificate Action</i>
5. UNRULY PASSENGERS		
(a) Interference with crewmember.	Criminal Referral.	
(b) Physical assault or threat to physically assault a flight or cabin crewmember.	Criminal Referral.	
(c) Physical assault or threat to physically assault an individual other than a crewmember.	Criminal Referral.	
(d) Acts in a manner that poses imminent threat to safety of aircraft or other individuals on aircraft.	Criminal Referral.	
(e) Smoking while “No Smoking” sign is lighted.	Criminal Referral.	
(f) Smoking in aircraft lavatory.	Criminal Referral.	
(g) Tampering with smoke detector.	Criminal Referral.	
(h) Refusal to fasten seat belt while seat belt sign is lighted.	Criminal Referral.	
(i) Refusal to occupy an approved seat or berth with a safety belt, and, if installed, shoulder harness properly secured during movement on the surface takeoff, or landing.	Criminal Referral.	
(j) Operating a portable electronic device in violation of crew directives.	Criminal Referral.	
(k) Drinking alcoholic beverages not served by operator.	Criminal Referral.	
6. SPECIAL EMPHASIS ENFORCEMENT— Individuals Aiming Laser Beam at Aircraft.		
(a) Single, first-time, inadvertent or non-deliberate violation by individual.	Criminal Referral.	
(b) Deliberate violation by an individual not holding an airman certificate.	Criminal Referral.	
(c) Deliberate violation by an airman certificate holder, regardless of whether airman was exercising the privileges of his or her certificate at the time of the violation.	Maximum civil penalty.	Revocation (in addition to civil penalty)

B 882

<i>Violation</i>	<i>Recommended Sanction per Violation</i>	<i>Certificate Action</i>
7. FALSIFICATION (a) Intentional false or fraudulent entry, reproduction, or alteration on an application or a licence or certificate or rating or approval.		Revocation of authorised certificates.
8. MISCELLANEOUS (a) Carriage of illegal substances on aircraft.		Revocation.
(b) Conducting operation without required operating certificate.		60 to 120 day suspension.
(c) Misuse of an aerodrome-approved identification medium.	Minimum to moderate civil penalty	
(i) Making an incorrect statement on an application for a personnel licence or medical certificate.		Indefinite suspension (pending correction of application and determination of qualification) or revocation of personnel licence or medical certificate.
(ii) Refusal to produce personal licence and/or associated medical certificate.		30 day suspension, and until produced to revocation.
9. AVSEC VIOLATIONS		
(1) Failure to carry out AVSEC functions or tasks other than screening to the standard specified in the national civil aviation security programme.	Moderate to Maximum civil penalty and possible criminal referral.	
(2) Failure to obtain written approval of the Authority on the revised security measures before carrying out any renovation, expansion or construction works at any aerodrome.	Moderate to Maximum civil penalty	
(3) Failure to establish an Aerodrome Security Committee that meets the requirement of the Aerodrome Security Programme.	Minimum to Moderate civil penalty.	
(4) Failure to provide aviation security officer and aviation screening officers in sufficient number..	Moderate to Maximum civil penalty.	

<i>Violation</i>	<i>Recommended Sanction per Violation</i>	<i>Certificate Action</i>
(5) Consumption or evidence of consumption of alcoholic beverages or other prohibited substances while on duty.	Moderate to Max civil penalty.	
(6) Failure to wear uniform and display a badge or other authorized means of identification while on duty.	Minimum to Moderate civil penalty.	
(7) Carrying out aviation security duties without the minimum required training.	Maximum civil penalty.	
(8) Failure to provide initial and recurrent training on aviation security to aviation security officer and aviation security screening officer.	Moderate to Maximum civil penalty.	
(9) Failure to carry out initial and periodic background checks on aviation security officer and aviation security screening officer.	Maximum civil penalty.	
(10) Failure to keep accurate record of the background check and training of an aviation security officer and aviation security screening officer.	Minimum civil penalty.	
(11) Circumventing screening or assisting circumvention of screening of persons, goods or things in their possession or a vehicle under their care or control.	Maximum civil penalty.	
(12) False declaration of prohibited items that could be used to jeopardize the security of civil aviation.	Maximum civil penalty and possible criminal referral.	
(13) Falsification or alteration of any record or report to show compliance.	Maximum civil penalty and possible criminal referral.	
(14) Implementing amended security programme without approval.	Maximum civil penalty.	
(15) Access to restricted areas without appropriate permit (persons and vehicles).	Maximum civil penalty.	
(16) Failure of an aerodrome operator to notify facility operator or tenant restricted area operator of any threat against his facility.	Moderate to Maximum civil penalty.	
(17) Failure of a screening officer to notify aerodrome operator of any threat against the aerodrome.	Moderate to Maximum civil penalty.	

B 884

<i>Violation</i>	<i>Recommended Sanction per Violation</i>	<i>Certificate Action</i>
(18) Failure to notify the Authority on the discovery of a weapon, explosive substance, an incendiary device or bomb explosion at the aerodrome.	Minimum civil penalty.	
(19) Failure to notify the Authority of a specific threat against the aerodrome.	Minimum civil penalty.	
(20) Failure to maintain a copy of AOSP or the pertinent portions of the AOSP at each aerodrome.	Minimum civil penalty.	
(21) Failure to assign qualified and trained person as a Ground Security Coordinator.	Maximum civil penalty.	
(22) Carriage of weapons on an aircraft by unauthorized person.	Maximum civil penalty.	
(23) Failure to declare authorized firearms.	Maximum civil penalty.	
(24) Carriage of declared firearms in an unlocked checked baggage/container.	Moderate civil penalty.	
(25) Failure to comply with X-ray operator duty time requirement.	Minimum to Moderate civil penalty.	
(26) Failure to notify the Authority of an act or suspected act of unlawful interference committed within an aerodrome.	Maximum civil penalty .	
(27) Failure of an aircraft operator to notify aerodrome operator, tenant restricted area operator or appropriate police of any threat against his facility.	Maximum civil penalty .	
(28) Failure of a screening officer to notify aircraft operator, aerodrome operator, the Nigeria Police and the Authority of any prohibited items detected at a restricted area.	Maximum civil penalty.	
(29) Failure of a screening officer to notify aircraft operator, aerodrome operator, the Nigeria Police and the Authority when a loaded firearm, explosive substance or incendiary device is detected in checked baggage.	Moderate to Maximum civil penalty.	
(30) Unavailability of restraining devices on board an aircraft.	Moderate civil penalty.	
(31) Use of a person as security coordinator without the minimum required security training.	Maximum civil penalty.	

<i>Violation</i>	<i>Recommended Sanction per Violation</i>	<i>Certificate Action</i>
(32) Use of a person as crew member on any domestic or international flight without the minimum required security training.	Minimum civil penalty.	
(33) Use of persons not qualified to perform screening functions.	Maximum civil penalty.	
(34) Acceptance of consignments of cargo, courier and express parcels or mail for carriage on flights without being subjected to security controls.	Maximum civil penalty.	
(35) Acceptance of catering supplies and stores without proper documentation and seal, and catering supplies that have been tempered with.	Minimum to Moderate civil penalty.	
(36) Acceptance of catering supplies and stores from unapproved flight catering operator.	Maximum civil penalty.	
(37) Failure to respond to Corrective Action Plans (CAPs) within specified time frame.	Minimum civil penalty.	
(38) Failure to implement Corrective Action Plans (CAPs) within specified time frame.	Maximum civil penalty.	
(39) Failure to comply with the security directives issued by the Authority.	Maximum civil penalty.	
(40) Unlawful carriage of a prohibited item at an airport, security restricted area, on board an aircraft or airport navigation installation.	Maximum civil penalty.	
(41) False declaration of the possession of a prohibited item that could be used to jeopardize the security of civil aviation.	Maximum civil penalty.	
(42) Aiding and abetting unauthorized access to aerodrome restricted area.	Maximum civil penalty.	
(43) Failure to carry out security screening of persons other than passengers, passengers, baggage, mail or cargo.	Maximum civil penalty and possible criminal referral.	
(44) Failure to implement approved security programme.	Moderate to Maximum civil penalty.	
(45) Failure to submit to security screening and forceful intrusion.	Maximum civil penalty.	
(46) Communication of false information with intent to jeopardize the security and safety of civil aviation.	Criminal referral/ ₱10,000,000 and life imprisonment.	

B 886

<i>Violation</i>	<i>Recommended Sanction per Violation</i>	<i>Certificate Action</i>
(47) Failure to make available relevant documents for inspection upon request by an authorized person.	Minimum to Moderate civil penalty.	
(48) Disclosure of sensitive security information to unauthorized person(s).	Moderate to Maximum civil penalty.	
(49) Obstruction of AVSEC personnel from carrying out lawful duties.	Maximum civil penalty.	
(50) Delay or failure in submission of documents requested by the Authority.	Minimum to moderate civil penalty.	
(51) Unruly passenger behaviour.	Criminal referral/ imprisonment of not less than two (2) months or both.	
(52) Operating without an approved security programme.	Maximum civil penalty.	
(53) Security company operating without necessary certificates, license, permit and approval.	Moderate civil penalty.	
(54) Failure to have or maintain an effective training programme.	Maximum civil penalty to suspension until compliance is demonstrated.	
(55) Failure to manage and control identification system.	Maximum civil penalty.	
(56) Failure to notify the Authority on change in modifications to operational particulars.	Minimum civil penalty.	
(57) Failure to keep at the aerodrome a current scale map of the aerodrome identifying the restricted areas.	Minimum civil penalty.	
(58) Usage of unapproved screening equipment.	Maximum civil penalty.	
(59) Attempted or unlawful seizure of aircraft.	Criminal Referral.	
(60) Conspiracy to attempt unlawful seizure of aircraft.	Criminal Referral.	
(61) Attempted or unlawful violence against a person, airport, airport facilities or an aircraft.	Criminal Referral.	

<i>Violation</i>	<i>Recommended Sanction per Violation</i>	<i>Certificate Action</i>
(62) Release of Biological, Chemical or Nuclear (BCN) weapons or explosives, radioactive or similar substance in an aircraft.	Criminal Referral.	
(63) Illegal transportation of BCN weapons or explosives, radioactive or similar substance in an aircraft.	Criminal Referral.	
(64) Use of aircraft to cause death, damage to property or environment.	Criminal Referral.	
(65) Conspiracy to commit a violation of any of the aviation security regulations.	Criminal Referral.	
(66) Use of a device, substance or weapons to perform an act of violence on an aerodrome.	Criminal Referral.	
(67) Threat to commit an unlawful act of violence on an aerodrome.	Criminal Referral.	
(68) Breach of any AVSEC regulations or directives.	Criminal Referral.	
V AIRCRAFT OWNER/OPERATOR REGISTRATION VIOLATIONS		
(a) Operation of an unregistered aircraft.		30 to 90 day suspension of pilot licence.
(b) Operation of an aircraft without an effective and valid Certificate of Aircraft Registration on board.	Minimum to maximum civil penalty only if operator is different from pilot.	30-90 day suspension of pilot certificate.
(c) Failure to return an ineffective or invalid Certificate of Aircraft Registration.	Minimum Civil Penalty.	Revoke Certificate of Aircraft Registration.
(d) Use of registered aircraft to carry out or facilitate unlawful activities.		Mandatory revocation of Certificate of Aircraft Registration and of all other Certificates of Aircraft Registration issued to its owner, and revocation of all personnel licences and medical certificate.

B 888

<i>Violation</i>	<i>Recommended Sanction per Violation</i>	<i>Certificate Action</i>
VI. ALL INDIVIDUALS AND ENTITIES (a) Failure to surrender suspended or revoked licence, authorisation or other approval, or medical certificate.	<i>Individual</i> : Moderate civil penalty per day, <i>Entity</i> : Moderate civil penalty per day.	
VII. CONSUMER PROTECTION VIOLATIONS		
(1) Failure to provide assistance in case of denied boarding.	Minimum to moderate civil penalty plus payment of value of c o m p e n s a t i o n prescribed in the regulation.	
(2) Failure to submit Boarding priority Rules to the Authority.	Minimum Civil Penalty.	
(3) Failure to comply with boarding priority rules when denying boarding.	Minimum to moderate Civil Penalty plus c o m p e n s a t i o n prescribed in the Regulation.	
(4) Failure to give priority to persons with reduced mobility during boarding.	Minimum to moderate Civil Penalty.	
(5) Failure to render assistance in case of flight cancellation.	Moderate to maximum Civil Penalty.	
(6) Failure to provide care for persons with reduced mobility, persons accompanying them, unaccompanied minors, in case of denied boarding, flight cancellation and delays.	Moderate to maximum Civil Penalty plus monetary value of the prescribed care to be given to complainant.	
(7) Failure to display at check in counter passenger rights statement.	Minimum Civil Penalty.	
(8) Failure to provide to passengers on request, passenger rights leaflet.	Minimum to moderate Civil Penalty.	
(9) Misleading Advertising.	Moderate to maximum Civil Penalty plus seizure of all inappropriate excess gains/profit from the advert or promotional scheme. Possible criminal referrals.	

<i>Violation</i>	<i>Recommended Sanction per Violation</i>	<i>Certificate Action</i>
(10) Failure to process ticket refund beyond stipulated time.	Refund of full value of ticket and an additional 5% of the ticket value.	
(11) Failure by any service provider to investigate complaint of passengers in respect of compensation and failure to respond to Authority's letter in respect of same.	Moderate Civil Penalty.	
(12) Failure or refusal to compensate passengers who are denied boarding involuntarily as a result of over booking.	Minimum Civil Penalty and compliance with the regulation.	
(13) Negligence in handling passenger baggage resulting in delay, damage or loss of baggage.	Moderate Civil Penalty and replacement of damaged baggage.	
(14) Over charging, discrimination in applying charges.	Maximum Civil Penalty for each day the violation continues.	
(15) Failure to respond to consumer letter of complaint duly issued by the Authority.	Minimum Civil Penalty.	
(16) Placing Advertisement without the Authority's written approval.	Minimum Civil Penalty.	
(17) Failure to maintain orderliness at check-in counters or boarding gates.	Minimum Civil Penalty.	
VIII. ECONOMIC REGULATION VIOLATIONS		
(1) Operation of sales outlet other than those approved by the Authority by foreign airlines.	Minimum Civil Penalty.	
(2) False declaration of information on airline operation for 5% TSC computation.	Maximum Civil Penalty and possible criminal referral.	
(3) Failure or refusal to maintain adequate insurance cover, failure to make quarterly returns on the adequacy of insurance cover.	Maximum Civil Penalty and possible criminal referrals of principal officers.	
(4) Violation of any condition of a license or approval by any company or allied aviation service provider.	Moderate Civil Penalty for initial violation and for each day the violation continues.	

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<i>Violation</i>	<i>Recommended Sanction per Violation</i>	<i>Certificate Action</i>
(5) Failure or refusal to file fares, tariff, charges or give information thereof.	Moderate Civil Penalty for initial violation and minimum Civil Penalty for each day the violation continues.	
(6) Failure to comply with the conditions of approved flight clearance for non-scheduled international air service.	Minimum to moderate Civil Penalty.	
(7) Failure to obtain necessary Approvals, Permits or Clearances.	Maximum Civil Penalty.	
(8) Delay in remittance of 5% TSC.	Attracts a daily surcharge of 1% compound interest on the outstanding balance on the amount unremitted.	
(9) Engaging in Anti-Competitive Restrictive and concerted business practices under 18.15.2 and 18.15.3.	Cease and Desist Order and Restitution.	Possible withdrawal of operating authorization or certificate action.
(10) Failure to comply with the terms and conditions of an approved mode of operation.	Moderate to Maximum Civil Penalty.	Possible certificate action.
IX. OTHER REGULATIONS VIOLATIONS		
(1) Failure to obtain Aviation Height Clearance.	Moderate Civil Penalty.	
(2) Failure to maintain adequate fire and rescue services as approved by the Authority in Aerodrome.	Moderate Civil Penalty and.	Revocation of certificate if the violation continues.
(3) Failure to conform with approved Environmental protection programme.	Minimum to moderate Civil Penalty.	
(4) Failure to remove disabled aircraft.	₦10,000.00 for each day of the violation continues after demand is made.	
(5) Failure to install an approved wind direction and speed indicator(s).	Minimum to moderate Civil Penalty.	
(6) Failure to provide adequate weather information or meteorological services according to Authority's approved standards.	Maximum Civil Penalty with possible criminal referral of principal officers.	

<i>Violation</i>	<i>Recommended Sanction per Violation</i>	<i>Certificate Action</i>
(7) Failure to comply with approved emergency procedure/plan.	Moderate Civil Penalty with possible criminal referral of principal officers.	
(8) Release of Biological, chemical or Nuclear (BCN) weapon or explosives, radioactive or similar substance in an aircraft.	Criminal Referral.	
(9) Illegal transportation of BNC weapon or explosives, radioactive or similar substance in an aircraft.	Criminal Referral.	
(10) Communication of false information with intent to endanger the safety of aircraft in flight.	Criminal Referral.	
(11) Transport of Dangerous Goods by Air without Approval.	Maximum Civil Penalty and or Criminal Referral.	
(12) Denial of Access to NCAA Inspectors to premises, documents, entries, aircraft, equipment or any other facilities where access is required.	Moderate to Maximum Civil Penalty.	
X. AERODROME VIOLATIONS		
(1) Commencing development of aerodrome, airstrip/heliport(onshore) without the Authority's approval.	Maximum Civil Penalty and suspension of work until approval granted.	
(2) Failure to inform the Authority of a developed heliport(onshore).	Maximum civil penalty and payment of construction fee.	
(3) Failure of an operator to obtain approval for documents enumerated in Nig.CARs Part 12.1.4.1(b) before commencement of aerodrome development.	Maximum civil penalty and cease and desist order.	
(4) Failure of an operator to submit aeronautical studies to the Authority for non-compliance with regulations.	Maximum Civil Penalty.	
(5) Failure of an operator to notify the Authority of any rehabilitation or upgrade of an/a aerodrome/heliport.	Maximum Civil Penalty.	
(6) Allowing aircraft operations into a heliport with expired heliport certificate.	Minimum Civil Penalty.	

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<i>Violation</i>	<i>Recommended Sanction per Violation</i>	<i>Certificate Action</i>
(7) Failure of an operator to submit correct aeronautical data for publication into the AIP.	Minimum Civil Penalty.	
(8) Operating an aircraft into unapproved airstrip/heliport .	Maximum Civil Penalty.	
(9) Failure of an operator to renew a heliport certificate.	Maximum Civil Penalty.	Revocation of certificate.
(10) Failure of an aerodrome operator to restrict vehicle speed limit operating on the airside.	Minimum Civil Penalty.	
(11) Failure of Ground handling companies to comply with parking of GSE within the restricted areas allotted.	Minimum Civil Penalty.	
(12) Failure of an aerodrome/airstrip/heliport operator to implement approved training/ retraining programme for.	Minimum to maximum Civil Penalty.	Suspension.
(13) operational and maintenance personnel.		
(14) Failure to provide adequate training programme for operational and maintenance personnel for Authority's approval.	Minimum Civil Penalty.	
(15) Failure to establish and retain personnel training records.	Minimum Civil Penalty.	
(16) Failure of an/a aerodrome/airstrip/heliport operator to send mandatory report of an incident/ accident to the Authority.	Minimum Civil Penalty.	
(17) Failure of an aerodrome/airstrip/heliport operator to maintain or keep maintenance records for the Aerodrome/airstrip/heliport.	Maximum Civil Penalty.	Suspension
(18) Failure of an aerodrome/airstrip/heliport operator to comply with approved birds/ wildlife Management programme.	Moderate to maximum Civil Penalty.	
(19) Operating an aerodrome/airstrip/heliport without an approved operations manual.	Moderate Civil Penalty.	
(20) Failure of an aerodrome/airstrip/heliport operator to developed and submit work safety plan before construction/major maintenance of facilities.	Minimum to moderate Civil Penalty.	
(21) Failure to obtain Aviation height clearance.	Moderate Civil Penalty	

<i>Violation</i>	<i>Recommended Sanction per Violation</i>	<i>Certificate Action</i>
(22) Failure of an aerodrome/airstrip/heliport operator to renew aviation height clearance at the expiration of 12 calendar months.	Minimum to moderate Civil Penalty.	
(23) Provision of false information to the Authority in support of application for license, certificate or approval.	Maximum Civil Penalty and possible criminal referrals.	
(24) Failure or refusal of an aerodrome/airstrip/heliport to maintain adequate insurance cover.	Maximum Civil Penalty and possible criminal referral.	
(25) Establishing an unauthorized aerodrome.	Moderate Civil Penalty.	Closure of the aerodrome.
(26) Unauthorized use of aerodrome/airstrip/heliport.	Maximum Civil Penalty.	Suspension.
(27) Failure to obtain written approval of the authority.	Moderate to Maximum Civil Penalty.	
(28) to amend , upgrade, alter, transfer, sale or lease or alienate ownership of an existing aerodrome.		
(29) Failure to maintain adequate rescue and fire fighting services as approved by the authority.	Moderate Civil Penalty.	Revocation of aerodrome certificate If the violation continues after demand is made.
(30) Failure to remove disabled aircraft.	N10,000 for each day the violation continues after demand is made.	
(31) Failure to install an approved wind direction and speed indicator(s).	Minimum to moderate Civil Penalty.	
(32) Failure to comply with approved emergency procedure/plan.	Moderate Civil Penalty and possible Criminal referrals of principal Officers.	
(33) Failure to develop and/or implement an approved safety management system.	Moderate Civil Penalty.	
(34) Failure to calibrate any navigational and landing aids in accordance with approved standard.	Minimum to moderate Civil Penalty.	
(35) Failure to provide blast fences to protect personnel and vehicles from jet blast and propeller slipstreams.	Minimum to moderate Civil Penalty.	

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<i>Violation</i>	<i>Recommended Sanction per Violation</i>	<i>Certificate Action</i>
(36) Failure to maintain standards on handling, storage and dispensing aviation fuel.	Minimum to moderate Civil Penalty.	
(37) Failure of an aerodrome operator to sweep, clean and/or de-grease apron regularly and when necessary.	Minimum to moderate Civil Penalty.	
(38) Failure to operate and maintain the aerodrome in accordance with approved procedures in the Aerodrome Operations Manual.	Moderate to maximum Civil Penalty.	
39) Failure to amend the aerodrome/airstrip/heliport documents for maintenance of accuracy of information.	Minimum to moderate Civil Penalty.	
(40) Failure to NOTAM any obstruction, level of service or any safety concern conditions at an aerodrome.	Moderate to maximum Civil Penalty.	
(41) Failure to test the aerodrome emergency plan within the specified intervals.	Minimum to maximum Civil Penalty.	
(42) Failure to arrange and carryout internal audits of the safety management system within the specified time frame.	Minimum to moderate Civil Penalty.	
(43) Allowing night flights from, or at any aerodrome at which adequate facilities for night flights are lacking.	Moderate to maximum Civil Penalty.	
(44) Failure to provide adequate number of qualified and skilled personnel to perform all critical activities for aerodrome operation and maintenance.	Moderate to maximum Civil Penalty.	
(45) Failure to allow authorized person(s) access to any part of the aerodrome or any aerodrome facility, equipment, records, documents and operational personnel.	Moderate to maximum Civil Penalty.	
(46) Failure to implement a system of preventive maintenance and checking of the aerodrome facilities.	Minimum to Moderate Civil Penalty.	
(47) Failure to compile and retain monthly statistics in respect of the number of passengers and aircraft movements in determining fire category.	Minimum to Moderate Civil Penalty.	

<i>Violation</i>	<i>Recommended Sanction per Violation</i>	<i>Certificate Action</i>
(48) Failure to limit access to movement and safety areas only to ground vehicles and pedestrians necessary for Aerodrome and aircraft operations.	Minimum to Moderate Civil Penalty.	
(49) Failure to prepare and implement inspection programme.	Minimum to Moderate Civil Penalty.	
(50) Failure to implement a quality control programme.	Minimum to Moderate Civil Penalty.	
51) Failure of an aerodrome operator to provide standby fire cover during fuelling of aircraft.	Maximum Civil Penalty.	
(52) Failure of airline operator to make request for and obtain fire cover during fuelling operations.	Minimum Civil Penalty.	
(53) Failure of an aerodrome operator to ensure compliance with procedures including communication by a fuel vendor supplying fuel to aircraft at a place and in a manner approved by the aerodrome operator.	Maximum Civil Penalty.	
(54) Failure of an aerodrome operator to carry out the internal audit of fuel farms.	Maximum Civil Penalty.	
(55) Failure of an operator to submit and implement Corrective Action Plan (CAP) within agreed time frame for the Aerodrome/Airstrip/Heliport.	Minimum Civil Penalty	
XI AIR TRAFFIC VIOLATIONS		
(1) Failure to carry out Air Traffic Management (ATM) duties as assigned.	Moderate to Maximum Civil Penalty and possible criminal referral.	
(2) Failure to obtain written approval of the Authority on the revised ATM procedures before carrying out any renovation, expansion or construction works at any ATM Facility.	Moderate to Maximum Civil Penalty.	
(3) Failure to establish an Aerodrome Security Committee that meets the requirement of the Aerodrome Security Programme.	Minimum to Moderate Civil Penalty.	
(4) Failure to provide qualified and competent Air Traffic Control Officers and in sufficient numbers.	Moderate to Maximum Civil Penalty.	

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<i>Violation</i>	<i>Recommended Sanction per Violation</i>	<i>Certificate Action</i>
(5) Consumption and evidence of alcoholic beverages or other prohibited substances while on duty.	Maximum Civil Penalty.	
(6) Failure of an Air Traffic Control Officer to carry on his/her person a valid Air Traffic Control License while on duty.	Minimum to Moderate Civil Penalty.	
(7) Carrying out Air Traffic Control functions without the minimum required training.	Maximum Civil Penalty.	
(8) Failure to provide initial and recurrent training on Air Traffic Control to Air Traffic Control Officers.	Moderate Civil Penalty.	
(9) Failure to carry out initial and periodic assessments on Air Traffic Control Officers in order to maintain competence at the relevant ATM unit.	Moderate Civil Penalty.	
(10) Failure to keep accurate record of initial and periodic assessments on Air Traffic Control Officers.	Moderate Civil Penalty.	
(11) Obstruction of investigations/failure to provide information.	Moderate to maximum Civil Penalty and possible criminal referral.	
(12) Failure to adhere to the provisions of an approved contingency plan/programme.	Moderate Civil Penalty and possible Criminal referral of Principal Officers.	
(13) Falsification or alteration of any record or report to show compliance.	Maximum Civil Penalty and possible criminal referral.	
(14) Implementing new ATM procedures without approval.	Maximum Civil Penalty.	
(15) Operating as an ANSP without an approved ATM Operations Manual.	Moderate Civil Penalty.	
(16) Failure to develop and submit a Work Plan during construction/maintenance of facilities at the aerodrome.	Minimum to moderate Civil Penalty.	
(17) Failure of a duty Air Traffic Control Officer to notify his/her ANSP of any threat to civil aviation, ATM facility or the aerodrome.	Moderate to Maximum Civil Penalty.	

<i>Violation</i>	<i>Recommended Sanction per Violation</i>	<i>Certificate Action</i>
(18) Failure to render to an authorized officer required documents and forms for statistical verification.	Minimum Civil Penalty for each day the violation continues.	
(19) Failure of an ANSP to notify the Authority of a specific threat against any aerodrome.	Minimum Civil Penalty.	
(20) Failure to maintain a copy of ANSP certificate or the pertinent portions of the ANSP certificate at its Headquarters.	Minimum Civil Penalty.	
(21) Failure to assign a qualified and competent Air Traffic Control Officer as a Watch Supervisor.	Maximum Civil Penalty.	
(22) Failure to assign qualified and competent Air Traffic Control Officers as Quality Assurance Manager (QAM) and Air Traffic Operations Manager (ATOM) at each ATM facility.	Maximum Civil Penalty.	
(23) Other violations of these regulations not specifically listed above.	Minimum to maximum Civil Penalty.	
(24) Obstruction and prevention of the Authority or any of its designated officers from carrying out lawful duties.	Moderate to maximum Civil Penalty.	
(25) Failure to provide information upon request by the Authority.	Minimum to moderate Civil Penalty.	
(26) Provision of false information to the Authority in support of application for License, Certificate or Approval.	Maximum Civil Penalty and criminal referral.	
(27) Failure to respond to Corrective Action Plans (CAPs) within specified time frame.	Minimum Civil Penalty.	
(29) Failure to implement Corrective Action Plans (CAPs) within specified time frame.	Maximum Civil Penalty.	
(30) Failure to comply with the ATM directives issued by the Authority.	Maximum Civil Penalty.	
(31) Failure to make available relevant documents for inspection upon request.	Minimum to Moderate Civil Penalty.	
(32) Disclosure of sensitive information to unauthorized person(s).	Moderate to Maximum Civil Penalty.	
(33) Obstruction of ATM Inspectors from carrying out lawful duties.	Maximum Civil Penalty.	

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<i>Violation</i>	<i>Recommended Sanction per Violation</i>	<i>Certificate Action</i>
(34) Delay or failure in submission of documents requested by the Authority.	Minimum to moderate Civil Penalty.	
(35) Operating without adherence to the approved Manuals of Standards for Air Traffic Management (ATM), PANS-OPS and Aeronautical Search and Rescue (SAR).	Maximum Civil Penalty.	
(36) Failure to have or maintain an effective training programme.	Maximum Civil Penalty.	Suspension until compliance is demonstrated.
(37) Failure to notify the Authority on change in modifications to operational procedures.	Minimum Civil Penalty.	
(38) Failure to adhere to the provisions of an approved SMS programme.	Maximum Civil Penalty.	
(39) False declaration of information on airline operations for 5% TSC computation.	Maximum penalty and possible criminal referral.	
(40) False declaration of document relating to statistical verification.	Maximum Civil Penalty and possible criminal referral.	Suspension of operating authorization
(41) Delay in the submission of document requested by the Authority.	Minimum Civil Penalty for each day the violation continues.	
(42) Violation of any condition of a License or Approval by any Company or allied Aviation Service Provider.	Moderate Civil Penalty for initial violation and each day the violation continues.	
(43) Failure or refusal by any Air Carrier or Service Provider to implement directives issued by the Authority on the protection of consumer interests.	Moderate Civil Penalty.	
(44) Failure to comply with the conditions of an approved flight clearance for non-scheduled or international air service.	Minimum to moderate Civil Penalty.	
(45) Failure to renew ANSP License within the stipulated time.	Minimum to moderate Civil Penalty.	
(46) Unauthorized use of ANSP facility.	Maximum Civil Penalty.	Suspension
(47) Failure to obtain written approval of the Authority to amend, upgrade, alter, transfer, sale or lease or alienate ownership of an existing ANSP facility.	Moderate to maximum Civil Penalty.	

<i>Violation</i>	<i>Recommended Sanction per Violation</i>	<i>Certificate Action</i>
(48) Reduction or extension of published level of service without approval.	Minimum Civil Penalty.	
(49) Failure to comply with safety directives issued by the Authority.	Maximum Civil Penalty.	
(50) Failure to conform with approved Environmental Protection Programme.	Minimum to moderate Civil Penalty.	
(51) Failure to install an approved wind direction and speed indicator(s).	Minimum to moderate Civil Penalty.	
(52) Failure to provide adequate weather information or Meteorological Services according to Authority's approved standards.	Maximum Civil Penalty and possible criminal referral of Principal Officers.	
(53) Failure to comply with approved emergency procedures/plan.	Moderate Civil Penalty and possible criminal referral of Principal Officers.	
(54) Failure to carry out maintenance of Aeronautical facilities as approved by the Authority.	Moderate Civil Penalty.	
(55) Failure to disseminate Aeronautical Information Services in accordance with approved procedures.	Minimum Civil Penalty and criminal referral of Officer-in-Charge.	
(56) Operation of aircraft into an aerodrome when weather is below the State Weather Minima.	Maximum Civil Penalty.	
(57) Failure to report the operation of aircraft into an aerodrome when weather is below the State Weather Minima.	Maximum Civil Penalty.	
(58) Failure to provide an approved standard of any type of Air Traffic Services.	Moderate Civil Penalty and criminal referral.	
(59) Failure to calibrate any Navigational and Landing Aids in accordance with approved standards.	Minimum to moderate Civil Penalty.	
(60) Destruction or damage of Air Navigation Facilities.	Criminal Referral	

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<i>Violation</i>	<i>Recommended Sanction per Violation</i>	<i>Certificate Action</i>
XII. AERONAUTICAL INFORMATION SERVICES VIOLATIONS		
(1) Obstruction of investigation/ failure to provide information.	Moderate to maximum Civil Penalty and possible criminal referral.	
(2) Operating an Aerodrome without an approved Aerodrome Operations Manual.	Moderate Civil Penalty.	
(3) Failure to develop and submit work plan during construction/maintenance of facilities at the Airport.	Minimum to moderate Civil Penalty.	
(4) Obstruction and prevention of the Authority or any of designated officers from carrying out lawful duties.	Moderate to maximum Civil Penalty.	
(5) Failure to provide information upon request by the Authority.	Minimum to moderate Civil Penalty.	
(6) Provision of false information to the Authority in support of application for licence, certificate or approval.	Maximum Civil Penalty and possible criminal referrals.	
(7) Failure to render to an authorized officer required documents, forms for statistical verification.	Minimum Civil Penalty each day the violation continues.	
(8) False declaration of documents relating to statistical verification.	Maximum Civil Penalty and possible criminal referral.	Suspension of Operating Authorization.
(9) Delay in submission of documents requested by the Authority.	Minimum Civil Penalty for each day the violation continues.	
(10) Establishing an unauthorized aerodrome.	Moderate Civil Penalty and closure of the aerodrome.	
(11) Unauthorized provision of allied aviation services.	moderate to Maximum Civil Penalty.	
(12) Failure to comply with the conditions of approved flight clearance for non-scheduled international air services.	Minimum to moderate Civil Penalty.	
(13) Failure to renew aerodrome licence within the stipulated time.	Minimum to moderate Civil Penalty.	
(14) Reduction of published level of service without approval.	Minimum Civil Penalty.	

B 901

<i>Violation</i>	<i>Recommended Sanction per Violation</i>	<i>Certificate Action</i>
(15) Failure to comply with safety directive issued by the Authority.	Maximum Civil Penalty.	
(16) Failure to comply with approved emergency procedure/plan.	Moderate Civil Penalty and possible criminal referral of principal officers.	
(17) Failure to develop or implement an approved Safety Management System.	Moderate Civil Penalty.	
(18) Failure to disseminate Aeronautical Information Services in accordance with approved procedure.	Minimum Civil Penalty and criminal referral of officer in charge.	
(19) Disclosure of unauthorized information.	Minimum Civil Penalty and criminal referral.	
(20) False information in order to obtain license, permit or any authorization.	Moderate Civil Penalty and criminal referral.	
(21) Failure to put in place Quality Management System in accordance with stipulated standards.	Medium Civil Penalty.	
(22) Failure to provide in timely manner, the personnel, facilities and financial resources need to implement and improve the processes of QMS and address customer on all AIS and charts related services.	Maximum Civil Penalty.	
(23) Failure to put in place a security plan to protect facility, personnel and services.	Moderate Civil Penalty.	
(24) Failure to put in place contingency plan in the invent of total or partial system failure.	Moderate Civil Penalty.	
(25) Failure to develop local operating procedure for the collection and dissemination of relevant data/ information in AIS Aerodrome units.	Moderate Civil Penalty.	
(26) Failure to carry out airport facilities and obstructions survey in WGS-84 datum which shall include geoidal undulations.	Moderate Civil Penalty.	
(27) Failure to depict on an aeronautical chart the values of magnetic variations at airport(s) nearest to the date of publication that is divisible by 5.	Moderate Civil Penalty.	
(28) Failure to produce aeronautical charts in accordance with required regulations.	Moderate Civil Penalty	

B 902

<i>Violation</i>	<i>Recommended Sanction per Violation</i>	<i>Certificate Action</i>
(29) Failure to provide requisite aeronautical chart including grid maps prior to aircraft operations at each aerodrome.	Moderate Civil Penalty.	
XIII—COMMUNICATIONS NAVIGATION AND SURVEILLANCE VIOLATIONS		
(1) Failure to officially involve NCAA (Air Navigation Services Inspectors) in the deployment of CNS facilities from Site validation/Factory Acceptance Test (FAT) to Installation stages.	Maximum Civil Penalty.	
(2) Assignment of Frequencies of Operation of Aeronautical Facilities without NCAA's Approval.	Maximum Civil Penalty.	
(3) Operation of Navigation and Landing facilities at the expiration of periodicity.	Maximum Civil Penalty.	
(4) Non-qualified ATSEP personnel rostered to man a watch without supervision.	Maximum Civil Penalty.	
5) An ATSEP carrying out maintenance on facilities he or she is not rated for.	Moderate Civil Penalty.	
(6) Operation of a safety-critical service which does not ensure the required standards (availability, continuity, efficiency etc.)	Maximum Civil Penalty.	
(7) Failure to inform NCAA prior to the procurement of any Aeronautical telecommunication equipment.	Moderate Civil Penalty.	
(8) before deployment to the aerodrome.		
(9) Failure to install or provide approved minimum air navigation facilities in the Aerodrome according to NCAA approved standards.	Moderate Civil Penalty.	
(10) Unlawful shutdown, downgrade or sudden termination of aeronautical Telecommunication equipment radiating signal in space to endanger or cause communication failure.	Maximum Civil Penalty.	
(11) Obstruction of an investigation or failure to provide information on sudden or willful shutdown of air navigation facilities that may have resulted in diversion or termination of flight.	Maximum Civil Penalty.	

<i>Violation</i>	<i>Recommended Sanction per Violation</i>	<i>Certificate Action</i>
(12) Failure to develop and submit work plan, progress reports during installation/major maintenance or overhaul of aeronautical telecommunication facility in the aerodrome.	Moderate Civil Penalty.	
(13) Obstruction and prevention of the authority or the Air Navigation Safety Inspector from carrying out lawful duties.	Maximum Civil Penalty.	
(14) Radiation of false signals due to negligence or failure to calibrate air navigation facilities in accordance with approved NCAA standards or for an intent to endanger safety of aircraft in flight.	Maximum Civil Penalty.	
(15) Establishing/alteration of radiated signal in space consequent upon unauthorized usage or change of assigned frequency or parameter contrary to established standards by the authority.	Moderate Civil Penalty and decommissioning of facility.	
(16) Failure to obtain a written approval of the authority to install/deploy, amend, upgrade or alter either by re-installation/decommissioning of any aeronautical telecommunication facility in the aerodrome.	Moderate Civil Penalty.	
(17) Failure to carry out maintenance or calibration of any navigation and landing aids in accordance with approved standards by the authority.	Moderate Civil Penalty.	
(18) Destruction or damage of aeronautical telecommunication facilities for air navigation.	Repairing/replacement cost is negotiable with ANSP.	
(19) Failure to forward daily, weekly and monthly defect reports to the Authority.	Minimum Civil Penalty.	
(20) Failure to make appropriate entries into maintenance logbook in accordance with NCAA standards for documentation and entries.	Moderate Civil Penalty.	
(21) Failure to provide contingency plans to forestall any sudden disruption of radiation of signal or shutdown of aeronautical telecommunication facility.	Moderate Civil Penalty.	

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<i>Violation</i>	<i>Recommended Sanction per Violation</i>	<i>Certificate Action</i>
(22) Failure to submit/implement Corrective Action Plan (CAP) within agreed time frame or remedy noncompliance after notification in writing by the Authority.	Moderate Civil Penalty.	
(24) Failure to renew an aeronautical Telecommunication service Provider certificate and continuous operation without certificate/permit.	Moderate Civil Penalty.	

IS 1.9.

SI. UNIT OF MEASUREMENT

SI Unit of Measurement.

1. Table 2.1. SI. UNIT PREFIX

<i>Multiplication factor</i>	<i>Prefix</i>	<i>Symbol</i>	
1 000 000 000 000 000 000	= 10 ¹⁸	exa	E
1000 000 000 000 000	= 10 ¹⁵	peta	P
1000 000 000 000	= 10 ¹²	tera	T
1000 000 000	= 10 ⁹	giga	G
1000 000	= 10 ⁶	mega	M
1 000	= 10 ³	kilo	k
100	= 10 ²	hecto	H
10	= 10 ¹	deca	a
0.1	= 10 ⁻¹	deci	d
0.01	= 10 ⁻²	centi	c
0.001	= 10 ⁻³	milli	m
0.000 001	= 10 ⁻⁶	micro	
0.000 000 001	= 10 ⁻⁹	nano	n
0.000 000 000 001	= 10 ⁻¹²	pico	p
0.000 000 000 000 001	= 10 ⁻¹⁵	femto	f
0.000 000 000 000 000 001	= 10 ⁻¹⁸	atto	a

2. Table 2.2.—NON-SI UNITS FOR USE WITH THE SI

*Specific quantities**In Table 3-4*

<i>Related to</i>	<i>Unit</i>	<i>Symbol</i>	<i>Definition (in terms of SI units)</i>
Mass	tonne	t	1 t = 10 ³ kg
plane angle	degree	o	1° = (0/180)
rad	minute	”	1’ = (1/60)0 = (0/10 800)
	rad second	”	1” = (1/60)” = (0/648
	000)rad		
temperature	degree Celsius	°C	1 unit °C = 1 unit K ^a)
time	minute	min	1 min = 60s
	=hour	h	1h = 60min = 3600s
	day	d	1d = 24h = 86400s
	week, month, year	—	
Volume	Litre	L	1L = 1 dm ³ = 10 ⁻³ m ³

(a) See Table 2.5 for conversion.

*Specific quantities**In Table 3-4*

<i>Related to</i>	<i>Unit</i>	<i>Symbol</i>	<i>Definition (in terms of SI units)</i>
Mass	tonne	t	1 t = 10 ³ kg
Distance (long)	nautical mile	NM	1 NM = 1852 m
Distance	foot	ft	1 ft = 0.3048m
(vertical) ^a) Speed	knot	kt	1 kt = 0.514 444 m/s

a) altitude, elevation, height,
vertical speed

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4. TABLE 2.4—STANDARD APPLICATION OF SPECIFIC UNITS OF MEASUREMENT

<i>Ref. No.</i>	<i>Primary Unit (Symbol)</i>	<i>Non-SI Alternative Units (Symbol)</i>	<i>Quantity</i>
1. DIRECTION/SPACE/TIME			
1.1. altitude	m	ft	
1.2. area	m ²		
1.3. distance (long) ^{a)}	km	NM	
1.4. distance (short)	m		
1.5. elevation	m	ft	
1.6. endurance	h and min		
1.7. height	m	ft	
1.8. latitude	°t”		
1.9. length	m		
1.10. longitude	° ‘ “		
1.11. plane angle	° (when required, decimal subdivisions of the degree shall be used)		
1.12. runway length	m		
1.13. runway visual range	m		
1.14. tank capacities (aircraft) ^{b)}	T		
1.15. time	s min h d week month year		
1.16. visibility ^{c)}	km		
1.17. volume	m ³		
1.18. wind direction (wind than for a landing and take-off shall be expressed in degrees true ; for landing and take-off wind directions shall be expressed in degrees magnetic)	° directions other		
2.1. air density	kg/m ³		
2.2. area density	kg/m ²		
2.3. cargo capacity	kg		
2.4. cargo density	kg/m ³		
2.5. density (mass density)	kg/m ³		
2.6. fuel capacity (gravimetric)	kg		
2.7. gas density	kg/m ³		
2.8. gross mass or payload	kg		
2.9. hoisting provisions	kg		
2.10. linear density	Wm		

4. TABLE 2.4—STANDARD APPLICATION OF SPECIFIC UNITS OF MEASUREMENT—(continued)

<i>Ref. No.</i>	<i>Primary Unit</i>	<i>Non-SI Alternative Units (Symbol)</i>	<i>Quantity (Symbol)</i>
2. MASS RELATED			
2.11.	liquid density	kg/m ³	
2.12.	mass	kg	
2.13.	moment of inertia	kg * m ²	
2.14.	moment of momentum	kg.m ² /s	
2.15.	momentum	kg.m/s	
3. FORCE-RELATED			
3.1.	air pressure (general)	kPa	
3.2.	altimeter settin	hPa	
3.3.	gatmospheric pressure	hPa	
3.4.	bending moment	kN * m	
3.5.	force	N	
3.6.	fuel supply pressure	kPa	
3.7.	hydraulic pressure	kPa	
3.8.	modulus of elasticity	MPa	
3.9.	pressure	kPa	
3.10.	stress	MPa	
3.11.	surface tension	mN/m	
3.12.	thrust	kN	
3.13.	torque	N * m	
3.14.	vacuum	Pa	
4. MECHANICS			
4.1.	airspeed ^{d)}	km/h	
4.2.	angular acceleration	rad/s ²	
4.3.	angular velocity	rad/s ²	
4.4.	energy or work	J	
4.5.	equivalent shaft power	kW	
4.6.	frequency	HZ	
4.7.	ground speed	Km/h	
4.8.	impact	J/m ⁰	
4.9.	kinetic energy absorbed by brakes	MJ	

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4. TABLE 2.4—STANDARD APPLICATION OF SPECIFIC UNITS OF MEASUREMENT—(continued)

<i>Ref. No.</i>	<i>Primary Unit</i>	<i>Non-SI Alternative Units (Symbol)</i>	<i>Quantity (Symbol)</i>
4.10.	linear acceleration	m/s ²	
4.11.	power	kW	
4.12.	rate of trim	°/S	
4.13.	shaft power	kW	
4.14.	velocity	m/s	
4.15.	vertical speed	m/s	Ft/min
4.16.	wind speed	km/h	kt

5. FLOW

5.1.	engine airflow		
5.2.	engine waterflow	kg/s	
5.3.	fuel consumption (specific)	kg/h	
	piston engines	kg/(kW ⁰ h)	
	turbo-shaft engines	kg/(kW ⁰ h)	
	jet engines	kg/(kN ⁰ h)	
5.4.	fuel flow	kg/h	
5.5.	fuel tank filling rate (gravimetric)	kg/min	
5.6.	gas flow	kg/s	
5.7.	liquid flow (gravimetric)	g/s	
5.8.	liquid flow (volumetric)	L/s	
5.9.	mass flow	Kg/s	
5.10.	oil consumption		
	gas turbine	Kg/h	
	piston engines (specific)	g/(kW ⁰ h)	
5.11.	oil flow	g/S	
5.12.	pump capacity	L/min	
5.13.	ventilation airflow	m ³ /min	
5.14.	viscosity (dynamic)	Pa + s	
5.15.	viscosity (kinematic)	m ² /s	

6. THERMODYNAMICS

6.1.	coefficient of heat transfer	W/(m ² . K)	
6.2.	heat flow per unit area	J/m ²	
6.3.	heat flow rate	W	
6.4.	humidity (absolute)	g/kg	
6.5.	coefficient of linear expansion	°C-1	

4. TABLE 2.4—STANDARD APPLICATION OF SPECIFIC UNITS OF MEASUREMENT—(continued)

<i>Ref. No.</i>	<i>Primary Unit</i>	<i>Non-SI Alternative Units (Symbol)</i>	<i>Quantity (Symbol)</i>
6.6.	quantity of heat	J	
6.7.	temperature	°C	
7. ELECTRICITY AND MAGNETISM			
7.1.	capacitance	F	
7.2.	conductance	S	
7.3.	conductivity	S/m	
7.4.	current density	A/m ²	
7.5.	electric current	A	
7.6.	electric field strength	C/m ²	
7.7.	electric potential	V	
7.8.	electromotive force	V	
7.9.	magnetic field strength	A/m	
7.10.	magnetic flux	Wb	
7.11.	magnetic flux density	T	
7.12.	power	W	
7.13.	quantity of electricity	C	
7.14.	resistance	Ω	
8. LIGHT AND RELATED ELECTROMAGNETIC RADIATIONS			
8.1.	Illuminance	lx	
8.2.	luminance	cd/m ²	
8.3.	luminous exitance	Mm ²	
8.4.	luminous flux	lm	
8.5.	luminous intensity	cd	
8.6.	quantity of light	Im- s	
8.7.	radiant energy	l	
8.8.	wavelength	m	
9. ACOUSTICS			
9.1.	frequency	Hz	
9.2.	mass density	kg/m ³	
9.3.	noise level	dB ^e)	
9.4.	period, periodic time	S	
9.5.	sound intensity	W/m ²	
9.6.	sound power	W	
9.7.	sound pressure	Pa	

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4. TABLE 2.4—STANDARD APPLICATION OF SPECIFIC UNITS OF MEASUREMENT—(continued)

<i>Ref. No.</i>	<i>Primary Unit</i>	<i>Non-SI Alternative Units (Symbol)</i>	<i>Quantity (Symbol)</i>
9.8.	sound level	D B ^{e)}	
9.9.	static pressure (instantaneous)	Pa	
9.10.	velocity of sound	m/S	
9.11.	volume velocity (instantaneous)	m ³ /s	
9.12.	wavelength	m	
10. NUCLEAR PHYSICS AND IONIZING RADIATION			
10.1.	absorbed dose	Gy	
10.2.	absorbed dose fate	Gy/s	
10.3.	activity of radionuclides	Bq	
10.4.	dose equivalent	Sv	
10.5.	radiation exposure	C&z	
10.6.	exposure rate	C/kg* s	
(a)	As used in navigation, generally in excess of 4 000 m.		
(b)	Such as aircraft fuel, hydraulic fluids, water, oil and high pressure oxygen vessels.		
(c)	Visibility of less than 5 km may be given in m.		
(d)	Airspeed is sometimes reported in flight operations in terms of the ratio MACH number.		
(e)	The decibel (dB) is a ratio which may be used as a unit for expressing sound pressure level and sound power level. When used, the reference level must be specified.		

TABLE 2.5 TEMPERATUR CONVERSION FORMULAE

<i>To Convert from</i>	<i>to</i>	<i>Use Formula</i>
Celsius temperature (t ^o _c)	Kelvin temperature (t ^k)	t ^k = t ^o _c + 273.15
Fahreheit temperature (t ^o _F)	Celsius temperature (t ^o _c)	t ^o _c = (t ^o _F - 32)/1.8
Fahreheit temperature (t ^o _F)	Kelvin temperature (t ^k)	t ^k = (t ^o _F + 459.67)/1.8
Kelvin temperature (t ^k)	Celsius temperature (t ^o _F)	t ^o _F = t ^k - 273.15
Rankine temperature (t ^o _R)	Kelvin temperature (t ^k)	t ^k = t ^o _R / 1