



Advisory Circular

NCAA-AC-GEN001

NIGERIA CIVIL AVIATION AUTHORITY

April 2023

INTRODUCTION TO THE NIGERIA CIVIL AVIATION REGULATIONS (NIG CARs)

1.0 PURPOSE

This Advisory Circular (AC) is issued to presents an overview and a brief explanation of the Civil Aviation Regulations, (CARs).

2.0 REFERENCE

- 2.1 Obligation under the Chicago Convention:** The Civil Aviation Acts and the Regulations give effect to the State of Nigeria obligations under the Convention on International Civil Aviation (the Chicago Convention) entered into at Chicago on 7 December 1944. The Chicago Convention sets up the International Civil Aviation Organisation (ICAO) as the organisation responsible for developing the principles and techniques of international air navigation and fostering the planning and development of international air transport. The Council of ICAO adopts Annexes (18 so far) to the Chicago Convention setting out international “standards and recommended practices” (SARPs). The Annexes provide the basis for aviation safety regulation throughout the world.
- 2.2 Primary/Principle Aviation Legislation:** For the purpose of carrying out and giving effect to the Chicago Convention and other related protocols, the Civil Aviation Acts 2006 of Nigeria enacted by the appropriate Parliaments of the State of Nigeria, empowers appropriate Ministers responsible for civil aviation to make the regulations.

3.0 INFORMATION AND EXPLANATION

- 3.1 Transition to the New Regulations:** Under the new harmonised Regulations, Operators, Organisations, Aircraft and Persons shall have to be re-certified, approved and licensed within but not later than the end of the transition period.

The transition provisions are meant to allow for the already certificated, approved, licensed organisations/personnel to put in place structures, facilities, documentations required by the Regulations and as guided by the Authority Advisory Circulars for the recertification and approval.

New applicants after the issuance of the new Regulations shall be processed under the requirements new Regulations.

3.2 The Regulations: The Civil Aviation Regulations (CARs) are issued in sets with each set dealing with specific kind of aviation activity or speciality. The current harmonised Regulations cover the following:

- 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 Volume I & II;
 - Part 14 – Air Navigation Services Sub-part 14.0 to 14.7;
 - Part 15 – The Safe Transport of Dangerous Goods by
 - Part 16 – Environmental Protection- Carbon Offsetting and Reduction Scheme for International Aviation (CORSA);
 - Part 17 – Aviation Security;
 - Part 18 – Air Transport Economics;
 - Part 19 – Consumer Protection;
 - Part 20 – Safety Management; and
 - Part 21- Remotely Piloted Aircraft System; and
- NCAA Schedule of Fees and Charges.

Brief details of the above Regulations are detailed in the Appendix to this Circular.

3.3 Structure of the Regulations:

- a) Each set of Regulations is a stand alone and is divided into Parts and numbered paragraphs. Together these sets represent the regulatory requirements. Some regulations also provide additional regulatory requirements in one or more Implementing Standards. An Implementing Standard is a convenient device for dealing with matters of detail which would otherwise unnecessarily encumber the main body of the document. An Implementing Standard therefore, carries the force and effect of the law. The Implementing Standard is referred to in the text and is also shown in the marginal notes adjacent to the regulation to which it relates.
- b) The hierarchal conventional numbering format for sub regulations, paragraphs and subparagraphs is as follows:
 - (i) regulation: numeral; e.g. 17.
 - (ii) sub regulations: numerals in brackets; eg., (1)
 - (iii) paragraphs: lower-case letters in brackets; eg., (a)
 - (iv) sub paragraphs: lower-case roman numerals in brackets; eg., (ii) (v)

This particular regulation will be represented as 17(1)(a)(ii).
- c) A regulation not divided into sub regulations is given only a regulation number and not a sub regulation number as well.

3.4 Cross References: ^{Referenced to Nigeria Regulations} The Regulations contain many cross-references. Cross-references are always by regulation number (or sub regulation number, etc) and not by page number references. .

3.5 How do the Regulations Relate to Each Other: Each set of Regulations deals with particular kinds of aviation activity - for example, Civil Aviation (Personnel Licensing) Regulations provide personnel licensing information; a person would not be granted an Air Operator Certificate under Civil Aviation (Air Operator Certification and Administration) Regulations without crews to fly his aircraft or aircraft maintenance engineers to maintain them in an airworthy condition. The standards and requirements for obtaining flight crew and maintenance engineer licences are contained in Civil Aviation (Personnel Licensing) Regulations. The requirements for maintaining the aircraft in an airworthy condition are in Civil Aviation (Airworthiness) Regulations and Civil Aviation (Approved Maintenance Organisation) Regulations, whereas the required instruments and equipment are prescribed in Civil Aviation (Instruments and Equipment) Regulations, Civil Aviation (Operation of Aircraft) Regulations covers the requirements for operating an aircraft and applies to private as well as commercial operations. Appendix to this Advisory Circular provides a summary of the contents of all 12 sets of Regulations.

3.6 Definitions and Meanings:

- a. Ordinary dictionary words are not normally defined - they are assumed to take their ordinary dictionary meanings. Legal terms also are not normally defined; again, they are assumed to have their ordinary legal meanings.
- b. The Regulations use many technical terms. Where the meaning of a term is well known within aviation and generally accepted, it is not usually defined. If an unfamiliar word or term occurs in the Regulations and is not included in the “definition” section of the document, it may be defined in a general dictionary. For example, *chord, undercarriage, fuselage, and longeron* are all defined in the *Recognized Aeronautical Dictionary*.
- c. Occasionally a term that is in general use may be defined because the general meaning of the term is not sufficiently precise. For example, although everyone knows what "take-off" means, it may be necessary, in a particular case, to treat taxiing as part of a take-off. It is not certain whether the ordinary meaning of "take-off" includes taxiing or not. In cases like this there will be a definition in the Regulations.
- d. The normal place of residence for definitions is at the beginning of each set of Regulations. Where a term is used only in one isolated area of the Regulation, you may find it defined in the text.
- e. The standard definitions of aviation terms are those laid down by ICAO and published by it in *International Civil Aviation Vocabulary* (ICAO Document 9713) are used in the Regulations.

3.7 Interpretation of Certain Expressions

Throughout the Regulations the following word usage applies: (a)

“shall” indicates a mandatory requirement;

(b) “A person shall not” means that no person is required, authorised, or permitted to do an act described in a regulation;

(c) “may” indicates that discretion can be used when performing an act described in a regulation;

- (d) “includes” means “includes but is not limited to.” *Referenced to Nigeria Regulations*
- (e) “approved” means the Authority has reviewed the method, procedure, or policy in question against a standard and issued a formal written approval.
- (f) “acceptable” means the Authority has reviewed the method, procedure, or policy and has neither objected to nor approved its proposed use or implementation. Where the method, procedure or policy has been approved by another contracting state, it may be acceptable to the Authority.
- (g) “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 “must”, or a discretionary requirement if the written policy or methodology states “may.”

4.0 OFFENCES AND PENALTIES

Offences and penalties are covered in each set of Regulations. Maximum penalties for offences as listed in each set of Regulations are expressed in local currency.

5.0 GUIDANCE MATERIAL DOCUMENTS

Guidance Material documents like this Advisory Circular (AC) are made available to operators from time to time to convey general and technical information of interest. They are advisory in nature and when referring to a technical procedure or process may be considered as one means, but not the only means of application of the procedure or process. ACs may also be used to amplify or clarify certain Regulations.

When an AC is revised, it retains its original numerical identifier but revision date is added is added. For example AC 001 March 2009 when revised becomes AC 001 April 2023. A revised AC supersedes and cancels the document it is replacing which should be destroyed.

When changes are incorporated a Change Bar will be located next to the revised item.

6.0 AVAILABILITY OF THE CIVIL AVIATION REGULATIONS

Copies of the Civil Aviation Regulations are available at the Civil Aviation Authority Headquarters and at the Governments Printers Bookshops. The Authorities may make available the Regulations on their official web-sites.

Civil Aviation Authority

APPENDIX

PART 1 – GENERAL POLICIES, PROCEDURES AND DEFINITIONS

Part 1 of Nigeria Civil Aviation Regulations (Nig.CARs) sets forth the basic rules of construction and application of the regulations; general administrative rules governing testing, licensing, and certifications; investigative and enforcement procedures; exemptions; and the definitions used in the Nig.CARs. In addition, this Part of the Nig.CARs presents the definitions contained in International Civil Aviation Organization (ICAO) Annex 19, *Safety Management*, Amendment 1; the definitions from Annex 1, *Personnel Licensing*, Amendment 178; Annex 2, *Rules of the Air*, Amendment 46; Annex 6, Part I, *International Commercial Air Transport – Aeroplanes*, Amendment 45; Annex 6, Part II, *International General Aviation – Aeroplanes*, Amendment 38; Annex 6, Part III, *International Operations – Helicopters*, Amendment 23; Annex 7, *Aircraft Nationality and Registration Marks*, Amendment 6; Annex 17, *Aviation Security*, Amendment 18; and the continuing airworthiness definitions from Annex 8, *Airworthiness of Aircraft*, Amendment 107; and Annex 18, *The Safe Transport of Dangerous Goods by Air*, Amendment 12.

PART 2 - PERSONNEL LICENSING

Part 2 addresses the licensing of personnel. Article 32 of the Chicago Convention requires Nigeria to issue certificates of competency and licences or validate such certificates or licenses issued by other Contracting States to the pilot of every NIGERIA-registered aircraft and to other members of the operating crew of every NIGERIA-registered aircraft engaged in international navigation. The licensing of personnel in accordance with international standards promotes safe and regular aircraft operations.

Part 2 of the Regulations presents detailed personnel licensing requirements that meet the standards contained in ICAO Annex 1, through Amendment 178; Annex 2, Rules of the Air, Amendments 46; Annex 6, Part I, International Commercial Air Transport- Aeroplanes, Amendment 45; Annex 6, Part III, International Operations- helicopters; Amendment 23; Annex 10, Aeronautical Telecommunications, Volume II and other national licences. The licensing and rating requirements cover the following personnel: pilots, flight instructors, flight engineers, flight dispatchers, aircraft maintenance engineers, air traffic controllers, air traffic safety electronics personnel, cabin crewmembers, aviation repair specialists, aeronautical station operators and designees. Part 2 also addresses medical assessments of flight crew and air traffic controllers and licences not addressed in ICAO Annex 1, such as air traffic safety electronics personnel, cabin crewmembers, parachute riggers, aviation repair specialists, and designees.

PART 3 — APPROVED TRAINING ORGANIZATIONS

Part 3 of the Nigeria Civil Aviation Regulations (Nig. CARs) addresses the certification and administration of Approved Training Organizations (ATO). ICAO Annex 1 contains standards for approval of training organizations. Part 3 uses these standards and has adapted them to cover other areas of airman training. The regulations set forth in Part 3 allow for this situation. The regulations in Part 3 are based upon ICAO Annex 1, through Amendment 178, ICAO Doc 9841. Manual on the Approval of Training Organisations, Second Edition, 2011, and ICAO Doc 9868, Procedures for Air Navigation Services – Training (PANS-TRG), Amendment No. 2, November, 2020

PART 4 - AIRCRAFT REGISTRATION AND MARKING

This Part 4 of the Regulations sets forth the requirements for registration of aircraft in Nigeria, and governs the application of nationality and registration marks. This part of the Nig. CARs is derived from International Civil Aviation Organization (ICAO) Annex 7 to the Convention on International Civil Aviation (Chicago Convention), *Aircraft Nationality and Registration Marks*, through Amendment 7, and is supplemented by Title 14 of the United States (U.S.) Code of Federal Regulations (14 CFR).

PART 5 AIRWORTHINESS

Nigeria does not presently have the capabilities or demand to issue its own original type certificate and will therefore not be the State of Design or State of Manufacture. Part 5 of the Regulations presents regulatory requirements for the continuing airworthiness of aircraft expected to operate in Nigeria consistent with the standards and recommended practices (SARPs) in ICAO Annex 8, Amendment 109; ICAO Annex 16, Volume I, Amendment 13; ICAO Annex 16, Volume II, Amendment 10; ICAO Annex 16, Volume III, Amendment 1 and ICAO Doc 9760, *Airworthiness Manual*, Fourth Edition (2020). Part 5 is designed to address the complex situation faced by most countries today respecting the airworthiness of aircraft operating within the country and in international aviation. In

most such cases, there are aircraft registered in Nigeria that were designed and manufactured in another Contracting State, and aircraft registered in Nigeria that were designed in one Contracting State and manufactured in another Contracting State. In addition, Nigeria may have AOC holders who operate aircraft registered in another Contracting State, with different States of design and manufacture. Additionally, Nigeria may have AOC holders who are part of a regional consortium, with maintenance facilities in a neighboring State. Proper airworthiness of aircraft registered in Nigeria relies heavily on communication. The Regulations require all persons operating Nigeria registered aircraft to notify the Authority when certain events occur. The Authority is required to open lines of communication with the State of Design and/or the State of Manufacture, so that the Authority can receive all safety bulletins and airworthiness directives for each type of aircraft operating in Nigeria.

PART 6 — APPROVED MAINTENANCE ORGANISATION

Part 6 of the Nigeria Civil Aviation Regulations provides regulations for the registration and monitoring of Approved Maintenance Organisations (AMO) by the Authority of Nigeria (NCAA). The proper maintenance of aircraft is fundamental to aviation safety, and requires meticulous record keeping. ICAO Annex 6 allows maintenance of aircraft under both an AMO that is approved by the State of registry or another Contracting State and is accepted by the State of Registry. It also allows for the maintenance of aircraft by a person or organization in accordance with procedures that are authorized by the State of Registry. This means that the AOC holder can either have its aircraft maintained in accordance with the maintenance program of the AOC holder approved by the Authority of Nigeria, if the AOC holder is also certificated as an AMO or by another AMO. When the State of the Operator and State of Registry of the Aircraft are the same. The State of Registry is responsible for approving any AMO, person or organization used to provide maintenance for its registered aircraft. Paragraph 6.2.1.5(a)(3) of this part requires an AMO applicant within Nigeria to disclose any and all AMO certificates in any Contracting State other than Nigeria. Many regional airline consortia use common maintenance facilities in one Contracting State. This practice does not relieve Nigeria from approving the maintenance organisations used by its air operators that are on the Registry of Nigeria. The State of the Operator may have formal arrangements with a Foreign State or States to allow acceptance of each other's AMO certification action. When the State of the Operator and State of Registry of the aircraft are different:

An ICAO Annex 6 change, effective from 05 November 2020, will require all State of Operator aircraft that are on a foreign registry to be maintained:

- In an AMO approved by the State of Registry or
- In an AMO approved by another State that is accepted by the State of Registry, or
- By a person or organization in accordance with procedures that are authorized by the State of Registry.

In this situation, the State of the Operator is not required to certificate the Foreign AMO, person or organization itself, but allows for acceptance of the foreign certification or approvals through various means, such as a validation, mutual recognition/acceptance or through an arrangement with the Foreign State. The State of the Operator continues to be responsible for ensuring that its operator conducts maintenance in accordance with the requirements of the State of Registry. This part of the Nig. CARs Part 6 is based on International Civil Aviation Organization (ICAO) Annex 8, Airworthiness of Aircraft, Amendment 109; and ICAO Doc 9760, Airworthiness Manual, Third Edition (2014).

Part 7 — INSTRUMENTS AND EQUIPMENT

Part 7 of these Regulations presents the regulatory requirements for instruments and equipment on aircraft expected to operate in Nigeria, consistent with the ICAO Standards and Recommended Practices (SARPs) of Annex 6 Part I (Amendment 48) Annex 6 Part II (Amendment 40) and Annex 6 Part III (Amendment 24). The requirements in Part 7 address two categories of aircraft operations – AOC holder and non-AOC holder operations. The sections of Part 7 applicable to all aircraft address minimum requirements and are noted by the key [AAC] preceding the particular section. It is important to note that the AAC designation also applies to all aircraft. Additional aircraft requirements relating to commercial air transport are noted by the key [AOC] for air operator certificate holders. Note: ICAO Annex 6, Part 1: 4.2.1.1 and Part III, Section II: 2.2.1.1 require that operators in commercial air transport have an air operator certificate.

In some instances, certain items such as Machmeters or sea anchors apply only to aircraft with performance characteristics requiring such items. Some [AAC] requirements apply to passenger-carrying aircraft. In such instances, the requirement addresses the operation of any passenger-carrying aircraft, most particularly turbine powered aircraft, which may have performance and range capabilities matching the type of aircraft operated by AOC holders. Similarly, some equipment specified for the [AOC] aircraft have sections keyed as [AAC]. The key [AAC] applies to all aircraft,

whether on domestic or international flights. The key [AOC] applies to AOC holders operating in Nigeria, whether on domestic or international flights. Certain sections, such as those addressing MNPS airspace, may not address airspace contiguous to Nigeria, but anticipate that Nigerian AOC holder's aircraft may operate through such airspace in the course of commerce. Such requirements are intended to facilitate the integration of Nigerian AOC holders into such operations.

Part 7 includes survival equipment requirements that apply to operation in Nigeria as listed in ICAO Annex 6. The Authority may review geographic areas within Nigeria, and designate those areas requiring additional, specific types of survival equipment. The instrument and equipment requirements for Remotely Piloted Aircraft Systems (RPAS) are presented in part 21 of these Regulations.

PART 8 – OPERATIONS

Part 8 of the Nigeria Civil Aviation Regulations (Nig.CARs) presents regulatory requirements for the operation of aircraft in Nigeria, based upon the requirements of International Civil Aviation Organization (ICAO) Annex 2 to the Convention on International Aviation (Chicago Convention), *Rules of the Air*, and Annex 6, *Operation of Aircraft*. Part 8 prescribes the requirements for operations conducted by airmen certificated in Nigeria while operating aircraft registered in Nigeria, as well as operations of foreign registered aircraft conducted by NIGERIA air operator certificate (AOC) holders, and operations of aircraft within Nigeria by airmen or AOC holders of a Foreign State. Part 8 applies to operations outside of Nigeria by all NIGERIA pilots and operators unless compliance would result in a violation of the laws of the foreign State in which the operation is conducted.

This Part applies to all aircraft, except where superseded by the more stringent requirements put upon entities engaged in commercial air transport and upon AOC holders.

This part is based on ICAO Annex 2, Amendment 47; Annex 6, Part I, *International Commercial Air Transport – Aeroplanes*, Amendment 48; Annex 6, Part II, *International General Aviation – Aeroplanes*, Amendment 40; and Annex 6, Part III, *International Operations – Helicopters*, Amendment 24.

PART 9 – AIR OPERATOR CERTIFICATION AND ADMINISTRATION

Part 9 of the Nigeria Civil Aviation Regulations (Nig.CARs) presents the regulatory requirements for persons or organisations to be granted an air operator certificate (AOC) by Nigeria and includes regulations concerning flight operations management, continuing airworthiness requirements, aviation security management, and dangerous goods management and shipping.

This part of the Nig.CARs is based on the SARPs in ICAO Annex 18, *The Safe Transport of Dangerous Goods by Air*, to the Convention on International Civil Aviation (Chicago Convention), Amendment 12; Annex 6, Part I, *International Commercial Air Transport – Aeroplanes*, Amendment 48; Annex 6, Part III, *International Operations – Helicopters*, Amendment 24; Annex 8, *Airworthiness of Aircraft*, Amendment 109; Annex 17, *Aviation Security*, Amendment 18; and Annex 19, *Safety Management*, Amendment 1.

PART 10 – COMMERCIAL AIR TRANSPORT BY FOREIGN AIR OPERATORS WITHIN NIGERIA

Nigeria is empowered under the Chicago Convention to set the terms for entry into and flight operations into, from, or within Nigeria. Ordinarily, international commercial air transport flights are allowed into a Contracting State under the terms and authority of international agreements that grant the economic permission to operate into, from, or within that Contracting State and require the safe operation of such aircraft. As a result, the Civil Aviation Authorities (CAAs) of the State of Registry and the State of the Operator are responsible under the Chicago Convention for the safe operation of each aircraft that is allowed to conduct commercial air transport into, from, or within Nigeria.

Part 10 of the Nigeria Civil Aviation Regulations (Nig.CARs) sets forth the terms and conditions under which Nigeria will carry out its aviation safety responsibility to its own citizens and ensure the safe operation, airworthiness, and air crew qualifications of foreign operators it allows to operate into, from, or within Nigerian territory, as mandated by the International Civil Aviation Organization (ICAO) Convention on International Civil Aviation (Chicago Convention) and the laws and regulations of Nigeria.

The requirements placed upon foreign air operators in this part are directly related to each Contracting State's responsibility to assure that its air operators engaged in international commercial air transport adhere to the Standards and Recommended Practices (SARPs) set forth in the applicable ICAO Annexes, the special conditions existing within Nigeria that Nigeria notes to ICAO as differences from the SARPs, and the special conditions within Nigeria that it reports in aeronautical information manuals and publications.

This part of the Nig.CARs is based on the SARPs in ICAO Annex 2, *Rules of the Air*, Amendment 47; Annex 6, *Operation of Aircraft*, Part I, *International Commercial Air Transport – Aeroplanes*, Amendment 48; Annex 6, Part III,

International Operations–Helicopters, Amendment 24; and ICAO Doc 8335, *Manual of Procedures for Operations Inspection, Certification and Continued Surveillance*, Sixth Edition (2022).

PART 11 – AERIAL WORK

Part 11 of the Nigeria Civil Aviation Regulations (Nig.CARs) sets forth the requirements for aerial work operations, including agricultural aviation, external-load operations, glider and banner towing operations, television and motion picture filming operations, sightseeing flights, fish spotting, and news media and traffic reporting. Although the requirements of this part appear to address operations within Nigeria, in some instances, aircraft registered in Nigeria will perform aerial work in contiguous States.

The Annexes to the International Civil Aviation Organization (ICAO) Convention on International Civil Aviation (Chicago Convention) do not specifically address aerial work. ICAO Annex 1, *Personnel Licensing*, and Annex 6, *Operation of Aircraft*, contain a definition of aerial work, but the Foreword, or historical background section, of ICAO Annex 6, Part II, *International General Aviation – Aeroplanes*, notes that this definition is included so that States will know that Annex 6 does not address aerial work. Because aerial work operations may be conducted outside the boundaries of Nigeria, it is necessary that aircraft used for aerial work operations be operated and maintained in accordance with the ICAO Standards set forth in other parts of these regulations.

This Part is based on ICAO Annex 2, Amendment 47; Annex 6, Part I, International commercial Air Transport-- Aeroplanes, Amendment 48; Annex 6, Part II, International General Aviation-- Aeroplanes, Amendment 40; and Annex 6, Part III, International Operations--Helicopters, Amendment 24.

PART 12 VOL I - AERODROME REGULATIONS

Part 12 Volume I provides for the certification of Aerodromes, issuance of Operational Permit as well as other Aerodrome Operational provisions.

Part 12 Volume I is presented in four (4) subparts as follows:

Subpart 1: General– contains provisions for Aerodrome Certification, Aerodrome Manual, Obligations of an Aerodrome Operator, Aerodrome Operational Permit and Joint Use Civil and Military Aerodromes.

Subpart 2: Aerodrome Design and Operations

Subpart 3: Aerodrome Work Safety, Accident/Incident Reporting and Investigation Procedures, Critical Data Related to Safety Occurrences and Aerodrome Safety Coordination

Subpart 4: Aerodrome Development and Safeguarding

This Regulation incorporates the Standards and Recommended Practices (SARPs) in Annex 14 Volume I, Ninth Edition, Amendment 17.

PART 12 VOL II - HELIPORT REGULATIONS

Part 12 Volume II provides for the certification of Heliports and the issuance of Heliport Certificate.

Part 12 Volume II is presented in two (2) subparts as follows:

Subpart 1: Use of Heliport – contains provisions for Heliport Certification, Heliport Manual, Obligations of a Heliport Operator; and

Subpart 2: Heliport Design and Operations

This Regulation incorporates the Standards and Recommended Practices (SARPs) in Annex 14 volume II, Fifth Edition Amendment 9.

PART 14 - AIR NAVIGATION SERVICES

The Nigeria Civil Aviation Regulations (Nig. CARs) Part 14 incorporates the following annexes: Annex 2 (Amendment 47), Annex 3 (Amendment 80), Annex 4 (Amendment 61), Annex 5 (Amendment 17), Annex 10 Vol. I (Amendment 92), Annex 10 Vol. II (Amendment 92), Annex 10 Vol. III (Amendment 91), Annex 10 Vol. IV (Amendment 91), Annex 10 Vol. V (Amendment 90), Annex 11 (Amendment 52), Annex 12 (Amendment 16) and Annex 15 (Amendment 42) which address the Air Navigation rules procedures and services applications as stated in Articles 13, 37, and 38 of the Convention on International Civil Aviation (Chicago) 1944. The Implementing Standards (IS) provides detailed requirements that support the intent of the Regulations presented in a part, and unless otherwise indicated, have the legal force and effect of the referring Regulations.

Subpart 14.0--General

Subpart 14.1- Air Traffic Management (ATM)

Subpart 14.2 – Procedures for Air Navigation- Operations (PANS OPS)

Subpart 14.3 – Search and Rescue (SAR)

Subpart 14.4– Aeronautical Information Services (AIS)

Subpart 14.5 – Aeronautical Charts (AEROCHARTS)

Subpart 14.6 – Aeronautical Meteorology (AEROMET)

Subpart 14.7 – Aeronautical Telecommunication (CNS)

PART 15 – SAFE TRANSPORT OF DANGEROUS GOOD BY AIR

Part 15 of the Nigeria Civil Aviation Regulations set forth the requirements for transport of dangerous good by air for both international and domestic operation in Nigeria. This part of the CARs is based on the Standards and Recommended Practices (SARPs) in ICAO Annex 18, The Safe Transport of Dangerous Goods by Air, to the Convention on International Civil Aviation (Chicago Convention), Amendment 12 and is amplified by the detailed specifications of the ICAO Doc 9284, Technical instructions for the Safe Transport of Dangerous good by Air hereinafter referred to as “Technical Instructions”

Part 15 specifies the broad requirements to be followed to enable dangerous goods to be carried safely. It makes references to the provisions of the International Civil Aviation Organization (ICAO) Technical Instructions for the Safe Transport of Dangerous Goods by Air referred to in ICAO Doc. 9284 necessary for the correct handling of dangerous cargo. This require frequent updating as developments occur in the chemical, manufacturing and packaging industries, and a special procedure has been established by the Council to allow the Technical Instructions to be revised and reissued regularly to keep up with new products and advances in technology. More than half of the cargo carried by all modes of transport in the world is dangerous cargo – explosive, corrosive, flammable, toxic and even radioactive. These dangerous goods are essential for a wide variety of global industrial, commercial, medical and research requirements and processes. Due to the advantages of air transport, a great deal of this dangerous cargo is carried by aircraft. The Authority recognizes the importance of this type of cargo and has taken steps to ensure that such cargo can be carried safely. This has been done by adopting ICAO Annex 18, together with the associated document (Technical Instructions for the Safe Transport of Dangerous Goods by Air). There are nine hazard classes which have been determined by the United Nations Committee of Experts and are used for all modes of transport. Class 1 includes explosives of all kinds, such as sporting ammunition, fireworks and signal flares.

Class 2 comprises compressed or liquefied gases which may also be toxic or flammable: examples are cylinders of oxygen and refrigerated liquid nitrogen.

Class 3 substances are flammable liquids including gasoline, lacquers, paint thinners, etc.

Class 4 covers flammable solids, spontaneously combustible materials and materials which, when in contact with water, exit flammable gases (examples are some powdered metals, cellulose type film and charcoal).

Class 5 covers oxidizing material, including bromates, chlorates or nitrates; this class also covers organic peroxides which are both oxygen carriers and very combustible. Poisonous or toxic substances, such as pesticides, mercury compounds, etc., comprise Class 6, together with infectious substances which must sometimes be shipped for diagnostic or preventative purposes.

Class 7 comprises radioactive materials which are mainly radioactive isotopes needed for medical or research purposes but are sometimes contained in manufactured articles such as heart pacemakers or smoke detectors and are regulated by the Nigerian Nuclear Regulatory Authority (NNRA). Corrosive substances which may be dangerous to human tissue or which pose a hazard to the structure of an aircraft are dealt with in Class 8 (for example, caustic soda, battery fluid, paint remover). Finally, Class 9 is a miscellaneous category for other materials which are potentially hazardous in air transport, such as magnetized materials which could affect the aircraft’s navigational systems.

PART 16 - ENVIRONMENTAL PROTECTION

CARBON OFFSETTING AND REDUCTION SCHEME FOR INTERNATIONAL AVIATION (CORSIA)

Part 16 presents and incorporates ICAO Standards and Recommended Practices (SARP) in Annex 16 Volume IV, Amendment 1 as regulatory requirements for the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) which is the first global market-based measure that complements the other basket of measures.

This Part also provides the general requirements for Monitoring, Reporting and Verification (MRV) of Aeroplane operator annual CO₂ emissions.

PART 17 - AVIATION SECURITY

Part 17 provides regulations on aviation security programmes, measures, processes, procedures and practices aimed at safeguarding civil aviation against acts of unlawful interference. In addition, Part 17 incorporates the Standards and Recommended Practices (SARPs) as contained in Annex 17 (Amendment 18) and Annex 9 (Amendment 29) to the Chicago Convention

Part 17 makes provision for National Civil Aviation Security Programmes (NCASP), Aerodrome Security, Aircraft Operator Security, Air Traffic service provider security, Cargo and Regulated Agent Security, Flight Catering Operator Security, Tenant Restricted Area Security, Quality Control and Miscellaneous Matters.

PART 18 - AIR TRANSPORT ECONOMIC REGULATIONS

Part 18 provides for the rules governing the administration, licensing, permits, registration and economic assessment of air transport activities. It also incorporates relevant provisions of ICAO Annex 9 (Amendment 29) and international best practices. The part deals with Air Transport Licensing of domestic, regional and International operations by Nigerian and Foreign Air Carriers. This part also deals with requirements for economic regulation of Aerodrome and Air Navigation Service providers. It provides requirements for the registration of Allied Aviation Services in addition to regulating or prescribing unfair methods of competition and anti-competitive practices. It also prescribes requirements for economic assessment of Airlines, Aviation Insurance, Civil Aviation Fees, and Air Transport Statistics.

PART 19 - CONSUMER PROTECTION

Part 19 deals with Passengers' Rights and Responsibilities; and the obligations of Airlines', Travel Agents, and Tour Operators to Passengers. This Part addresses consumer protection issues, including, assistance for Persons with Reduced Mobility, assistance to aircraft Accident victims and their families, compensations for denied boarding, delayed or lost baggage, delays and cancellations of flights.

PART 20 - SAFETY MANAGEMENT

Part 20 of the Nigeria Civil Aviation Regulations addresses the safety management requirements and meets the standards contained in ICAO Annex 19, Second Edition July 2016 (Amendment 1). ICAO Annex 19 consolidates material from existing Annexes regarding State Safety Programme (SSP) and Safety Management Systems (SMSs), as well as related elements including the collection and use of safety data and State safety oversight activities.

PART 21 - REMOTELY PILOTED AIRCRAFT SYSTEMS (RPAS)

Part 21 sets forth the requirements for the certification, registration, operations, and surveillance of Remotely Piloted Aircraft Systems (RPAS). It incorporates relevant requirements governing the safe operation of RPAS as contained in the ICAO Annexes 1, 2 and 6 Part I and Annex 10 Vol. VI to the Chicago Convention and the principles of ICAO Docs 10019, 9668.

NCAA SCHEDULE OF FEES AND CHARGES

Section 21 of the Civil Aviation Act provides that the Authority shall carry out its functions on cost recovery basis and may impose fees which may be reviewed, for the services of the Authority, including authorisations, approvals, inspections and for the issue and renewal of permits, licences and certificates, and shall maintain and publish a schedule of all such fees that it may impose. NCAA Fees and Charges considers the cost for processing of applications and rendering of services: the changes in the national economic indices and benchmarked against international best practices.

