

REPUBLIQUE DU CAMEROUN

Paix - Travail - Patrie

AUTORITE AERONAUTIQUE



REPUBLIC OF CAMEROON

Peace - Work - Fatherland

CAMEROON CIVIL AVIATION AUTHORITY

Terms of Reference
for rulemaking task RMT.2018-05

Provision of Aeronautical Charts

Issue 2 – 18/12/2020

Issue/rationale

The objective of this rulemaking task (RMT) is to update the requirements for the provision of aeronautical charts in accordance with the latest amendments of the Annexes to the Chicago Convention, particularly Annex 4.

This shall be the first update since the publication of Order No.1301/MINT of 29th September 2006 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.

Operations area:	Air navigation services
Affected rules:	No.1301/MINT of 29th September 2006 regulating the supply of aeronautical charts
Affected stakeholders:	MAP providers, AIS providers, aircraft operators, military authorities, aerodrome operators
Impact assessment:	N/A
Rulemaking group:	Yes
Rulemaking Procedure:	Standard





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

The world of aviation requires maps that are unlike those used in ground transportation. For the safe performance of air operations, current, comprehensive, and authoritative sources of navigation information are to be available at all times. Aeronautical charts provide convenient medium for supplying information in manageable and coordinated manner.

Aeronautical charts not only provide the two-dimensional information but also portray three-dimensional air traffic service system. All charts produced by ICAO states refer to them for flight planning, air traffic control, navigation purposes.

Without the global standardization of aeronautical charts, it would be difficult for pilot and other chart users to effectively find and interpret important navigation information.

Thus, the safe and efficient flow of air traffic, navigation and flight planning are facilitated by aeronautical charts drawn to accepted ICAO Standards. Annex 4 contains Standards, Recommended Practices for Navigational Charts.

Annex 4 was transposed in the national regulatory framework under the order No.1301/MINT of 29th September 2006 regulating the supply of aeronautical charts. This order was developed based upon the 10th edition of Annex 4 incorporating amendment 1 to 53.

Since the promulgation of this order, Annex 4 has undergone two amendments (amendments 54 to 60) not yet transposed to the Cameroonian civil aviation regulations.

In this regard, amendments to the order No.1301/MINT are necessary to ensure the incorporation of relevant, newly introduced ICAO provisions (i.e. SARPs, procedures, documents). This would avoid persisting discrepancies between the applicability of national regulations and the originating ICAO provisions in the interest of aviation safety.

2. WHAT WE WANT TO ACHIEVE - OBJECTIVE

The objective of this rulemaking task (RMT) is to update the requirements for the provision of aeronautical charts. This shall be the first update since the publication of Order No.1301/MINT in 2006.

The specific objectives are to:

- enhance the consistency of the requirements with relevant ICAO Annex 4;
- reflect the state of the art and best practices;
- improve the structure and readability of the regulation through a complete recast of its content.





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.1301/MINT;
- a draft regulation repealing Order No. 1301/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 rules of the air;
- the provision of aeronautical meteorology services;
- the provision of aeronautical information services;
- aircraft operations;
- aerodrome operations.

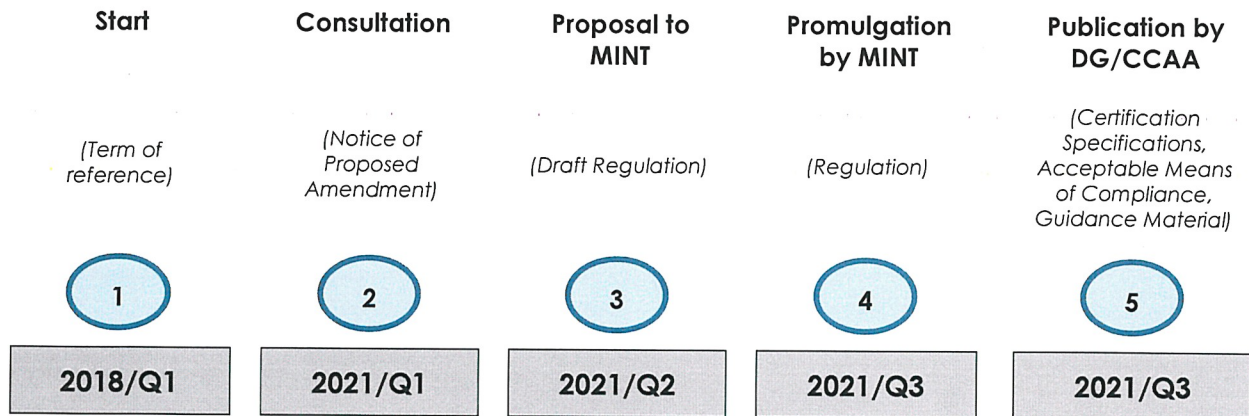
7. PROFILE AND CONTRIBUTION OF THE RULEMAKING GROUP

The rulemaking group will be composed of representatives of:

- CCAA;
- AIS providers;
- Aerodrome operators
- Pilots' associations.



8. RULEMAKING MILESTONE



9. REFERENCE DOCUMENTS

9.1 Related regulations

- Decree 2033 relating air navigation in the Cameroonian airspace;
- Order No. 1301/MINT of 29th September 2006 regulating the supply of aeronautical charts.

9.2 Related CS, AMC and GM

AMC & GM associated with the regulations listed in section 9.1.

9.3 Reference documents

- Annex 4 to the Convention on International Civil Aviation.
- ICAO Doc 8697 - Aeronautical Chart Manual.

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.

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