



Advisory Circular

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NIGERIAN CIVIL AVIATION AUTHORITY (NCAA)
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PROCEDURES TO EVALUATE THE IMPACT ON SAFETY BY THE PROPOSED CHANGE IN THE PHYSICAL CHARACTERISTICS, FACILITIES OR EQUIPMENT AT AN AERODROME

1.0 GENERAL

Nigerian Civil Aviation Authority Advisory Circulars from Aerodrome Standards Department contain information about standards, practices and procedures that the Authority has found to be an Acceptable Means of Compliance (AMC) with the associated Regulations.

An AMC is not intended to be the only means of compliance with a regulation, and consideration will be given to other methods of compliance that may be presented to the Authority.

2.0 PURPOSE

This Advisory Circular provides methods, acceptable to the Authority, for showing compliance with the Procedures to Evaluate the Impact on Safety by the proposed change in the physical characteristics, Facilities or equipment at an Aerodrome.

3.0 REFERENCE

The Advisory Circular relates specifically to Nig. CARs Part12.6.12 and Part12.6.14

4.0 STATUS OF THIS AC

This is the first AC to be issued on this subject.



PROCEDURES TO EVALUATE THE IMPACT ON SAFETY BY THE PROPOSED CHANGE IN THE PHYSICAL CHARACTERISTICS, FACILITIES OR EQUIPMENT AT AN AERODROME

Evaluation will be done on the basis of following:-

1. **NAME OF THE AERODROME:**
2. **LOCATION OF THE PROPOSED WORK:**
3. **PROPOSED DATE OF STARTING THE WORK:**
4. **DURATION OF THE PROPOSED WORK:**
5. **NATURE OF THE PROPOSED CHANGES: (Appropriate one will be taken)**

- Physical characteristics of any part of Movement area or Airport terminal building.
- Introduction of new Facility.
- Installation of new Equipment.
- Any other (brief description):

6. **DETAILS OF THE PROPOSED CHANGE:**

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7. **IMPACT OF PROPOSED CHANGE ON THE SAFETY OF EXISTING OPERATION, AND PROPOSED MITIGATION MEASURES:** (Appropriate one to be taken)

Impact of proposed change	Proposed mitigation measures
a. Affect certain Navigation aid.	a. Aircraft may use an alternate Nav. aid. (Mention the Nav. aid) or, may fly VFR, if possible, or, operate after the NOTAM period.
b. Affect precision approach of aircraft during the NOTAM period.(Mention the approach)	b. Aircraft may use a non-precision approach, (Mention the approach) or, make visual approach, if possible, Or, land after the NOTAM period.



c. Affect non-precision approach of aircraft. (Mention the approach)	c. Aircraft may make Visual approach, or, land after the NOTAM period.
d. Create obstruction on the approach path. (Mention the Runway)	d. Aircraft may use opposite Rwy. or, land with caution, or, land after the NOTAM period.
e. Affect the Runway length. Mention the remaining length:meters.	e. Aircraft may confine the landing/ take-off role within the remaining length, or, may minimize the All Up Weight(AUW), or, land after the NOTAM period.
f. Affect the Runway surface. Surface may become- Rough / Slippery / Bumpy /Any other	f. Aircraft may land with caution, or, land after the NOTAM period.
g. Affect ground movement of aircraft.	g. Aircraft may move with caution, or, follow alternate way as per NOTAM or as advised by ATC, or, operate after the NOTAM period.
h. Affect parking of aircraft.	h. Aircraft may park with caution, or, park with caution at alternate/ non- standard parking as advised by ATC, or, operate after the NOTAM period.
i. Affect loading and off-loading of passenger or cargo.	i. Loading and off-loading may be done with caution, or, by alternate means, if possible, or, after the NOTAM period.
j. Affect passenger handling in terminal building.	j. Passenger handling may be done with caution, or, by alternate way, if possible, or, after the NOTAM period.
k. Affect Air Traffic Control.	k. Aircraft may follow Advisory Service, or Flight Information Service, if available, or, may operate after the NOTAM period.
l. Any other possible impact:	l. Any other pertinent advice:

8. THE FOLLOWING ADDITIONAL MEASURES SHALL BE TAKEN:

- 8.1 In all cases of possible impact, appropriate cordoning, signage, obstruction marking, obstruction lighting shall be provided.
- 8.2 Proper coordination shall be made with ATC and Security.
- 8.3 Cautionary measures shall be taken whenever there is possibility of movement of equipment and/or vehicles through any part of the aerodrome movement area.
- 8.4 ATC shall remain vigilant to monitor the overall activities and caution pilots as appropriate.



9. PROCEDURE TO ACCEPT OR REJECT THE EVALUATION CONDUCTED BY THE AERODROME OPERATOR

On getting the proposal from Aerodrome Operator the following actions shall be taken at the NCAA HQ: -

Action Steps	Action office	Actions
1.	DG	DG directs DAAS to take necessary action on the proposal
2.	DAAS	a) Shall verify the justification of the proposed change with available documents; b) Forward to GM (ARD) for verification.
3.	GM(ARD)	a) Verify the safety aspect of the proposed change with available documents; b) If necessary, conduct a physical inspection of the proposed site through the Aerodrome Inspector(s) for resolution; c) Forward with comments to DAAS for onward necessary action.
4.	DAAS	Forward the report, with appropriate recommendation, to DG, NCAA for approval.
5.	DAAS	After getting the approval from DG, he will send letter of approval to the Aerodrome operator for onward necessary action.

Capt. Muhtar Usman
 Director General