

REPUBLIQUE DU CAMEROUN

Paix - Travail - Patrie

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**AUTORITE AERONAUTIQUE**  
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REPUBLIC OF CAMEROON

Peace - Work - Fatherland

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**CAMEROON CIVIL AVIATION AUTHORITY**  
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## **Terms of Reference**

**for rulemaking task RMT.2018-07**

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### **Provision of Instrument Flight Procedure Design Service**

**Issue 2 – 18/12/2020**

**Issue/rationale**

The objective of this rulemaking task (RMT) is to update the requirements for the provision of Instrument Flight Procedure Design Service in accordance with the Procedures for air navigation services (Doc 8168, Volume II - Construction of Visual and Instrument Flight Procedures) and other relevant ICAO documents

This shall be the first update since the publication of Order No.162/MINT of 13th July 2015 setting rules for design of Visual and Instrument Flight Procedures and the RMT will focus on some shortcomings that have been identified.

This RMT aims to ensure a high and uniform level of safety and to reflect the state of the art and best practices.

<b>Operations area:</b>	Air navigation services
<b>Affected rules:</b>	Order No.162/MINT of 13th July 2015 setting rules for design of Visual and Instrument Flight Procedures
<b>Affected stakeholders:</b>	IFPDS providers, ATS providers, aerodrome operators
<b>Impact assessment:</b>	N/A
<b>Rulemaking group:</b>	Yes
<b>Rulemaking Procedure:</b>	Standard



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## **1. WHY WE NEED TO CHANGE THE RULES - ISSUE/RATIONALE**

The instrument flight procedure (IFP) is an essential component of the aviation system. Every day, aircraft are flying instrument departure, arrival or approach procedures to airports in Cameroon. It is a responsibility of the States to provide an instrument flight procedure design service (IFPDS) so operators are able to fly safe and effective IFPs.

The IFPDS is established for the design, documentation, validation, continuous maintenance and periodic review of instrument flight procedures necessary for the safety, regularity and efficiency of air navigation.

The national Regulatory Framework for Instrument Flight Procedure Design Service comprises only order No.162/MINT of 13th July 2015 setting rules for design of Visual and Instrument Flight Procedures. However, this framework does not address organizational requirements for the provision IFPDS which are essential to ensure that the expected outcomes are met.

In this regard, a review of the order No. 162/MINT is necessary to ensure the incorporation of relevant requirements permitting to address this issue and to highlight the IFP design process.

## **2. WHAT WE WANT TO ACHIEVE - OBJECTIVE**

The objective of this rulemaking task (RMT) is to update the requirements for the provision of an instrument flight procedure design service. This shall be the first update since the publication of order No.162/MINT in 2015

The specific objectives are to:

- incorporate relevant organizational requirements for the provision IFPDS in addition to general requirements applicable to all air navigation services providers;
- to highlight the IFP design process;
- reflect the state of the art and best practices;
- improve the structure and readability of the regulation through a complete restructuration.

## **3. HOW WE WANT TO ACHIEVE IT**

A rulemaking group (RMG) shall be established to support CCAA in the execution of this RMT. The RMG shall hold an appropriate number of meetings. Additional focused consultations may be held, in particular during the review of the comments received during the notice of proposed amendment (NPA) consultation.



#### **4. WHAT ARE THE DELIVERABLES**

Subject to the selected rulemaking procedure, the following deliverables may be issued:

- A notice of proposed amendment (NPA) with draft regulation to propose repeal of Order No. 162/MINT;
- A draft regulation repealing Order No. 1303/MINT;
- A document of acceptable means of compliance (AMC) and guidance material (GM).

#### **5. HOW WE CONSULT**

In addition to the NPA consultation, focused consultations may also be organized, prior to the publication of the final deliverable of the planned rulemaking activities and during their review process. This will be determined during the drafting phase, and may include meetings with stakeholders, workshops, etc.

#### **6. INTERFACE ISSUES**

The content of this rulemaking task should be coordinated with the ongoing rulemaking activities linked to:

- the provision of air traffic services;
- the provision of aeronautical information services;
- the provision of aeronautical charts.

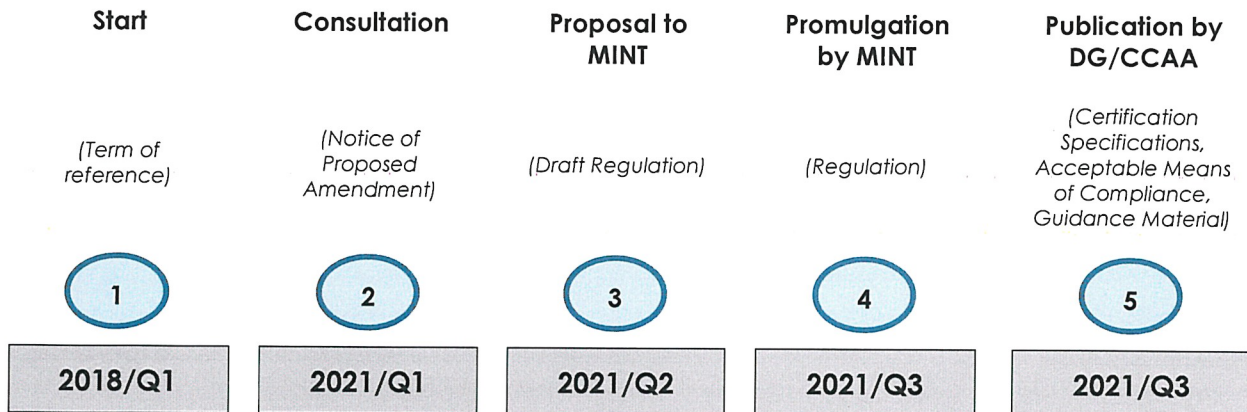
#### **7. PROFILE AND CONTRIBUTION OF THE RULEMAKING GROUP**

The rulemaking group will be composed of representatives of:

- CCAA;
- IFPDS providers;
- ATS providers;
- Aerodrome Operators.



## 8. RULEMAKING MILESTONE



## 9. REFERENCE DOCUMENTS

### 9.1 Related regulations

Order No.162/MINT of 13th July 2015 setting rules for design of Visual and Instrument Flight Procedures

### 9.2 Related CS, AMC and GM

AMC & GM associated with the regulations listed in section 9.1 including Circular N°032 of 2<sup>nd</sup> December 2013 relating design of Visual and Instrument Flight Procedures.

### 9.3 Reference documents

- ICAO Doc 8168 – PANS-OPS, Procedures for Navigation Services, Volume II – Construction of Visual and Instrument Flight Procedures;
- ICAO Doc 10068, Manual on the Development of a Regulatory Framework for Instrument Flight Procedure Design Service;
- ICAO Doc 9906), Quality Assurance Manual for Flight Procedure Design;
- European Commission Implementing Regulation (EU) 2017/373;
- European Commission Implementing Regulation (EU) 2020/469.

The above list is not to be considered an exhaustive one, as other reference documents might support the activities undertaken in accordance with these Terms of Reference.

**Paule ASSOUMOU KOKI**