



NIGERIA CIVIL AVIATION AUTHORITY

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ALL OPERATORS LETTER (AOL/NCAA/RC/2024/002)

CIRCULAR REF: NCAA/RC/2024/002

DATE: 29th July 2024

TO: All AOC/AMO/CAMO/ATO Certificate holders, ANSPs, Aerodrome Operators,

FROM: Nigeria Civil Aviation Authority.

ATTN: Quality Manager/Director of Maintenance/Flight Operations/Airport & ANSP managers.

SUBJECT: **NOTIFICATION OF ADOPTION OF STANDARDS AND RECOMMENDED PRACTICES BY THE COUNCIL OF INTERNATIONAL CIVIL AVIATION ORGANISATION.**

1. INTRODUCTION

The ICAO Council, during its 231st session, adopted amendments to 15 of the 19 Annexes to the Chicago Convention. It also approved a new "Procedure for Air Navigation Services (PANS) on Information Management" and several amendments to existing PANS.

Once adopted, the envisaged Amendment is binding on all ICAO Contracting States, in accordance with and within the limits set out in the Chicago Convention. Article 38 of the Chicago Convention requires contracting States to notify ICAO if they intend to deviate from a standard, under the notification of differences mechanism.

2. CONTEXT OF THE AMENDMENTS

2.1. The Convention on International Civil Aviation

The Convention on International Civil Aviation ('the Chicago Convention') aims to regulate international air transport. The Chicago Convention entered into force on 4 April 1947 and established the International Civil Aviation Organization.

Pursuant to Article 54 of the Chicago Convention, the ICAO Council may adopt international standards and recommended practices.

Nigeria is a party to the Chicago Convention.

2.2. The Council of the International Civil Aviation Organization

The ICAO is a specialized agency of the United Nations. The aims and objectives of the ICAO are to develop the principles and techniques of international air navigation and to foster the planning and development of international air transport.

The ICAO Council is a permanent body of the ICAO with a membership of 36 contracting States elected by the ICAO Assembly for a period of three years. For the period of 2023-2026, a number of Contracting States are represented in the ICAO Council.

Mandatory functions of the ICAO Council, listed in Article 54 of the Chicago Convention, include the adoption of international standards and recommended practices, designated as Annexes to the Chicago Convention. Pursuant to Article 90 of the Chicago Convention, any such Annex or any amendment of an Annex shall become effective within three months after its submission to the ICAO contracting States, or at the end of such longer period of time as the ICAO Council may prescribe, unless in the meantime a majority of ICAO contracting States register their disapproval.

Following the adoption of such measures, ICAO Contracting States are required to notify either their disapproval, any differences or their compliance with the measure before they enter into force and become legally binding.

Pursuant to Article 38 of the Chicago Convention, any State which finds it impracticable to comply in all respects with any such international standard or procedure, or to bring its own regulations or practices into full accord with respect to any such international standard or procedures or which deems it necessary to adopt regulations or practices differing in any particular respect from those established by an international standard, shall give immediate notification to the ICAO of the differences between its own practice and that established by the international standard.

2.3. Acts of the Council of the International Civil Aviation Organization

The ICAO Council, during its 231st starting on 11th March 2024, adopt the following Amendments to Annexes to the Chicago Convention:

- Adoption of Amendment 179 to Annex 1:
 - o to update the definition of "flight plan" in Annex 1 concerning the initial implementation of the flight and flow — information for collaborative environment (FF-ICE) services; and
 - o to update related provision in Annex 1 as a consequential amendment to the provisions for Annex 6 — Operation of Aircraft, Part IV — International Operations — Remotely Piloted Aircraft Systems concerning the international remotely piloted aircraft systems (RPAS) operations in controlled airspace and at aerodromes;
- Adoption of Amendment 48 to Annex 2:
 - o to update related definitions and provisions in Annex 2 concerning the initial implementation of the flight and flow — information for collaborative environment (FF-ICE) services; and
 - o to update provisions in Annex 2, Appendix 4 — Remotely Piloted Aircraft Systems as a consequential amendment to the provisions for Annex 6 — Operation of Aircraft, Part IV — International Operations — Remotely Piloted Aircraft Systems relating to international remotely piloted aircraft systems (RPAS) operations in controlled airspace and at aerodromes;

- Adoption of Amendment 81 to Annex 3 concerning System-wide information management (SWIM) and information security;
- Adoption of Amendment 62 to Annex 4:
 - o to amend provisions in Annex 4 — Aeronautical Charts regarding the charting navigation specifications and accuracies; and
 - o to align provisions in Annex 4 — Aeronautical Charts, the Procedures for Air Navigation Services — Aeronautical Information Management (PANS-AIM, Doc 10066) and the Aeronautical Chart Manual (Doc 8697) concerning areas where it is safe to operate aeroplanes with wing tips extended;
- Adoption of Amendment 49 to Annex 6, Part 1:
 - o regarding flight data analysis programmes (FDAP); and
 - o regarding the initial implementation of the flight and flow — information for collaborative environment (FF-ICE) services;
- Adoption of Amendment 41 to Annex 6, Part II the amendment is consequential and concerns the initial implementation of the flight and flow — information for collaborative environment (FF-ICE) services. It addresses the new definitions to flight plan, updated along with clarification of the references to flight plans in the relevant parts of the Annex;
- Adoption of Amendment 25 to Annex 6, Part III the amendment is consequential and concerns the initial implementation of the flight and flow — information for collaborative environment (FF-ICE) services. It addresses the new definitions to flight plan, updated along with clarification of the references to flight plans in the relevant parts of the Annex;
- Adoption of the first edition of Annex 6, Part IV addresses the international operation of remotely piloted aircraft systems (RPAS). The adoption of Annex 6, Part IV will assist States in developing and implementing regulations to address said operations;
- Adoption of Amendment 110 to Annex 8 regarding international remotely piloted aircraft systems (RPAS) operations in controlled airspace/aerodromes;
- Adoption of Amendment 93 to Annex 10, Volume II:
 - o concerning the initial implementation of the flight and flow — information for collaborative environment (FF-ICE) services; and
 - o concerning system-wide information management (SWIM) and information security;
- Adoption of Amendment 92 to Annex 10, Volume III:
 - o concerning 24-bit aircraft address; and
 - o concerning system-wide information management (SWIM) and information security;
- Adoption of Amendment 53 to Annex 11:
 - o concerning the implementation of the Global Aeronautical Distress and Safety System (GADSS) concept; and

- o to amend the definitions of the terms "flight plan" and "current flight plan" as a consequence of the initial implementation of the flight and flow- information for collaborative environment (FF-ICE) services;
- Adoption of Amendment 19 to Annex 12:
 - o regarding the Global Aeronautical Distress and Safety System (GADSS); and
 - o concerning drift measurement, responsiveness of search and rescue (SAR) points of contact, methods for allowing other States to assist in SAR operations, safety of SAR personnel at accident sites, conduct of exercises, and procedures to be followed when intercepting a distress transmission;
- Adoption of Amendment 19 to Annex 13; and
- Adoption of Amendment 43 to Annex 15 concerning the competency-based training and assessment (CBTA) methodology, editorial changes, and system-wide information management (SWIM) and information security.

3. PROPOSED POSITION TO BE TAKEN

3.1 Summary of the proposed position to be taken

The proposed position to be taken by Nigeria is presented in the table below. Detailed Explanation underlying the proposed position is presented as Appendices.

State Letter Reference	State Letter Subject	Action Required	Proposed Position	Detailed Explanation
AN 12/1.1.28-24/28	Adoption of Amendment 179 to Annex 1	a) Notify any disapproval by 22 July 2024. b) Notify any differences and compliance before 28 October 2024.	The position should be not to register disapproval and to notify compliance with the adopted measures in reply to the respective ICAO State Letters.	Appendix A
AN 13/1.1-24/29	Adoption of Amendment 48 to Annex 2	a) Notify any disapproval before 22 July 2024; b) Notify any differences and compliance before 28 October 2024	The position should be not to register disapproval and to notify compliance with the adopted measures in reply to the respective ICAO State Letters.	Appendix B

State Letter Reference	State Letter Subject	Action Required	Proposed Position	Detailed Explanation
AN 10/1.1-24/33	Adoption of Amendment 81 to Annex 3	a) Notify any disapproval by 22 July 2024. b) Notify any differences and compliance before 28 October 2024.	The position should be not to register disapproval and to notify compliance with the adopted measures in reply to the respective ICAO State Letters.	Appendix C
AN 9/1.6-24/30	Adoption of Amendment 62 to Annex 4	a) Notify any disapproval before 22 July 2024; b) Notify any differences and compliance before 28 October 2024	The position should be not to register disapproval and to notify compliance with the adopted measures in reply to the respective ICAO State Letters.	Appendix D
AN 11/1.3.36-24/34	Adoption of Amendment 49 to Annex 6, Part 1	a) notify any disapproval before 22 July 2024; b) notify any differences and compliance before 28 October 2024;	The position should be not to register disapproval and to notify compliance with the adopted measures in reply to the respective ICAO State Letters.	Appendix E
AN 11/6.3.34-24/35	Adoption of Amendment 41 to Annex 6, Part II	a) notify any disapproval before 22 July 2024; b) notify any differences and compliance before 28 October 2024;	The position should be not to register disapproval and to notify compliance with the adopted measures in reply to the respective ICAO State Letters.	
AN 11/32.3.17-24/36	Adoption of Amendment 25 to Annex 6, Part III	a) notify any disapproval before 22 July 2024; b) notify any differences and compliance before 28 October 2024;	The position should be not to register disapproval and to notify compliance with the adopted measures in reply to the respective ICAO State Letters.	
AN 11/61.1-24/37	Adoption of the first edition of Annex 6, Part IV	a) notify any disapproval before 22 July 2024; b) notify any differences and compliance before 26 October 2026;	The position should be not to register disapproval and to notify compliance with the adopted measures in reply to the	Appendix F

State Letter Reference	State Letter Subject	Action Required	Proposed Position	Detailed Explanation
			respective ICAO State Letters.	
AN 3/5.1 5-24/38	Adoption of Amendment 110 to Annex 8	a) notify any disapproval before 22 July 2024; b) notify any differences and compliance before 26 October 2026;	The position should be not to register disapproval and to notify compliance with the adopted measures in reply to the respective ICAO State Letters.	Appendix G
AN 7/63.2. 4-24/24	Adoption of Amendment 93 to Annex 10, Volume II	a) Notify any disapproval before 22 July 2024; b) Notify any differences and compliance before 28 October 2024;	The position should be not to register disapproval and to notify compliance with the adopted measures in reply to the respective ICAO State Letters.	Appendix H
AN 7/64.2. 3-24/25	Adoption of Amendment 92 to Annex 10, Volume III	a) Notify any disapproval before 22 July 2024; b) Notify any differences and compliance before 28 October 2024;	The position should be not to register disapproval and to notify compliance with the adopted measures in reply to the respective ICAO State Letters.	Appendix I
AN 13/13. 1-24/31	Adoption of Amendment 19 to Annex 12	a) Notify any disapproval before 22 July 2024; b) Notify any differences and compliance before 28 October 2024;	The position should be not to register disapproval and to notify compliance with the adopted measures in reply to the respective ICAO State Letters.	Appendix J
AN 15/1. 4-24/23	Adoption of Amendment 53 to Annex 11	a) Notify any disapproval before 22 July 2024; b) Notify any differences and compliance before 28 October 2024;	The position should be not to register disapproval and to notify compliance with the adopted measures in reply to the respective ICAO State Letters.	Appendix K

State Letter Reference	State Letter Subject	Action Required	Proposed Position	Detailed Explanation
AN 6/1.1-24/26	Adoption of Amendment 19 to Annex 13	a) Notify any disapproval before 22 July 2024; b) Notify any differences and compliance before 28 October 2024;	The position should be not to register disapproval and to notify compliance with the adopted measures in reply to the respective ICAO State Letters.	Appendix L
AN 2/2.8-24/40	Adoption of Amendment 43 to Annex 15	a) Notify any disapproval before 22 July 2024; b) Notify any differences and compliance before 28 October 2024;	The position should be not to register disapproval and to notify compliance with the adopted measures in reply to the respective ICAO State Letters.	Appendix M

3.2 Summary of further Action by the Nigeria

NCAA:

- to notify compliance with the adopted measures in reply to the respective ICAO State Letters
- to carry out the tasks stated in appendices to this letter in accordance with NCAA Rulemaking Policy and Procedures Manual (RPPM)

All comments should be sent to NCAA as stated below

Mail:

The Director General Civil Aviation (DGCA)
 Attn: Chairman, NCAA Regulation Committee
 Nigeria Civil Aviation Authority
 Corporate Headquarters, Nnamdi Azikwe Int'l Airport
 Abuja. P.M.B 21029, 21039
 Email: regulations.committee@ncaa.gov.ng

Please accept the assurances of the Director General of Civil Aviation's highest regards.



Engr. Godwin G. Balang
 Chairman Regulations Committee
 (Director, Aerodrome and Airspace Standards)
 For: Director General Civil Aviation

Appendix A – Adoption of Amendment 178 to Annex 1 on Personnel Licensing

1. Description

Amendment 179 arises from proposals developed by the:

- a) fourth meeting of the Air Traffic Management Requirements and Performance Panel (ATMRPP/4) to update the definition of "flight plan" in Annex 1 concerning the initial implementation of the flight and flow — information for a collaborative environment (FF-ICE) services; and
- b) eighteenth meeting of the Remotely Piloted Aircraft Systems Panel (RPASP/18) to update related provision in Annex 1 as a consequential amendment to the provisions for Annex 6 — Operation of Aircraft, Part IV — International Operations — Remotely Piloted Aircraft Systems concerning the international remotely piloted aircraft systems (RPAS) operations in controlled airspace and at aerodromes.

The amendment a) is envisaged to become applicable on 28 October 2024 and b) on 28 October 2026.

2. Analysis/Recommendation

The amendment concerning the initial implementation of the FF-ICE services aims to align Annex 1 with the core provisions contained in Annex 2 and PANS-ATM (Doc 4444) to ensure consistency.

The amendment concerning international RPAS operations in controlled airspace and aerodromes aims to align Annex 1 with provisions in Annex 6, Part IV to ensure consistency.

The amendments initially proposed in State Letter AN 12/1.1.25-20/112 relate to the update the definition of flight plan in Annex 1 to support the initial implementation of the flight and flow — information for a collaborative environment (FF-ICE) services and update a provision related to international remotely piloted aircraft systems (RPAS) operations in controlled airspace and at aerodromes consequential to provisions in Annex 6, Part IV.

The main purpose of the Amendment 178 to Annex 1 is to ensure consistency with the definitions used in other Annexes and PANS. There is no significant change to State regulations foreseen with the implementation of this amendment. Hence, the proposed position to be taken by Nigeria regarding the adopted amendment is to not notify disapproval and to notify compliance with the adopted measures in reply to the respective ICAO State Letters.

Tasks to be completed by undertaken by NCAA:

- Amend Nigeria Civil Aviation Regulations (Nig. CARs) Part 2 related to Personnel Licensing;
- Complete Compliance Checklists (CC) to Annex 1;
- Identify and notify differences if applicable.

Appendix B – Adoption of Amendment 48 to Annex 2

1. General

Amendment 48 to Annex 2 arises from proposals developed by the:

- a) fourth meeting of the Air Traffic Management Requirements and Performance Panel (ATMRPP/4) to update related definitions and provisions in Annex 2 concerning the initial implementation of the flight and flow — information for a collaborative environment (FF-ICE) services; and
- b) eighteenth meeting of the Remotely Piloted Aircraft Systems Panel (RPASP/18) to update provisions in Annex 2, Appendix 4 — Remotely Piloted Aircraft Systems as a consequential amendment to the provisions for Annex 6 — Operation of Aircraft, Part IV — International Operations — Remotely Piloted Aircraft Systems relating to international remotely piloted aircraft systems (RPAS) operations in controlled airspace and at aerodromes.

The amendments for Annex 2 are envisaged to become applicable on 28 November 2024 and 26 November 2026.

2. Analysis/Recommendation

The amendment concerning the initial implementation of the FF-ICE services aims to update the definition of "flight plan" to make it generic about to whom the information is sent and describes the notion of flight plan evolution during the life cycle of a flight. The amendment also updates the definitions of "filed flight plan" and "current flight plan" to add clarity to the difference between these two terms. The amendment to the Standard concerning the submission of flight plans aims to reflect current practice as well as the anticipated filing of flight plans using FF-ICE services.

The amendment aims to add clarity to the definitions of different types of flight plans will contribute to common understanding and consistent use of the terms by different stakeholders.

The amendment concerning international RPAS operations in controlled airspace and at aerodromes aims to align provisions in Annex 2 with Annex 6, Part IV.

The amendment aims to ensure consistency across Annexes.

Hence, the proposed position to be taken by Nigeria regarding the adopted amendment is to not notify disapproval and to notify compliance with the adopted measures in reply to the respective ICAO State Letters.

Tasks to be completed by undertaken by NCAA:

- Amend Nigeria Civil Aviation Regulations (Nig. CARs) Part 8 related to Flight Operations;
- Complete Compliance Checklists (CC) to Annex 2;
- Identify and notify differences if applicable;
- Amend oversight procedures (e.g., inspector manuals) and training of inspectors in the use of new provisions.

Appendix C – Adoption of Amendment 81 to Annex 3

1. Description

Amendment 81 arises from recommendations developed by the second meeting of the Information Management Panel (IMP/2) concerning system-wide information management (SWIM) and information security.

The amendments for Annex 3 are envisaged to become applicable on 28 November 2024.

2. Analysis/Recommendation

Modern information exchange capabilities support collaborative decision making and improve situation awareness thus supporting safety.

However, an increase in the overall cost is expected for States and industry. The provision of digital data sets via information services is not mandatory; however, States are encouraged to do so following the introduction of system-wide information management (SWIM). If a State decides to provide digital data sets via information services, rulemaking may be required depending on the existing regulatory framework for information sharing. Training of staff tasked with the oversight of the procedures would most likely be required. The implementation of information services requires the use of IP-based technologies; therefore, rulemaking may be required by States depending on the existing regulatory framework for information security. Training of staff tasked with the oversight of the procedures on information security would most likely be required. For industry, there will be an investment cost for information service providers and consumers. These investments, however, are limited in comparison to the cost associated with maintaining the legacy technologies and systems, thus reducing costs and making it more cost effective in the long term. There will also be a cost for information service providers and consumers associated to the implementation of the information security provisions. However, these investments are necessary to trust the information being exchanged and to ensure information security interoperability. Moreover, they are marginal in comparison to the cost associated with an information security breach that may result in an accident.

Hence, the proposed position to be taken by Nigeria regarding the adopted amendment is to not notify disapproval and to notify compliance with the adopted measures in reply to the respective ICAO State Letters.

Tasks to be completed by undertaken by NCAA:

- Amend Nigeria Civil Aviation Regulations (Nig. CARs) Part 14 related to Aeronautical Meteorological Service;
- Complete Compliance Checklists (CC) to Annex 3;
- Identify and notify differences if applicable;
- Train staff in the on the on the revised procedures and guidance material.

Appendix D – Adoption of Amendment 62 to Annex 4

1. Description

Amendment 109 arises from:

- a) proposals developed by the fifteenth meeting of the Instrument Flight Procedures Panel (IFPP/15) to amend provisions in Annex 4 — Aeronautical Charts regarding the charting navigation specifications and accuracies; and
- b) proposals developed by the second meeting of the Information Management Panel (IMP/2) to align provisions in Annex 4 — Aeronautical Charts, the Procedures for Air Navigation Services — Aeronautical Information Management (PANS-AIM, Doc 10066) and the Aeronautical Chart Manual (Doc 8697) concerning areas where it is safe to operate aeroplanes with wing tips extended.

The amendment is envisaged to become applicable on 28 November 2024.

2. Analysis/Recommendation

The amendment concerning the charting navigation specifications and accuracies aims to align the information related to aeronautical charts by referencing the requirement provided in the Procedures for Air Navigation Services — Aircraft Operations (PANS-OPS, Doc 8168), Volume II — Construction of Visual and Instrument Flight Procedures directly, and by the inclusion of a note referring to the correct section.

The amendment provides clarification to the requirements and guidance where necessary; this results in an indirect positive impact to flight safety.

The amendment concerning aeroplanes with folding wing tips (FWT) seeks to align provisions in Annex 4, PANS-AIM (Doc 10066) and Doc 8697 to depict the areas where it is safe for aeroplanes with FWT to operate with wing tips extended on aerodrome ground movement charts.

Aeroplanes with folding wing tips provide larger span in flight yet have the benefit to aerodrome compatibility of the lower aerodrome reference code (ARC) on the taxiway and apron systems.

Significant savings where not all parts of the aerodromes need to be improved to accommodate aeroplanes with FWT to comply with higher code. Once wings are folded, aeroplanes can manoeuvre on areas designated to lower code.

Hence, the proposed position to be taken by Nigeria regarding the adopted amendment is to not notify disapproval and to notify compliance with the adopted measures in reply to the respective ICAO State Letters.

Tasks to be completed by undertaken by NCAA:

- Review Nigeria Civil Aviation Regulations (Nig. CARs) Part 14 on Aeronautical Charts;
- Complete Compliance Checklists (CC) to Annex 4;
- Identify and notify differences if applicable;
- Review procedure on the inspector handbook;
- Review industry guidance material;
- Train staff in the on the on the revised procedures and guidance material.

Appendix E – Adoption of Amendment 49 to Annex 6, Part 1

1. Description

Amendment 49 arises from recommendations developed by the

- a) recommendations of the seventh meeting of the Flight Operations Panel (FLTOPSP/7) regarding flight data analysis programmes (FDAP); and
- b) recommendations of the fourth meeting of the Air Traffic Management Requirements and Performance Panel (ATMRPP/4) regarding the initial implementation of the flight and flow — information for a collaborative environment (FF-ICE) services.

The amendment is envisaged to become applicable on 28 November 2024.

2. Analysis/Recommendation

The amendment concerning FDAP is intended to increase safety by establishing a lower limit for the requirement to have a flight data analysis programme. The revised lower threshold has been identified as covering most of the currently in-use large commercial passenger aeroplanes (greater than 5 700 kg) and was selected following extensive analysis of accident data. The amendment concerning the initial implementation of FF-ICE services is consequential and addresses the new definitions to flight plan, updated along with clarification of the references to flight plans in the relevant parts of the Annex.

Hence, the proposed position to be taken by Nigeria regarding the adopted amendment is to not notify disapproval and to notify compliance with the adopted measures in reply to the respective ICAO State Letters.

Tasks to be completed by undertaken by NCAA:

- Amend Nigeria Civil Aviation Regulations (Nig. CARs) related Part 9 (Air Operator Certification and Administration) and Part 8 (Operations);
- Complete Compliance Checklists (CC) to Annex 6, Part 1;
- Identify and notify differences if applicable;
- Review industry guidance material(s) and checklist(s) to take account of new requirements;
- Amend National surveillance programmes Guidelines to take account of new requirements.

Appendix F – Adoption of Amendment 49, 41 and 25 to Annex 6, Part I, II and III

1. General

Amendment 41 and 25 arises from recommendations of the fourth meeting of the Air Traffic Management Requirements and Performance Panel (ATMRPP/4). The amendment is consequential and concerns the initial implementation of the flight and flow — information for a collaborative environment (FF-ICE) services. It addresses the new definitions to flight plan, updated along with clarification of the references to flight plans in the relevant parts of the Annex.

The amendment is envisaged to become applicable on 28 November 2024.

2. Analysis/Recommendation

The new flight plan definitions are updated along with clarification of the references to flight plans in the relevant parts of the Annex.

Since the amendments are elective, the cost impact will occur when the need for the FF-ICE services is determined. The financial impact to States would be minimal as the extent of the amendment is not significant and can be accommodated as part of the normal rule-making process. The financial impact on operators that determine the use of the FF-ICE services will involve changes to computer systems and personnel training.

Hence, the proposed position to be taken by Nigeria regarding the adopted amendment is to not notify disapproval and to notify compliance with the adopted measures in reply to the respective ICAO State Letters.

Tasks to be completed by undertaken by NCAA:

- Amend Nigeria Civil Aviation Regulations (Nig. CARs) Part 8 (Operations);
- Complete Compliance Checklists (CC) to Annex 6, Part 2;
- Identify and notify differences if applicable;
- Review guidance materials for the civil aviation authority (CAA) staff and industry.

Appendix G – Adoption of the first edition of Annex 6, Part IV

1. General

Annex 6, Part IV arises from recommendations of the eighteenth meeting of the Remotely Piloted Aircraft Systems Panel (RPASP/18) and addresses the international operation of remotely piloted aircraft systems (RPAS).

The amendment is envisaged to become applicable on 3 October 2026.

2. Analysis/Recommendation

The adoption of Annex 6, Part IV will assist States in developing and implementing regulations to address said operations.

Hence, the proposed position to be taken by Nigeria regarding the adopted amendment is to not notify disapproval and to notify compliance with the adopted measures in reply to the respective ICAO State Letters.

Tasks to be completed by undertaken by NCAA:

- Review the Civil Aviation Act to reflect Operation of Remotely Piloted Aircraft Systems (RPAS) before 28 October 2026;
- Amend Nigeria Civil Aviation Regulations (Nig. CARs) related to Operation of Remotely Piloted Aircraft Systems (RPAS);
- Complete Compliance Checklists (CC) to Annex 6, Part IV;
- Identify and notify differences if applicable;
- Develop guidance material(s) and checklist(s) for civil aviation authority (CAA) staff and industry;
- Amend National surveillance programmes Guidelines to take account of new requirements;

Appendix H – Adoption of Amendment 110 to Annex 8

1. General

Amendment 110 arises from recommendations of the eighteenth meeting of the Remotely Piloted Aircraft Systems Panel (RPASP/18) regarding international remotely piloted aircraft systems (RPAS) operations in controlled airspace/aerodromes.

The amendment is envisaged to become applicable on 26 November 2026.

2. Analysis/Recommendation

The amendment introduces an update to Standards related to remotely piloted aircraft systems (RPAS) consequential to provisions in the newly adopted Annex 6, Part IV.

The amendment ensures consistency across Annexes.

Amendment in the Nigeria Civil Aviation Regulations (Nig. CARs) is envisaged. Hence, the proposed position to be taken by Nigeria regarding the adopted amendment is to not notify disapproval and to notify compliance with the adopted measures in reply to the respective ICAO State Letters.

Tasks to be completed by undertaken by NCAA:

- Complete Compliance Checklists (CC) to Annex 8;
- Identify and notify differences if applicable.

Appendix I – Adoption of Amendment 93 to Annex 10, Volume II

1. General

Amendment 17 arises from the recommendations of the:

- a) fourth meeting of the Air Traffic Management Requirements and Performance Panel (ATMRPP/4) concerning the initial implementation of the flight and flow — information for a collaborative environment (FF-ICE) services; and
- b) second meeting of the Information Management Panel (IMP/2) concerning system- wide information management (SWIM) and information security.

The amendment is envisaged to become applicable on 28 November 2024.

2. Analysis/Recommendation

Amendment concerning FF-ICE describes requirements in relation to the generation and use of a globally unique flight identifier and aims to support the mixed-mode operation where the existing flight planning mechanism and FF-ICE services co-exist.

The consequential amendment concerning SWIM aims to add a definition and a reference pointing to where the SWIM provisions can be found.

More accurate, maintained, consistent, unique and complete flight information results in less chance of acting on inaccurate or incomplete information. Further safety improvements can be achieved through automation enabled by this information.

Since the amendments are elective, the cost impact will occur when the need for the FF-ICE services is determined. The financial impact to States would be minimal while there will be a cost to be incurred for the industry to implement FF-ICE services, which involve computer systems, procedures development, and personnel training.

Hence, the proposed position to be taken by Nigeria regarding the adopted amendment is to not notify disapproval and to notify compliance with the adopted measures in reply to the respective ICAO State Letters.

Tasks to be completed by undertaken by NCAA:

- Amend Nigeria Civil Aviation Regulations (Nig. CARs) Part 14 related to Aeronautical Telecommunications;
- Complete Compliance Checklists (CC) to Annex 10, Volume II;
- Identify and notify differences if applicable;
- Review industry guidance material on Aeronautical Telecommunications;
- Amend guidance material(s) and checklist(s) for Aeronautical Telecommunications.

Appendix J – Adoption of Amendment 92 to Annex 10, Volume III

1. General

Amendment 17 arises from the recommendations of the:

- a) recommendations from the fourth meeting of the Surveillance Panel (SP/4) concerning 24-bit aircraft address; and
- b) consequential amendment arising from the Second meeting of the Information Management Panel (IMP/2) concerning system-wide information management (SWIM) and information security.

The amendment is envisaged to become applicable on 28 November 2024.

2. Analysis/Recommendation

The amendment concerning 24-bit aircraft address contains new and modified provisions aiming at the effective management of the 24-bit aircraft address scheme. Air-ground and air-air surveillance systems are heavily reliant on the 24-bit aircraft address configured on board aircraft. There have been occurrences where several aircraft reported identical aircraft addresses. The addition of provisions for aircraft address assignment as a part of the registration process is proposed in this amendment to mitigate such occurrences of operations with incorrect aircraft address. Furthermore, recognizing that some States have relatively small blocks of aircraft addresses allocated to them and are currently facing a shortage of available allocated aircraft addresses, this amendment also contains provisions for additional address-block allocations to those States. Also, it proposes to provide aircraft address blocks to new ICAO Contracting States.

The assignment of the aircraft address and its correct configuration in the aircraft is a key element for the safe operation of aircraft as well as associated communication protocols used to support ground-based surveillance systems. The new provisions for the registration process aim to mitigate occurrences of operations with incorrect aircraft address.

The consequential amendment concerning information management is intended to address the need to add a reference pointing to where the information security provisions can be found. With additional aircraft addresses more aircraft can be accommodated to participate in advanced surveillance operations and services, ultimately resulting in more efficient airspace management.

Hence, the proposed position to be taken by Nigeria regarding the adopted amendment is to not notify disapproval and to notify compliance with the adopted measures in reply to the respective ICAO State Letters.

Tasks to be completed by undertaken by NCAA:

- Amend Nigeria Civil Aviation Regulations (Nig. CARs) Part 14 related to Aeronautical Telecommunications;
- Complete Compliance Checklists (CC) to Annex 10, Volume III;
- Identify and notify differences if applicable;
- Review industry guidance material on Aeronautical Telecommunications.

Appendix K – Adoption of Amendment 53 to Annex 11

1. General

Amendment 17 arises from recommendations of the:

- a) proposals developed by the sixth meeting of the Air Traffic Management Operations Panel (ATMOPSP/6) to amend Standards and Recommended Practices (SARPs) concerning the implementation of the Global Aeronautical Distress and Safety System (GADSS) concept; and
- b) proposals developed by the fourth meeting of the Air Traffic Management Requirements and Performance Panel (ATMRPP/4) to amend the definitions of the terms "flight plan" and "current flight plan" as a consequence of the initial implementation of the flight and flow-information for a collaborative environment (FF- ICE) services.

The amendment is envisaged to become applicable on 28 November 2024.

2. Analysis/Recommendation

The amendment concerning GADSS aims to support the implementation of the GADSS concept and facilitates contact between air traffic services (ATS) units, air operators and rescue coordination centres (RCCs) using the up-to-date contact details in the OPS Control Directory. The changes facilitate the communication required for and the reporting of an aircraft in a distress condition potentially resulting in a faster response to a forced landing contributing to better management of safety risks.

The amendment concerning the initial implementation of the FF-ICE services aims to update the definition of "flight plan" to make it generic about to whom the information is sent and describes the notion of flight plan evolution during the life cycle of a flight. The amendment also introduces the definition of "current flight plan" , which is currently used in a few provisions of Annex 11.

Hence, the proposed position to be taken by Nigeria regarding the adopted amendment is to not notify disapproval and to notify compliance with the adopted measures in reply to the respective ICAO State Letters.

Tasks to be completed by undertaken by NCAA:

- Amend Nigeria Civil Aviation Regulations (Nig. CARs) related to Air Traffic Services;
- Complete Compliance Checklists (CC) to Annex 11;
- Identify and notify differences if applicable;
- Review industry guidance material on Air Traffic Services;
- Amend National surveillance programmes Guidelines to take account of new requirements.

Appendix L – Adoption of Amendment 19 to Annex 12

1. General

Amendment 17 arises from recommendations of the:

- a) sixth meeting of the Air Traffic Management Operations Panel (ATMOPSP/6) regarding the Global Aeronautical Distress and Safety System (GADSS); and
- b) twenty-seventh meeting of the International Civil Aviation Organization/International Maritime Organization (ICAO/IMO) Joint Working Group on Harmonization of Aeronautical and Maritime Search and Rescue (JWG-SAR/27) concerning drift measurement, responsiveness of search and rescue (SAR) points of contact, methods for allowing other States to assist in SAR operations, safety of SAR personnel at accident sites, conduct of exercises, and procedures to be followed when intercepting a distress transmission.

The amendment is envisaged to become applicable on 28 November 2024.

2. Analysis/Recommendation

The amendment concerning GADSS aims to facilitate contact between air traffic services units, air operators and rescue coordination centres (RCCs), and will ensure that RCCs receive notification on the location of an aircraft in distress in a timely manner.

The amendment concerning drift measurement aims at improving the chances of rescue for survivors of aircraft accidents by providing SAR services with an accurate and up-to-date drift model. Such a model allows rescue coordination centres to determine an initial search datum and patterns with more accuracy. The amendment was supported by further amendments developed by the ICAO/IMO JWG-SAR which aim to improve SAR response times, facilitate assistance from other States during SAR operations, reduce the risk to SAR personnel at accident sites, ensure that the conduct of exercises took account of both the search and the rescue phases of SAR, and provide better information to rescue coordination centres with a commensurate reduction in the need for further enquiries. Hence, the proposed position to be taken by Nigeria regarding the adopted amendment is to not notify disapproval and to notify compliance with the adopted measures in reply to the respective ICAO State Letters.

Tasks to be completed by undertaken by NCAA:

- Amend Nigeria Civil Aviation Regulations (Nig. CARs) Part 14 related to Search and Rescue;
- Complete Compliance Checklists (CC) to Annex 12;
- Identify and notify differences if applicable;
- Review industry guidance material on Search and Rescue;
- Amend National surveillance programmes Guidelines to take account of new requirements.

Appendix M – Adoption of Amendment 43 to Annex 15

1. General

Amendment 43 arises from recommendations of the second meeting of the Information Management Panel (IMP/2) concerning the competency-based training and assessment (CBTA) methodology, editorial changes, and system-wide information management (SWIM) and information security.

The amendment is envisaged to become applicable on 28 November 2024.

2. Analysis/Recommendation

The amendment concerning the competency-based training and assessment (CBTA) methodology ensures that the CBTA methodology is followed in accordance with the Procedures for Air Navigation Services — Aeronautical Information Management (PANS- AIM, Doc 10066), the Procedures for Air Navigation Services — Training (PANS-TRG, Doc 9868) and the Manual on Aeronautical Information Services Training (Doc 9991).

The amendment concerning editorial changes aims to clarify the existing provisions and ensure consistency on content and terminology with PANS-AIM. The amendment concerning system-wide information management (SWIM) and information security aims to provide better ways to produce and exchange information between all contracting States of the ATM community.

Hence, the proposed position to be taken by Nigeria regarding the adopted amendment is to not notify disapproval and to notify compliance with the adopted measures in reply to the respective ICAO State Letters.

Tasks to be completed by undertaken by NCAA:

- Amend Nigeria Civil Aviation Regulations (Nig. CARs) Part 14 related to Aeronautical Information Services;
- Complete Compliance Checklists (CC) to Annex 15;
- Identify and notify differences if applicable;
- Review industry guidance material on Aeronautical Information Services;
- Amend National surveillance programmes Guidelines to take account of new requirements.