

**Aviation safety and security challenges facing  
operators and regulators:  
The Cameroon experience**

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# Agenda

- I. **Introduction**
- II. **Safety oversight in Cameroon**
- III. **Security supervision in Cameroon**
- IV. **Conclusion**

# Introduction (I)

- ✈ **Implementation of the Chicago convention and its annexes**
  - ☞ In November 1963, Cameroon promulgated law N° 63/LF/35 laying down the civil aviation code.
  - ☞ This law provided the legal framework for the existence of a Department of Civil Aviation.
  - ☞ For close to 35 years, the Department of Civil Aviation was responsible for developing and implementing government policy as far as civil aviation was concerned.
  - ☞ Regulatory texts in application of the 1963 law were progressively developed, drawing inspiration mostly from the French regulations at the time.

# Introduction (II)

## → **Supervision of aviation safety in Cameroon before 1998**

- ☞ In May 1967, the Minister of Transport by order n° 0018/SG/MTPT, authorized the French firm Bureau Veritas to carry out on behalf of Cameroon, the certification and the continuous airworthiness supervision of aircraft on the Cameroon register.
- ☞ From that date onwards, the issue and renewal of certificates of airworthiness as well as the certification and surveillance of maintenance organisations were carried out by Bureau Veritas.
- ☞ The majority of the technical personnel in the DCA were essentially trained in France (ENAC) or Niger (EAMAC).

# Introduction (III)

- **Voluntary safety oversight supervision evaluation and audit programmes**
- ☞ In 1997, Cameroon received a team of experts from ICAO within the framework of the voluntary ICAO safety oversight evaluation program.
- ☞ In 2000, Cameroon received a team within the framework of the Universal Safety Oversight Audit Program (USOAP).
- ☞ Following these evaluations, the experts came up with a number of findings in our safety oversight system:
  - ❖ The 1963 law did not make any provisions for the entity to be responsible for safety oversight supervision
  - ❖ The existing regulatory framework was not up to date with the Annexes to the Chicago convention
  - ❖ Absence of procedures
  - ❖ Insufficient technical personnel

# Safety oversight in Cameroon (I)

## → **Primary legislation**

- ☞ The basic legislation governing civil aviation in Cameroon today is law n°98/023 adopted on 24 December 1998 which abrogated the 1963 aviation law.
- ☞
- ☞ This law provides in article 15 for the establishment of a Civil Aviation Authority, under the supervision of the Minister in charge of civil aviation.
- ☞ The law also provides for the development of aviation safety regulations.
- ☞ The law equally provides for penalties in cases of violation of the legislation or regulations and also empowers duly sworn-in and accredited personnel for their enforcement.

# Safety oversight in Cameroon (II)

## → **Operating regulations**

- ☞ Aviation Safety regulations determine the conditions of (i) aircraft operation (ii) provision of airport services (iii) air traffic management.
- ☞ To facilitate the application of the 1998 law governing the civil aviation system in Cameroon, the legislative framework is completed by a number of decrees and orders signed by the President of the Republic, the Prime Minister or the Minister in charge of civil aviation.
- ☞ The Director General of the Cameroon Civil Aviation Authority has also signed a number of decisions, circulars and instructions instituting various procedures to ensure uniform application of the law and the regulations.

# Safety oversight in Cameroon (III)

## → Structure of the Cameroon Civil Aviation Authority (CCAA) and safety oversight supervision (I)

- ☞ The organization and functioning of the civil aviation authority is laid down by Presidential decree n°99/198 of 16 September 1999.
- ☞ It provides for the Board of Directors and a management headed respectively by a Chairman and a Director General with a Deputy.
- ☞ The organisational setup of the CCAA is adopted by the Board of Directors and includes amongst other departments, the Department of Air Navigation.

# Safety oversight in Cameroon (IV)

## → Structure of the Cameroon Civil Aviation Authority (CCAA) and safety oversight supervision (II)

- ☞ The Department of Air Navigation is sub-divided into two sub-departments.
- ☞ The sub-department of the flight safety standards is responsible for the oversight of the safety-related Annexes 1, 6, 7, 8, 16, and 18 to the Chicago Convention.
- ☞ The sub-department of the air navigation services is responsible for the oversight of the safety-related Annexes 2, 3, 4, 5, 10, 11, 12 and 15 to the Chicago Convention.

# Safety oversight in Cameroon (V)

## → **Technical Documentation**

- ☞ The CCAA has at its disposal a wide array of technical documentation sufficient enough for the guidance of technical personnel in the discharge of their duties.
- ☞ It has a library equipped with up to date ICAO documentation and pertinent publications and journals.
- ☞ A CCAA web site is also available and work is underway to have relevant regulatory texts and guidance material posted on the site.
- ☞ As mentioned earlier the Director General of the CCAA has also signed a number of decisions, circulars and instructions instituting procedures to guide its personnel and more procedures are being drafted.

# Safety oversight in Cameroon (VI)

## → **Technical Personnel**

- ☞ The CCAA has various categories of technical personnel that carry out the safety oversight supervision of Cameroon's civil aviation.
- ☞ It has personnel specialised in the certification and surveillance of aircraft, operators as well as licensing and control of aviation personnel.
- ☞ These personnel include experienced engineers, technicians and pilots trained in universities and aviation institutions abroad.
- ☞ Thanks to the cooperation ties with the USA within the framework of the Safe Skies for Africa Programme, Cameroon has trained a number of inspectors in the various domains of aviation safety and security.
- ☞ Young engineering graduates have been recruited and are presently undergoing training in specialised aviation schools abroad.

# Safety oversight in Cameroon (VII)

## → **Licensing and Certification Obligations**

- ☞ A certification system is in place for licensing of aviation personnel, approval of air operators, maintenance organizations and training centres.
- ☞ This is done through a well articulated certification process including the initial contact phase, formal application, document evaluation, conformity inspection and issuance of certificate.
- ☞ The total number of aircraft on the Cameroon register is 28 of which 27 are in an airworthy condition.
- ☞ Over 120 pilots and 135 cabin crew members hold valid licences.
- ☞ Eighteen (18) AMO approvals have been issued of which 04 of them are based at home and 14 abroad.

# Safety oversight in Cameroon (VIII)

## → Continuous surveillance

- ☞ All holders of certificates, licences, qualifications and other approvals granted by the CCAA are subject to continuous supervision by the CCAA.
- ☞ Scheduled and unannounced inspections and surveillance are regularly carried out to ensure that holders of aviation authorisations continue to meet and respect the pertinent requirements which served as the certification basis.

# Safety oversight in Cameroon (IX)

## → Resolution of safety issues

- ☞ Various methods are used by the CCAA to resolve safety issues arising but not limited to its surveillance activities on holders of aeronautical approvals, certificates or licences.
  - ❖ Counselling
  - ❖ Requesting for additional training
  - ❖ Fully fledged enforcement actions involving suspension or revocation of approvals
  - ❖ Disciplinary and penal sanctions as provided for by the law.

# Security supervision in Cameroon (I)

## → International Conventions and Protocols

- ☞ After ratifying the Chicago Convention on International Civil Aviation in January 1960, Cameroon is also signatory to international conventions and protocols relative to acts of unlawful intervention directed towards civil aviation.
  - ❖ The Tokyo Convention relative to violations and other acts carried out onboard aircraft;
  - ❖ The Hage Convention on the repression of unlawful seizure of aircraft;
  - ❖ The Montreal Convention on the repression of unlawful action directed towards the safety of civil aviation;
  - ❖ The Montreal Convention relative to the marking of plastic and paper explosives for detection purposes;
  - ❖ The Montreal protocol on the repression of unlawful acts in airports used for international civil aviation;

# Security supervision in Cameroon (II)

## → National Organisation and Competent Authority (I)

- ☞ At the National level, the competent authority on aviation security matters is the CCAA placed under the supervision of the Minister in charge of civil aviation.
- ☞ Within the CCAA, the Department of Security & Facilitation is responsible for developing government policy in matters relating to aviation security.
- ☞ The Department of Security & Facilitation is in charge of elaborating, implementing and following up of the National Aviation Security Programme (NASP).

# Security supervision in Cameroon (III)

## → National Organisation and Competent Authority (II)

- ☞ At the Airport level, the coordination and implementation of security measures at each airport is handled by an airport security unit established for the purpose.
- ☞ Within the framework of the Universal Security Audit Programme (USAP), ICAO experts audited the Douala International Airport from February 2 to 11, 2004.
- ☞ As recommended by the ICAO experts, the Head of State on July 13, 2004, signed three important texts organising aviation security in Cameroon, in conformity with ICAO Annex 17 requirements.

# Security supervision in Cameroon (IV)

## → Preventive Measures (I)

- Cameroon has been able to modernise its airport infrastructures destined to fight terrorism, transport of arms and drogues to and from Cameroon thanks to:
  - ❖ The law n°2001/19 of 18 December 2001 relative to the repression of violations and unlawful acts directed towards civil aviation.
  - ❖ Bilateral and multilateral cooperation in aviation safety and security supervision.

# Security supervision in Cameroon (v)

## ✈ Preventive Measures (II)

- ✎ Cameroon has received a lot of airport security equipment supplied by the United States of America through the Safe Skies for Africa Initiative.
- ✎ Through the Regional Programme for Aviation Safety and Security for West and Central Africa (PRSSAC), Cameroon has received a grant of US\$ 14.5 million to reinforce security measures at the two international airports and to further build up its capacity to supervise safety oversight.

# Security supervision in Cameroon (VI)

## → Crisis Management

- ☞ The management of civil aviation security crisis is governed by decree n°2005/327 of September 6, 2005 signed by the Head of State.
- ☞ Accordingly the management of civil aviation security crisis is the responsibility of the following organs:
  - ❖ The Crisis Management Headquarters which is the organ responsible for coordination and decisions in response to a civil aviation security crisis situation.
  - ❖ The Crisis operations command which is the organ responsible for coordination on the site of all operations linked to the management of the crisis.

# Conclusion (I)

- Globally speaking, the Cameroonian air transport industry is fundamentally safe and secure.
- Compliance with international standards and best practices (SARPs) remains the corner stone for international aviation safety and security.
- Owing to the rapid expansion of the industry as a result of liberalisation, the human and material resources at the disposal of the CCAA as the safety oversight supervising organ are becoming limited.
  - ☞ consequently Cameroon needs assistance and cooperation of all donor agencies to reinforce its capacity to effectively supervise aviation safety and security.

# Conclusion (II)

- As an ICAO member state Cameroon and its air transport industry have one thing in common: the prosperity of air transportation.
  - ☞ It is for this reason that no effort is being spared to ensure safety and security in our airports.
- Today, liberalization of air transport is effective in Cameroon, and this requires us to redefine our strategies to ensure that safety will not be sacrificed on the alter of complacency.
  - ☞ The CCAA is resolutely engaged in ensuring that all industry stakeholders fully play their respective roles and obligations as far as aviation safety and security is concerned.

The End

*Thank you for your attention !*