CHAPTER 33

MNPS CERTIFICATION

1.0 PRE-APPLICATION PHASE

Compliance Statement

The MNPS Certification" Compliance Statement should be used for this certification process. The applicant will provide the Authority with either an electronic or paper copy of this Compliance Statement.

2.0 REFERENCES:

2.1 Nigeria Civil Aviation Regulations Part 7 and Part 8

2.2 ICAO Annex 2 and Advisory Circular: NCAA-AC-OPS043

2.3 CHECKLIST, CL:O-OPS 016

3.0 REQUIRED DOCUMENTS

The applicant will be provided with a copy of Tables 8-1, 8-2, and 8-3 from Appendix 8 of the AOC manual annotated in the right (R) column to show the documents that must be included in their formal application submission:

- Compliance Statement
- Schedule of Events
- Flight Operations Manual Revisions (AWO policies)
- Condensed and Expanded Checklists (AWO procedures incorporated)
- Minimum Equipment List (AWO dispatch requirements and provisos incorporated)
- Flight Crew Aircraft Operating Manual (AWO procedures and systems operations)
- Route Guide (Airports and Minima)
- Flight Crew Training and Checking (AWO syllabus, checking, line experience)
- MCM/MME (revisions to incorporate AWO Maintenance Control processes)
- Aircraft and Component Maintenance Program (incorporation of necessary checks and standards)
- Maintenance Task Cards (required to provide for the necessary checks)
- Maintenance Planning Document
- Component Manufacturer's Maintenance Manual
- Individual Aircraft MNPS Compliance Statements

3.1 Schedule of Events

The applicant will submit the Schedule of Events in electronic and hard paper copies.

The CPM will ensure that all necessary NCAA actions are entered in the Schedule of Events (SOE).

Subsequently, the CPM will enter a running record of the return-for-work or acceptable determinations.

The CPM will printout the SOE each Monday morning.

3.1.1 Formal Application Phase

Operations Certification Report

The certification team leader should initiate an operations certification report and immediately annotate the evaluations that are not applicable.

Airworthiness Certification Report

The CPM should initiate an airworthiness certification report and immediately annotate those evaluations that are “not applicable” to this particular certification process.

3.1.2 Document Evaluation Phase

3.1.2.2 Early Training Evaluation and Initial Approval

The following items should be scheduled for evaluation as soon as possible after completion of the formal application phase for the necessary training approvals:

- Aircraft-specific Checklists
- Flight Crew Operating Manual
- Crew and Maintenance Training Contracts
- Aircraft-Specific Ground Training Curricula
- Aircraft-Specific Simulator and Flight Training Curricula
- Aircraft-Specific Simulator to be used
- Proposed Aircraft-Specific Proficiency Check
- Proposed Aircraft-Specific Check Pilots
- Aircraft-Specific Systems Maintenance Training

3.1.2.3 Inspection and Demonstration Phase

3.1.2.4 Minimum Required Inspections

The minimum inspections that must be conducted prior to certification are: (assuming no special certification issues)

3.1.2.5 Operations

The Operations team will complete all appropriate job tasks before the validation flights.

During the validation flight the Operations Team will complete all appropriate job tasks.

3.1.3 Airworthiness

The Airworthiness team will complete inspections of all appropriate job tasks before the validation flight(s).

3.1.3.3 VALIDATION FLIGHT

A validation flight will be accomplished with the first flight.

3.1.4 Approval Phase

3.1.4.3 AOC and Operations Specifications

E9 will be added to the Operations Specifications.

3.1.4.4 Completed Certification Report

No special instructions.

4.0 OPERATIONAL APPROVAL

4.1.1 General

Airspace where MNPS is applied should be considered special qualification airspace. The specific aircraft type or types that the operator intends to use will need to be approved by the responsible authority before the operator conducts flight in MNPS airspace. In addition, where operations in specified airspace require approval in accordance with an ICAO Regional Navigation Agreement, an operational approval will be needed. This document provides guidance for the approval of specific aircraft type or types, and for operational approval.

4.1.2 Approval of Aircraft

Each aircraft type that an operator intends to use in MNPS airspace should have received MNPS airworthiness approval from the NCAA, prior to approval being granted for MNPS operations, including the approval of continued airworthiness programmes.

It is accepted that aircraft, which have been approved in compliance with JAA Information Leaflet No. 23 or FAA Interim Guidelines 91-MNPS, satisfy the airworthiness type certification.

4.1.3 Continued Airworthiness Maintenance Procedures

MNPS maintenance requirements are detailed in the NCAA TGM VOL 4 Airworthiness Handbook.

4.1.4 Maintenance Documents

The following items should be reviewed, as appropriate:

(a) Maintenance Manuals.
(b) Structural Repair Manuals.
(c) Standard Practices Manuals.
(d) Illustrated Parts Catalogues.
(e) Maintenance Programme.
(f) MMEL/MEL.

4.1.5 Operational Approval

Approval will be required for each aircraft group and each aircraft to be used for MNPS operations. Approval will be required for each operator and the responsible authority will need to be satisfied that

(a) each aircraft holds airworthiness approval;
(b) each operator has continued airworthiness programmes (maintenance procedures);
(c) where necessary, operating procedures unique to the airspace have been incorporated in operations manuals;
(d) high levels of aircraft height keeping performance can be maintained.

4.1.6 Content of Operator MNPS Application

The following material should be made available to the NCAA, in sufficient time to permit evaluation, before the intended start of MNPS operations.

(a) Airworthiness Documents Documentation that shows that the aircraft has MNPS airworthiness approval.

(b) Description of Aircraft Equipment A description of the aircraft equipment appropriate to operations in an MNPS environment.

(c) Training Programmes and Operating Practices and Procedures Holders of Air Operators Certificates (AOC) may need to submit training syllabi for initial, and where appropriate, recurrent training programmes together with other appropriate material to the responsible authority. The material will need to show that the operating practices, procedures and training items, related to MNPS operations in airspace that requires NCAA operational approval, are incorporated. Non-AOC operators will need to comply with local procedures to satisfy the responsible authority that their knowledge of MNPS operating practices and procedures is equivalent to that set for AOC Holders, sufficient to permit them to conduct MNPS operations.

(d) Operations Manuals and Checklists The appropriate manuals and checklists should be revised to include information/guidance on standard operating procedures. Manuals should include a statement of the airspeeds, altitudes and weights considered in MNPS aircraft approval; including identification of any operating limitations or conditions established for that aircraft group. Manuals and checklists may need to be submitted for review by the authority as part of the application process.

(e) Past Performance Relevant operating history, where available, should be included in the application. The applicant should show that changes needed in training, operating or maintenance practices to improve poor height keeping performance have been made.

(f) Minimum Equipment List Where applicable, a minimum equipment list (MEL), adapted from the master minimum equipment list (MMEL) and relevant operational regulations, should include items pertinent to operating in MNPS airspace.

(g) Maintenance When application is made for operational approval, the operator should establish a maintenance programme acceptable to the NCAA.

(h) Plan for Participation in Verification/Monitoring Programmes The operator should establish a plan acceptable to the responsible authority, for participation in any applicable verification/ monitoring programme. This plan will need to include, as a minimum, a check on a sample of the operator's fleet by an independent height monitoring system.

4.1.6.1 AIRCRAFT PERFORMANCE

The content of the MNPS application may be sufficient to verify the aircraft performance and procedures. However, the final step of the approval process may require validation flights. The NCAA may appoint an inspector for a flight in MNPS airspace to verify that all relevant procedures are applied effectively. If the performance is satisfactory, operation in MNPS airspace may be permitted.

4.1.6.2 Form of Approval Documents

(a) *Holders of an Air Operator's Certificate* Approval to operate in designated MNPS airspace areas will be granted an Approval issued by the responsible authority in accordance with Nig. CARs, or in compliance with national regulations where operational approval is required by an ICAO Regional Agreement. Each aircraft group for which the operator is granted approval will be listed in the Approval.

(b) *Non AOC Holders* These operators will be issued with an Approval as required by national regulations or with Nig. CARs. These approvals will be valid for a period specified in national regulations and may require renewal.

Note: Subject to compliance with applicable criteria, an MNPS Approval combining the airworthiness approval and the operational approval is available from the NCAA.

4.1.6.3 Airspace Monitoring

For airspace where a numerical Target Level of Safety is prescribed, monitoring of aircraft height keeping performance in the airspace by an independent height monitoring system is necessary to verify that the prescribed level of safety is being achieved. However, an independent monitoring check of an aircraft is not a prerequisite for the grant of an MNPS approval.

4.1.6.4 Suspension, Revocation and Reinstatement of MNPS Approval

The incidence of height keeping errors that can be tolerated in an MNPS environment is small. It is expected of each operator to take immediate action to rectify the conditions that cause an error. The operator should report an occurrence involving poor height keeping to the responsible authority within 72 hours. The report should include an initial analysis of causal factors and measures taken to prevent repeat occurrences. The need for follow up reports will be determined by the responsible authority.

4.1.6.5 Operators Actions

The operator should make an effective, timely response to each height keeping error. The NCAA may consider suspending or revoking MNPS approval if the operator's responses to height keeping errors are not effective or timely. The NCAA will consider the operator's past performance record in determining the action to be taken.

4.1.6.6 Reinstatement of Approval

The operator will need to satisfy the responsible authority that the causes of height keeping errors are understood and have been eliminated and that the operator's MNPS programmes and procedures are effective. At its discretion and to restore confidence, the NCAA may require an independent height monitoring check of affected aircraft to be performed.