



ICAO

INTERNATIONAL CIVIL AVIATION ORGANIZATION

A UN SPECIALIZED AGENCY

**National Frequency Management Practices
– State of Cameroon**



**Virtual Workshop on Aeronautical Frequency Management for the WACAF
Region, from 4 to 5 December 2025**

*Atelier virtuel sur la gestion des fréquences aéronautiques – Région WACAF
4 au 5 décembre 2025*



Virtual Workshop on Aeronautical Frequency Management – WACAF Region 4-5 December 2025

M. PENDA TONYE Victor Arnaud

Head of the CNS Supervision Department, at the
Cameroon Civil Aviation Authority





Outline

01 Legal and institutional framework

02 Aeronautical Frequency Assignment Procedure

03 Resolving interference to aeronautical frequencies

01 Cadre juridique et institutionnel

Cameroun



1. Legal and institutional framework

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Regulatory and normative framework of reference

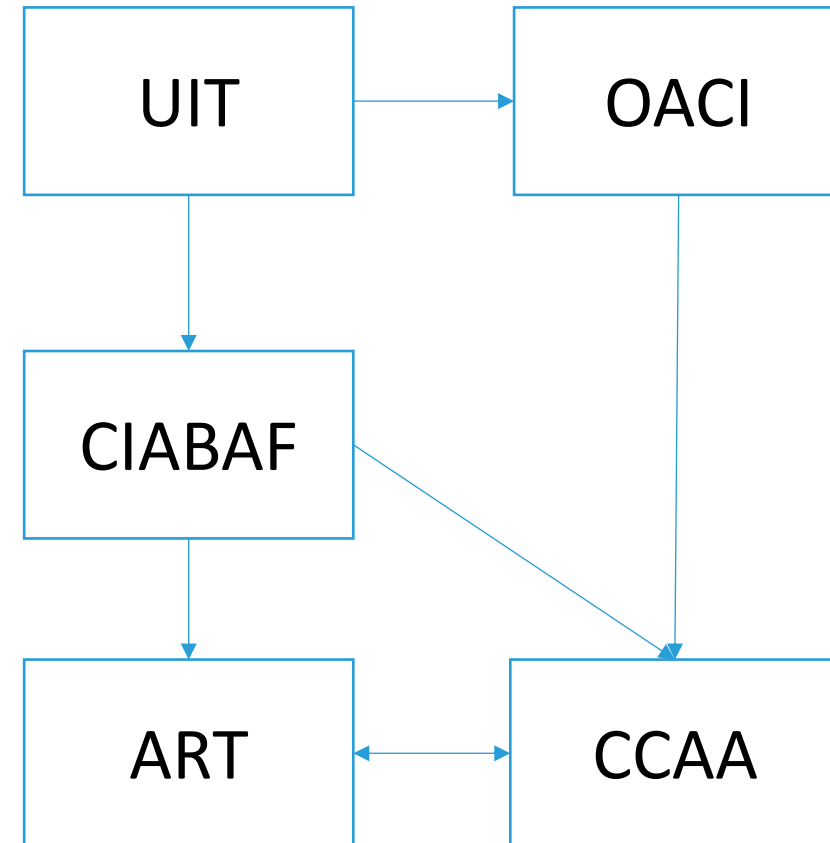
- ✓ ITU Radio Regulations (RR)
- ✓ ICAO Annex 10 Flight 5
- ✓ ICAO Doc 9718 vol 1 and 2
- ✓ Law No. 2013/010 of 24 July 2013 on the Civil Aviation Regime
- ✓ Order No. 084 of 14 June 2016 laying down the provisions applicable to the use of the radio frequency spectrum in the band allocated to aeronautical services
- ✓ TNABF (National Table of Frequency Allocations)
- ✓ Manual of Procedures for the Assignment of Radio Frequencies for the Aeronautical Sector co-signed by the CCAA and the ART
- ✓ Decision No. 0008/D/CCAA/DG/DSA/DCRCA/SCNS of 08 January 2024 laying down the provisions relating to the approval of radio equipment, the assignment and the control of radio frequencies in the aeronautical sector



1. Legal and institutional framework

National and international entities

- **ITU (International Telecommunication Union):** It is responsible for the allocation of radio frequency band bands to the various telecommunication services. Deliverable: RR (Radio Regulations)
- **ICAO:** Allotment of frequency bands previously designated by the ITU into sub-bands that will have specific uses for aeronautical needs.
 - Deliverable: Frequency Allotment Plan by Region (Doc 9718, Vol 2, Appendix B)
- **CIABAF (Interministerial Committee for the Allocation of Frequency Bands):** It is responsible for the allocation of frequency bands at the national level, after allocation by the ITU.
 - ✓ Deliverable: TNABF (National Table of Frequency Allocation)



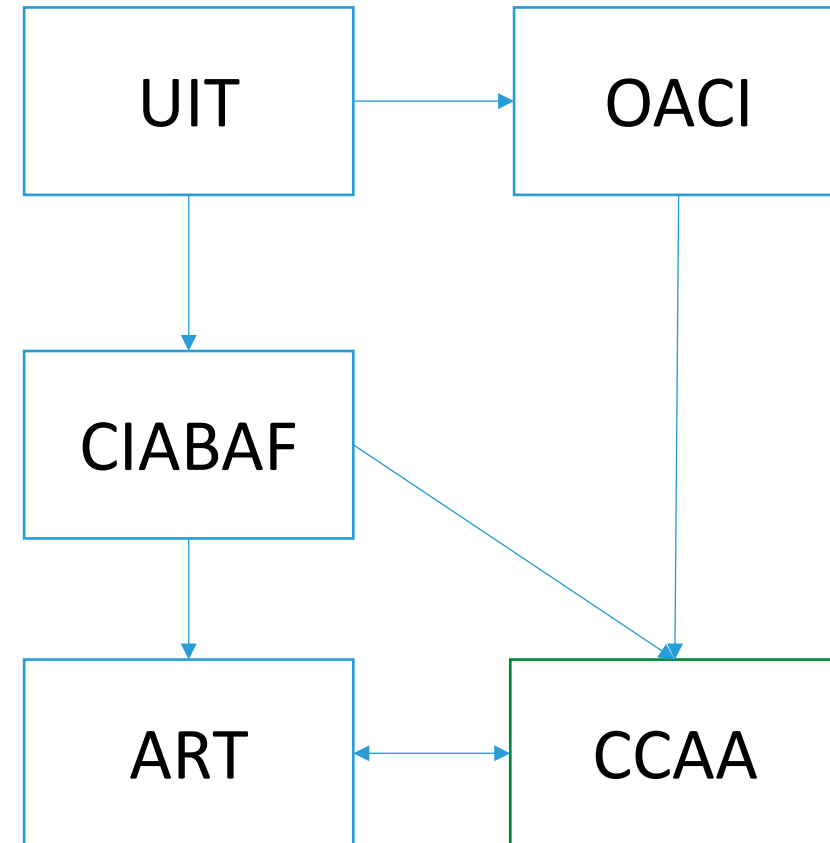
1. Legal and institutional framework

National and international entities

- **CCAA (Cameroon Civil Aviation Authority)** : Assignment of frequencies allocated exclusively to aeronautical services by the TNABF and in accordance with ICAO provisions. E.g. ADM (Aeronautical Mobile Service), ARNS (Aeronautical Radionavigation Service), etc.

Livable: Accord d'assignation de fréquences

- **ART (Telecommunications Regulatory Agency)**: Assignment of non-aeronautical radio frequencies and frequencies contained in the non-excluded bands to aeronautical services. Eg: FSS (Fixed Satellite Service)
- Deliverable: Frequency assignment agreement



1. Legal and institutional framework

National and international entities

The shared assignment of frequencies between the CCAA and the ART and the control of these frequencies are governed by the Manual of Procedures for the Assignment and Control of Radio Frequencies for the Aeronautical Sector co-signed by the two entities

REPUBLIQUE DU CAMEROUN
Paix - Travail - Patrie
MINISTRE DES POSTES ET
TELECOMMUNICATIONS
MINISTRY OF POSTS AND
TELECOMMUNICATIONS
AGENCE DE REGULATION DES
TELECOMMUNICATIONS
TELECOMMUNICATIONS REGULATORY
BOARD



REPUBLIC OF CAMEROON
Peace - Work - Fatherland
MINISTRE DES TRANSPORTS
MINISTRY OF TRANSPORTS
AUTORITE AERONAUTIQUE
CAMEROON CIVIL AVIATION
AUTHORITY

*MANUEL DES PROCEDURES D'ASSIGNATION ET DE
CONTROLE DES FREQUENCES RADIOELECTRIQUES DU
SERVICE AERONAUTIQUE.*

02

Aeronautical frequency assignment procedure



2. Aeronautical frequency assignment procedure

Step 1: Submitting the application

- ☐ The operator forwards the application for frequency assignment to the CCAA
- ☐ This form designed by the CCAA must contain the operator's administrative and technical elements such as: the frequency used, the intended use, the transceivers at its disposal, etc
- ☐ The operator shall also transmit, where applicable, a safety assessment relating to the addition/modification of the requested frequency

I – NATURE DE LA DEMANDE	
<input type="checkbox"/> Nouvelle demande <input type="checkbox"/> Renouvellement (cas d'un changement d'emplacement de la station)	Numéro de l'acte d'assignation :
Motif de la demande :	

II – INFORMATIONS GENERALES
Nom de l'entreprise :
Raison Sociale :
Adresse :
Téléphone :
Email :
Personne à contacter :
Téléphone :
Email :

III- INFORMATIONS RELATIVES A LA STATION																					
Nom de la station :	Type de la station (Fixe ou Mobile) :																				
Classe d'émission :	Adresse, village :																				
Arrondissement :	Département :																				
Région :																					
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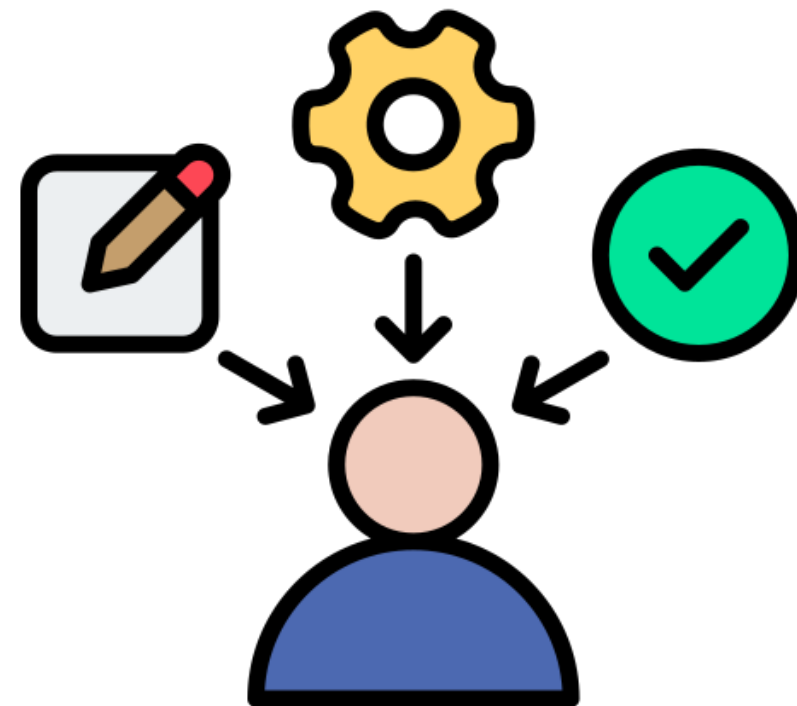
IV- INFORMATIONS RELATIVES AUX EQUIPEMENTS
Nom de l'équipement :
Puissance de sortie :
Sensibilité :

2. Aeronautical frequency assignment procedure

Step 2: Verifications and assignment

The CCAA ensures the relevance of the desired use of the requested frequency

- If the requested frequency is in a band not exclusive to aeronautical services, the file is forwarded to the ART for frequency assignment and registration with the ITU



Source icone : www.flaticon.com

2. Aeronautical frequency assignment procedure

Step 2: Verifications and assignment

- ✓ The CCAA ensures the relevance of the desired use of the requested frequency
- ✓ If the requested frequency is to be assigned by the CCAA:
 - ✓ Verification of the compliance of the requested frequency with the ICAO frequency allotment plan
 - ✓ Field verification of the compliance of the technical characteristics of the signal generated with ICAO Flight 5 Annex 10
 - ✓ Verification of compatibility and coexistence with neighbouring frequencies via ICAO Frequency Finder
 - ✓ Analysis of the safety study submitted by the operator



2. Aeronautical frequency assignment procedure

Step 2: Verifications, assignment and registration

- ☐ The CCAA ensures the relevance of the desired use of the requested frequency
- ☐ If the requested frequency is to be assigned by the CCAA
- ☐ Transmission of the application and the simulation to ICAO
- ☐ After the ICAO response and acceptance of the Safety Study
- ☐ Assignment of the frequency to the operator and transmission of the frequency to the ART for registration at the ITU.



02 Interference Control

Cameroon



3. Combating frequency interference

3.1 Types of Controls

As part of the fight against interference, the CCAA has adopted, in collaboration with the ART, 02 types of frequency controls:

- Preventive controls that are carried out once a year at the country's main airports and other sites have a higher risk profile. The purpose of these tests is to identify potential sources of interference before it is harmful to the user
- Curative controls aimed at resolving interference observed by the user



3. Combating frequency interference

3.2 Preventive controls

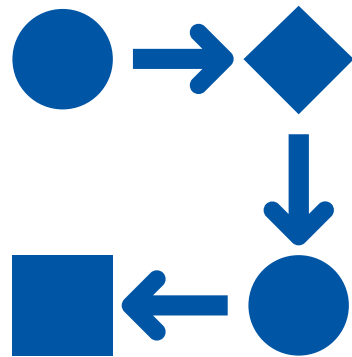
Preventive checks are carried out once a year at the country's main airports and at other sites with a higher risk profile

Their role is to identify potential sources of interference before they occur in the user



3. Combating frequency interference

3.3 Preventive Control Procedures



Scheduling of frequency controls and inclusion in the CCAA's annual monitoring schedule



Inspection on each site, verification of the conformity of the assigned frequencies



Identification of unwanted emissions in the relevant frequency band and source location of unwanted signals



Application of corrective measures to the interfering station

3. Fight against interference

Resolution of the interference observed

- ☐ The operator shall fill in the CCAA form for notification of cases of aeronautical frequency interference and send it to the following address: interference.report@ccaa.aero
- ☐ The ART and the CCAA conduct joint field visits to identify and locate the source of interference.
- ☐ Coercive measures are being applied to the jamming station to permanently resolve the jamming issue.

I- CADRE RESERVE AU REGULATEUR (FRAME RESERVED FOR THE REGULATOR)

Affectataire : Assignee :	Service au titre du RR : Service under the RR :
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II- INFORMATIONS GENERALES DU PLAIGNANT (COMPLAINANT'S GENERAL INFORMATION)

Nom de l'entreprise ou du plaignant : Company or complainant name:	
Adresse : Address :	
Téléphone : Phone:	Email : Email:
Nom et fonction de la personne à contacter : Name and position of contact Person:	
Téléphone : Phone:	Email : Email:

III- RENSEIGNEMENTS TECHNIQUES RELATIVES A LA STATION BROUILLEE (TECHNICAL INFORMATION RELATING TO THE JAMMED STATION)

Fréquence(s) brouillée(s) : Jammed Frequency(ies):	Indicatif d'appel : Call Sign:
Nom(s) de(s) l'équipement brouillé(s) : Name(s) of Jammed Equipment(s):	
Type de la station radio (Fixe/Mobile/d'aéronef) : Type of radio Station (Fixed/Mobile/Aircraft):	
Adresse (pour les stations radio d'aéronefs, préciser son immatriculation) : Address (in the case of aircraft radio stations, specify its registration):	
Coordonnées géographiques de la station : Geographical coordinates of the Station:	
Référence de l'acte d'assignation de fréquences (le cas échéant) : Frequency Assignment Document Reference (if applicable):	
N° d'assignation au fichier National des fréquences (le cas échéant) : National Frequency File Assignment Number (if applicable):	
Date : Date:	

Thank You

