

MATRIX ON DRAFT CIVIL AVIATION (INSTRUMENTS & EQUIPMENT) REGULATIONS 2022

| NO. | CURRENT REGULATION | GAP                                                | PROPOSED TEXT                                                                                                                                                                                                                                                                                                                                                           | REMARKS                                                        |
|-----|--------------------|----------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------|
| 1.  | NEW                | Requirements of Annex 6 part I chapter 1.1 not met | “Aerial work” means an aircraft operation in which an aircraft is used for specialized services such as agriculture, construction, photography, surveying, observation, patrol, aerial advertisement, search and rescue;                                                                                                                                                | New-to transpose the provisions of Annex 6 part I :chapter 1.1 |
| 2.  | NEW                | Requirements of Annex 6 part I chapter 1.1 not met | “Agreement summary” means, when an aircraft is operating under an Article 83 bis agreement between the State of Registry and another State, the document transmitted with the Article 83 bis Agreement registered with the ICAO Council that identifies succinctly and clearly which functions and duties are transferred by the State of Registry to that other State. | New-to transpose the provisions of Annex 6 part I :chapter 1.1 |
| 3.  | NEW                | Requirements of Annex 6 part I chapter 1.1 not met | “Aircraft operating manual” means a manual, acceptable to the State of the Operator, containing normal, abnormal and emergency procedures, checklists, limitations, performance information, details of the aircraft systems and other material relevant to the operation of the aircraft and the aircraft operating manual is part of the operations manual;           | New-to transpose the provisions of Annex 6 part I :chapter 1.1 |
| 4.  | NEW                | Requirements of Annex 6 part I chapter 1.1 not met | “Air traffic service(ATS)” means a generic term meaning variously, flight information service, alerting service, air traffic advisory service, air traffic control service (area control service, approach control service or aerodrome control service);                                                                                                               | New-to transpose the provisions of Annex 6 part I :chapter 1.1 |

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| 5.  | NEW                | Requirements of Annex 6 part I chapter 1.1 not met | “Altimetry system error (ASE)” means the difference between the altitude indicated by the altimeter display, assuming a correct altimeter barometric setting, and the pressure altitude corresponding to the undisturbed ambient pressure;                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | New-to transpose the provisions of Annex 6 part I :chapter 1.1 |
| 6.  | NEW                | Requirements of Annex 6 part I chapter 1.1 not met | <p>“Alternate aerodrome” means an aerodrome to which an aircraft may proceed when it becomes either impossible or inadvisable to proceed to or to land at the aerodrome of intended landing where the necessary services and facilities are available, where aircraft performance requirements can be met and which is operational at the expected time of use. Alternate aerodromes include the following:</p> <p>(a) “Take-off alternate” Means an alternate aerodrome at which an aircraft would be able to land should this become necessary shortly after take-off and it is not possible to use the aerodrome of departure;</p> <p>(b) “En-route alternate” means an alternate aerodrome at which an aircraft would be able to land in the event that a diversion becomes necessary while en route; and</p> <p>(c) “Destination alternate” Means an alternate aerodrome at which an aircraft would be able to land should it become</p> | New-to transpose the provisions of Annex 6 part I :chapter 1.1 |

| NO. | CURRENT REGULATION | GAP                                                | PROPOSED TEXT                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | REMARKS                                                        |
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|     |                    |                                                    | either impossible or inadvisable to land at the aerodrome of intended landing.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                |
| 7.  | NEW                | Requirements of Annex 6 part I chapter 1.1 not met | <p>“Alternate heliport” means a heliport to which a helicopter may proceed when it becomes either impossible or inadvisable to proceed to or to land at the heliport of intended landing where the necessary services and facilities are available, where aircraft performance requirements can be met and which is operational at the expected time of use. Alternate heliports include the following:</p> <p>(a) “Take-off alternate” means an alternate heliport at which a helicopter would be able to land should this become necessary shortly after take-off and it is not possible to use the heliport of departure;</p> <p>(b) “En-route alternate” means an alternate heliport at which a helicopter would be able to land in the event that a diversion becomes necessary while en route; and</p> <p>(c) “Destination alternate” means an alternate heliport at which a helicopter would be able to land should it become either impossible or inadvisable to land at the heliport of intended landing</p> | New-to transpose the provisions of Annex 6 part I :chapter 1.1 |
| 8.  | NEW                | Requirements of Annex 6 part I chapter 1.1 not met | <p>“Approach and landing phase — helicopters” means that part of the flight from 300 m or 1000 ft above the elevation of the FATO, if the flight is planned to</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | New-to transpose the provisions of Annex 6 part I :chapter 1.1 |

| NO. | CURRENT REGULATION                                                                                                                                                                                                                                                                                                 | GAP                                                | PROPOSED TEXT                                                                                                                                                                                                                                                                                                     | REMARKS                                                        |
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|     |                                                                                                                                                                                                                                                                                                                    |                                                    | exceed this height, or from the commencement of the descent in the other cases, to landing or to the balked landing point;                                                                                                                                                                                        |                                                                |
| 9.  | NEW                                                                                                                                                                                                                                                                                                                | Requirements of Annex 6 part I chapter 1.1 not met | “Appropriate airworthiness requirements” means the comprehensive and detailed airworthiness codes established, adopted or accepted by a Contracting State for the class of aircraft, engine or propeller under consideration;                                                                                     | New-to transpose the provisions of Annex 6 part I :chapter 1.1 |
| 10. | Appropriate authority” means:<br><br>(a) in relation to an aeroplane, the authority which is responsible for approval of design and issuance of a type certificate;<br>(b) in relation to the content of a medical kit, the state of registry;<br>(c) in relation to Kenya, the Director General of the Authority; | Difference in character                            | Appropriate authority” means:<br><br>(a) in relation to an aircraft, the authority which is responsible for approval of design and issuance of a type certificate;<br>(b) in relation to the content of a medical kit, the state of registry;<br>(c) in relation to Kenya, the Director General of the Authority; | ‘Aeroplane’ Amended to read ‘Aircraft’                         |
| 11. | New                                                                                                                                                                                                                                                                                                                | Requirements of Annex 6 part I chapter 1.1 not met | “Area navigation or RNAV” means a method of navigation which permits aircraft operation on any desired flight path within the coverage of ground- or space-based navigation aids or within the limits of the capability of self-contained aids or a combination of these;                                         | New-to transpose the provisions of Annex 6 part I :chapter 1.1 |

| NO. | CURRENT REGULATION                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | GAP                                                | PROPOSED TEXT                                                                                                                                                                   | REMARKS                                                            |
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| 12. | New                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Requirements of Annex 6 part I chapter 1.1 not met | “Automatic deployable flight recorder (ADFR)” means a combination flight recorder installed on the aircraft which is capable of automatically deploying from the aircraft;      | New-to transpose the provisions of Annex 6 part I :chapter 1.1     |
| 13. | New                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Requirements of Annex 6 part I chapter 1.1 not met | “Category II(CAT II)” means, a decision height lower than 60 m (200 ft), but not lower than 30 m (100 ft) and a runway visual range not less than 300 m; and                    | New-to transpose the provisions of Annex 6 part I :chapter 1.1     |
| 14. | <p>“Category IIIA (CAT IIIA) operations” means, a precision instrument approach and landing with—</p> <p>(a) a decision height lower than 30m (100Ft) or no decision; and</p> <p>(b) a runway visual range not less than 200m .</p> <p>“Category IIIB (CAT IIIB) operations” means, a precision instrument approach and landing with—</p> <p>(a) a decision height lower than 15m (50Ft) or no decision height ; and</p> <p>(b) a runway visual range less than 200m but not less than 50m.</p> <p>“Category IIIC (CAT IIIC) operations” means a</p> | Difference in character                            | “Category III(CAT III)” means, a decision height lower than 30 m (100 ft) or no decision height and a runway visual range less than 300 m or no runway visual range limitations | Amended to transpose the provisions of Annex 6 part I :chapter 1.1 |

| NO. | CURRENT REGULATION                                                                                                                      | GAP                                                | PROPOSED TEXT                                                                                                                                                                                                                                                                                                                                                                               | REMARKS                                                            |
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|     | precision instrument approach and landing with no decision height and no runway visual range limitations.                               |                                                    |                                                                                                                                                                                                                                                                                                                                                                                             |                                                                    |
| 15. | New                                                                                                                                     | Requirements of Annex 6 part I chapter 1.1 not met | “Combined vision system(CVS)” means a system to display images from a combination of an enhanced vision system or EVS and a synthetic vision system (SVS);                                                                                                                                                                                                                                  | Amended to transpose the provisions of Annex 6 part I :chapter 1.1 |
| 16. | “Commercial Air Transport” means an aeroplane operation involving the transport of passengers, cargo, or mail for remuneration or hire; | Difference in character                            | “Commercial air transport operation” means an aircraft operation involving the transport of passengers, cargo, or mail for remuneration or hire;                                                                                                                                                                                                                                            | Amended to transpose the provisions of Annex 6 part I :chapter 1.1 |
| 17. | New                                                                                                                                     | Requirements of Annex 6 part I chapter 1.1 not met | Configuration deviation list (CDL) means a list established by the organization responsible for the type design with the approval of the State of Design which identifies any external parts of an aircraft type which may be missing at the commencement of a flight, and which contains, where necessary, any information on associated operating limitations and performance correction. | Amended to transpose the provisions of Annex 6 part I :chapter 1.1 |
| 18. | New                                                                                                                                     | Requirements of Annex 6 part I chapter 1.1 not met | ‘Continuing airworthiness’ means the set of processes by which an aircraft, engine, propeller or part complies with the applicable airworthiness requirements and remains in a condition for safe operation throughout its operating life.                                                                                                                                                  | Amended to transpose the provisions of Annex 6 part I :chapter 1.1 |

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| 19. | New                                                                                                                                                                                                                                                                                                                                                                                                                         | Requirements of Annex 6 part I chapter 1.1 not met | ‘Continuing airworthiness records’ means records which are related to the continuing airworthiness status of an aircraft, engine, and propeller or associated part.                                                                                                                                                                                                                                                                                                                                                                                                                  | Amended to transpose the provisions of Annex 6 part I :chapter 1.1 |
| 20. | CVR” means an abbreviation for Cockpit Voice Recorder;                                                                                                                                                                                                                                                                                                                                                                      | Not interpreted in the annex                       | None                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Deleted                                                            |
| 21. | New                                                                                                                                                                                                                                                                                                                                                                                                                         | Requirements of Annex 6 part I chapter 1.1 not met | Electronic flight bag(EFB)” means an electronic information system, comprised of equipment and applications for flight crew, which allows for<br>the storing, updating, displaying and processing of EFB functions to support flight operations or duties;                                                                                                                                                                                                                                                                                                                           | Amended to transpose the provisions of Annex 6 part I :chapter 1.1 |
| 22. | “Emergency Locator Transmitter” means equipment which broadcast distinctive signals on designated frequencies and depending on application, may be automatically activated by impact or be manually activated which may be any of the following—<br>(a) “automatic fixed Emergency Locator Transmitter” which means an automatically activated Emergency Locator Transmitter which is permanently attached to an aeroplane; | Difference in character                            | “Emergency locator transmitter (ELT)” means a generic term describing equipment which broadcast distinctive signals on designated frequencies and, depending on application, may be automatically activated by impact or be manually activated. An ELT may be any of the following:<br><br>(a) “Automatic fixed ELT(ELT(AF))” means an automatically activated ELT which is permanently attached to an aircraft;<br><br>(b) “Automatic portable ELT(ELT(AP))” means an automatically activated ELT which is rigidly attached to an aircraft but readily removable from the aircraft; | Amended to transpose the provisions of Annex 6 part I :chapter 1.1 |

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|     | <p>(b) “automatic portable Emergency Locator Transmitter” means an automatically activated Emergency Locator Transmitter which is rigidly attached to an aeroplane but readily removable from the Aeroplane;</p> <p>(c) “automatic deployable Emergency Locator Transmitter(ELT(AD))” which means an ELT which is rigidly attached to an Aeroplane and which is automatically deployed and activated by impact, and in some cases, also be hydrostatic sensors. Manual deployment is also provided;</p> <p>(d) “survival Emergency Locator Transmitter” which means an Emergency Locator Transmitter which is removable from an Aeroplane, stowed so as to facilitate its ready use in an emergency, and manually activated by survivors;</p> |     | <p>(c) “Automatic deployable ELT (ELT (AD))” means an ELT which is rigidly attached to an aircraft and which is automatically deployed and activated by impact, and, in some cases, also by hydrostatic sensors. Manual deployment is also provided; and</p> <p>(d) “Survival ELT(ELT(S))” means an ELT which is removable from an aircraft, stowed so as to facilitate its ready use in an emergency, and manually activated by survivors;</p> |         |

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|     | (e) “Emergency Locator Transmitter battery useful life” which means the length of time after its date of manufacture or recharge that the battery or battery pack may be stored under normal                                                                                                              |                              |               |         |
|     | environmental conditions without losing its ability to allow the Emergency Locator Transmitter to meet the applicable performance standards; and<br>(f) “Emergency Locator Transmitter battery expiration date” which means the date of battery manufacture or recharge plus one half of its useful life. |                              |               |         |
| 23. | “EVS” means an abbreviation for Enhanced Vision Systems;                                                                                                                                                                                                                                                  | Not interpreted in the annex | none          | Deleted |
| 24. | “FDR” means an abbreviation for Flight Data Recorder;                                                                                                                                                                                                                                                     | Not interpreted in the annex | none          | Deleted |