



Advisory

Circular

UCAA-AC-AIM009

December 2022

GUIDANCE ON AVAILABILITY OF AERONAUTICAL CHARTS.

1.0 PURPOSE

This Advisory Circular (AC) provides information and guidance on the availability of aeronautical charts in accordance with the requirements of Regulation 4 of The Civil Aviation (Aeronautical Charts) Regulations, 2022.

2.0 REFERENCE

- 2.1. Section 35(1) of The Civil Aviation Authority Act, CAP 354
- 2.2. Regulation 8 of The Civil Aviation (Aeronautical Information Services) Regulations, 2022
- 2.3. Regulation 4 of The Civil Aviation (Aeronautical Charts) Regulations, 2022
- 2.4. ICAO Doc 10066 – PANS AIM
- 2.5. ICAO Doc 8697 – Aeronautical Chart Manual
- 2.6. ICAO Doc 8126 – AIS Manual

3.0 GUIDANCE AND PROCEDURES

3.1. Availability of aeronautical charts

- 3.1.1. Section 35(1) of The Civil Aviation Authority Act, CAP 354 provides the Statutory requirement for the provision of a service known as the aeronautical information service which shall comprise the collection and dissemination of aeronautical information and instructions with respect to aeronautical charts amongst others. Regulation 4 of The Civil Aviation (Aeronautical Charts) Regulations, 2022 requires aeronautical charts be made available in accordance with the primary aviation legislation and the specific operating regulations as appropriate for a particular chart or single sheet of a chart series. Furthermore, Regulation 8 of The Civil Aviation (Aeronautical Information Services) Regulations, 2022 requires the aeronautical information service provider (AISP) inclusive of the aeronautical cartographic service provider (ACSP) to make available, in a form suitable for the operational requirements of the air traffic management community, aeronautical data and aeronautical information necessary for the safety, regularity and efficiency of air navigation.
- 3.1.2. Regulation 4 of The Civil Aviation (Aeronautical Charts) Regulations, 2022 require the State to ensure the availability of the required aeronautical charts either by producing the charts itself, or by arranging for production of the aeronautical charts by another Contracting State or by an agency. The same regulations require the state to take all reasonable measures to ensure that the information

provided, and the aeronautical charts made available are adequate and accurate and that they are maintained up to date by an adequate revision service.

- 3.1.3. The ACSP is responsible for producing the appropriate aeronautical charts provided for in The Civil Aviation (Aeronautical Charts) Regulations, 2022 to facilitate the operational requirements of the various chart users. Aeronautical charts could be printed or displayed on a graphical user interface and in all cases they are in turn dependent upon the cooperative efforts of those responsible for compiling and drafting them as well as of those responsible for originating the raw information for the prescribed aeronautical overlays.
- 3.1.4. The aeronautical charts must portray valid aeronautical information concerning facilities and procedures available to international air navigation on which only the ACSP and/or the AISP in a position to provide bona fide information
- 3.1.5. All branches of endeavour involved in the production of a State's aeronautical charts need to be aware of the functional interrelationships involved, as well as of specifications and related requirements. Safe air navigation requires timely, up-to-date and accurate aeronautical charts that meet current aviation needs; but the availability of such chart depends on an adequate cartographic establishment, experience in aeronautical cartography, adequate basic surveys, the availability of the data required for the topographic base and aeronautical overlays, awareness of the circumstances under which the charts require to be revised and the related amendment cycles, appreciation of the nature of the demand, and familiarity with the division of responsibility for compilation and production of the charts and the machinery established for coordination of this activity. Each Contracting State is therefore to ensure the liaison and arrangements necessary for the efficient discharge of the cooperative effort involved in the production and dissemination of aeronautical charts.
- 3.1.6. States could also derive additional benefits by ascertaining the existence and availing themselves of data, processes and techniques which would help them to provide the required charts. Valuable information could be obtained, from large-scale topographical maps which might be published by national, public or private organizations, particularly for areas around international aerodromes, which would be helpful to those States that have not yet produced aerodrome obstacle charts. In some States considerable assistance could be derived from military services and aircraft operating agencies which operate advanced cartographic units.
- 3.1.7. The aeronautical information services are required to publish in their Aeronautical Information Publications (in GEN 3.2.4) a description and list of aeronautical chart series available and an indication of their intended use.

3.2. The need for aeronautical charts

- 3.2.1. For the safe performance of air operations it is essential that a current, comprehensive and authoritative source of navigation data be made available at all times, and aeronautical charts provide a convenient medium for supplying this information in a manageable, condensed and coordinated manner.
- 3.2.2. All segments of aviation make reference to them for air traffic control, planning and navigation purposes, and it is of prime importance to place current and accurate charts in the hands of these users quickly. The differing scales and functions of the charts reflect this varied interest, as also do the chart design and the type of information shown on them. The Civil Aviation (Aeronautical Charts) Regulations, 2022 contains the specifications for the various types of aeronautical charts for which an international need for uniformity has been established.

3.3. Chart groups

The types of aeronautical charts have been arranged in four groups:

- a) Group 1: Charts, exclusively for planning use
 - i. Aerodrome Obstacle Chart — ICAO Type A
 - ii. Aerodrome Obstacle Chart — ICAO Type B
 - iii. Aerodrome Terrain and Obstacle Chart — ICAO (Electronic)
 - iv. Precision Approach Terrain Chart — ICAO
- b) Group 2: Charts for use in flight between take-off and landing
 - i. Enroute Chart — ICAO
 - ii. Area Chart — ICAO
 - iii. Standard Departure Chart — Instrument (SID) — ICAO
 - iv. Standard Arrival Chart — Instrument (STAR) — ICAO
 - v. Instrument Approach Chart — ICAO
 - vi. Visual Approach Chart — ICAO
- c) Group 3: Charts for use during ground movement of aircraft on the aerodrome
 - i. Aerodrome Chart/Heliport — ICAO
 - ii. Aerodrome Ground Movement Chart — ICAO
 - iii. Aircraft Parking/Docking Chart — ICAO
- d) Group 4: Charts for visual air navigation, plotting and planning purposes
 - i. World Aeronautical Chart — ICAO 1:1 000 000
 - ii. Aeronautical Chart — ICAO 1:500 000
 - iii. Aeronautical Navigation Chart — ICAO Small Scale
 - iv. Plotting Chart — ICAO

3.4. Distribution arrangements

3.4.1. Every possible attention should be given to the development of simplified chart distribution arrangements within the Republic of Uganda by:

- a) establishing a common centre for the sale and distribution of all aeronautical charts and associated AIS publications; a number of distributing agencies and lack of association with Aeronautical Information Publications (AIP) would complicate the distribution of charts;
- b) including as many charts as practicable in Aeronautical Information Publications;
- c) providing subscription service for any charts not associated with the AIP; and
- d) placing the production of frequently amended charts (e.g. enroute charts) on a regular production schedule in keeping with the dates established by the State's aeronautical information service for advance distribution with a common effective date.



Director Safety, Security and Economic Regulation.

