

MATRIX ON COMMUNICATION PROCEDURES REGULATIONS-2024

Regulation No.	Regulation marginal note/Subject	Comments from the Industry	Source	Comments of the CAA	Final draft of the regulation	Remarks if any
2	Interpretation	AIP mentioned in regulation 20 but not defined	Manager-AIS (KCAA)	The definition of AIP to be included in the Regulations	<i>“Aeronautical Information Publication (AIP)”</i> means publication issued by or with the authority of a State and containing aeronautical information of a lasting character essential to air navigation	The missing definition is incorporated in the interpretation
2	Interpretation	NOTAM mentioned in regulation 20 but not defined	Manager-AIS (KCAA)	The definition of NOTAM to be included in the regulations	<i>“Notice to airmen (NOTAM)”</i> means a notice distributed by means of telecommunication containing information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential to personnel concerned with flight operations.	The missing definition is incorporated in the interpretation
Part II		Proposals to include COM operational requirements	Head of COM Operations and JKIA Team	Requirements for COM-OPS included	PART II GENERAL REQUIREMENTS FOR PROVISION OF COMMUNICATION SERVICES AND OPERATIONS	

4	Requirements for Communication, Navigation and Surveillance (CNS) Facilities	Proposals to include COM operational requirements	Head of COM Operations and JKIA Team	Requirements for COM-OPS included	4 (1) When it has been determined that aeronautical communication operations will be provided, the Authority shall designate an Air Navigation Services Provider (ANSP) to be responsible for providing such services. (2) The Air Navigation Services Provider in sub-regulation (1) shall— (a) be responsible for Aeronautical Fixed service, Aeronautical mobile service- voice communication, aeronautical mobile service – data communications, Aeronautical radio navigation service and aeronautical broadcast services, within Kenya and to other ICAO designated Aeronautical communication	
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					centres as determined by regional air navigation agreements to ensure proper handling of aeronautical data. (b) determine the type and degree of Aeronautical communications services to be provided within the Aeronautical communications region and shall coordinate such services in accordance with these Regulations. (c) establish a system for reporting system risks and the conduct of Aeronautical communications operations to the Authority (d) ensure availability of resources, communication	
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					facilities and skilled manpower to coordinate and provide the Aeronautical communications functions. (e) establish processes to improve service provision, including the aspects of planning domestic and international cooperative arrangements and training.	
5	Certification of Aeronautical Communications Operations Provider	The Aeronautical communication domain within which Aeronautical communications services shall be provided, will be based on regional air navigation agreements. Nairobi	Head of COM OPS	Already incorporated in Reg 4 (2) (a)		

		communications domain covers the following states: Uganda, Tanzania, Mauritius, Rwanda, Burundi, Ethiopia, Djibouti, South Sudan, Seychelles and Somali. It also has aeronautical data routing responsibilities to South Africa, Egypt, Congo Brazzaville and India.				
6	Approval Requirement	6— (1) The designated Aeronautical communications agency shall establish and publish in the AIP, an aeronautical communications centre, equipped with appropriate facilities and personnel to— (a) facilitate efficient	Head of COM operations	Included in 4 (2)	4 (2) The Air Navigation Services Provider in sub-regulation (1) shall— (a) be responsible for Aeronautical Fixed service, Aeronautical mobile service- voice communication, aeronautical mobile service – data communications, Aeronautical radio navigation service and	

		operations of Aeronautical fixed services; and (b) coordinate the conduct of Aeronautical mobile services operations within the sister frequencies region of Regional and Domestic Air Route Area (RDARA and Major World Air Route Area (MWARA)). (2) The designated Aeronautical communications agency may establish and publish in the AIP; Sub centres, subordinate to the Aeronautical communication centre, where this is considered to improve the efficiency of Aeronautical			aeronautical broadcast services, within Kenya and to other ICAO designated Aeronautical communication centres as determined by regional air navigation agreements to ensure proper handling of aeronautical data. (b) determine the type and degree of Aeronautical communications services to be provided within the Aeronautical communications region and shall coordinate such services in accordance with these Regulations. (c) establish a system for reporting system risks and the conduct of Aeronautical	
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		communications services within Kenya and the region under jurisdiction. (3) The Aeronautical communication centre and other appropriate sub centre shall be staffed 24 hours daily by trained personnel proficient in the Aeronautical communications procedures and Aeronautical Mobile services procedures as well as proficiency in the use of the English language and radio telephony procedures.			communications operations to the Authority (d) ensure availability of resources, communication facilities and skilled manpower to coordinate and provide the Aeronautical communications functions. (e) establish processes to improve service provision, including the aspects of planning domestic and international cooperative arrangements and training.	
7(1)	Inspections and Audits	7 (1) The Authority shall carry out safety inspections and	Head of Communication Operations	To include "operations" as part of the services to be oversighted	An inspector of the Authority shall have unrestricted access to the facilities, installations, records, documents and	

		audits on CNS facilities, documents, records and operations to determine compliance in accordance with these Regulations			operations of the service provider to determine compliance with these Regulations and required procedures.	
8 (1)	Siting and Installation	Proposal to add 8(1) (c) Service provided are in accordance with the provisions of these regulations	Head of Communication Operations	Proposal to be included to provide for COM OPS services in the Regulations-incorporated with amendments	8(1) (c) Provide communication operations in accordance with the provisions of these Regulations	New sub-regulation 8 (1)(c)
8(2)	Siting and Installation	8 (2) The facilities in sub-regulation (1) shall be installed by licensed ATSEPs with relevant ratings for the facilities and operated by licensed aeronautical station operator with relevant qualifications and rating.	Head of Communication Operations	Proposal incorporated in the regulations	8(2) The facilities in Sub-regulation (1) shall be installed by licensed ATSEPs with relevant ratings for the facilities and operated by licensed operators with relevant qualifications.	

14(4)	Periodic Inspection, Testing and Security of CNS facilities	Change of the term Air Navigation Services Provider (ANSP) to CNS Provider conflicting with the AVSEC Regulations	Manager-AVSEC-(KCAA)	The proposed change has been reviewed The Civil Aviation (Certification of ANSPs) regulations have been reviewed and a new regulation introduced to address the issue of ANSP security programme	14(4) The CNS Provider shall implement the security programme for the Communication, Navigation and Surveillance Systems in line with the ANSP's security procedures manual as required in the Civil Aviation (Certification of Air Navigation Service Providers) Regulations 23. The air navigation services provider shall — (a) establish and implement appropriate security provisions to meet the requirements of the Civil Aviation (Security) Regulations; (b) develop and implement measures to protect air navigation facilities, personnel and any other infrastructure meant for air safety; (c) develop and implement measures in order to protect information and communication technology systems used for civil aviation purposes from interference that	Some of the stations only provide CNS services and are therefore expected to develop a security programme New Regulation 23 in the Civil Aviation (Certification of ANSPs) Regulations
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					may jeopardize the safety of civil aviation activities.	
16(1)(g)	CNS Personnel Training and Other Requirements	Proposal to replace “conduct a yearly review of the training plan for each staff “ with “conduct an annual review of the training plan for each staff “	Manager-AIS	“a yearly” review is replaced with “an annual” review	16(1)(g) Conduct an annual review of the training plan for each staff at the beginning of the year to identify any gaps in competency and changes in training requirement and prioritize the type of training required for the coming year;	
28(3)	Acceptance of messages	The authority in control of any station through which a message is relayed, should make representations at a later date to the authority in control of the accepting station regarding any message which is considered unacceptable	Manager-AIS	The standard in the Annex talks of ‘The Authority of the station...’ but it is not the Authority providing the service. This is done by the CNS provider.	A CNS Provider of any station through which a message is relayed, shall make representations at a later date to a CNS Provider in control of the accepting station regarding any message which is considered unacceptable	Not changed

		Consider re-wording; Annex 10 Vol II talks of the authority, with reference to the person in charge of operations, and not necessarily the organization.				
28(4)	Acceptance of messages	except where special arrangements have been made with a/the CNS Provider concerned Replace “a” with “the”	Manager-AIS	a CNS provider to be replaced with the CNS Provider	28 (4) Only messages for stations forming part of the Aeronautical Telecommunication Service shall be accepted for transmission, except where special arrangements have been made with the CNS Provider concerned	
29(2)	Transmission and delivery of messages	Annex 10 ... a single office for each aircraft operating agency shall be designated by agreement between the aeronautical telecommunication agency and the aircraft operating agency concerned	Manager-AIS	This is in order as the aeronautical telecommunication agency in this case is the CNS service provider	A single office for each aircraft operating agency shall be designated by agreement between a CNS Provider and the aircraft operating agency concerned for each station of a CNS Provider from which messages are delivered to one or more aircraft operating agencies	No change

50	Correction of errors during message origination	Errors made in the text and noticed immediately shall be corrected by making the error sign ($\rightarrow E \rightarrow E \rightarrow E \rightarrow$), transmitting the last correct word or group and then continuing with the message. Procedure obsolete	Manager-AIS	Not applicable in present set up		Deleted and the other sub-regulations re-numbered
57,58,59	57. General procedures for aeronautical Mobile Service-Voice Communications 58. Categories of messages 59. Communications related to Direction Finding	Service moved to ATM -overtaken by events/ AMS service no longer availed by communications operations	Manager-AIS	The requirements for the provision of HF services are contained in Annex 10, Vol.II and therefore whoever is providing the services (Whether ATM, COM or AIS) need to refer to where the Regulations are contained. These requirements need not to be moved to the ATS regulations	Regulations 57,58,59 retained in these Regulations	No change

				because the service is being provided by ATS.		
	Seventh Schedule	Proposal to have a Seventh Schedule on the licensing of the COM OPS officers	Head of Communication Operations	The licensing of aviation personnel is the responsibility of Personnel Licensing and therefore need to be contained in the PEL regulations. PEL department to consider this. These provisions cannot be included Communications Procedures Regulations.		Not Adopted

	Name of Regulation	KCARs 2018 Regulatory Provision	Draft KCARs after 2021 Stakeholder Participation Regulatory Provision	Proposed changes	Reason for proposed change
1.		Civil Aviation (Communication Procedures) Regulations, 2018	Civil Aviation (Communication Procedures) Regulations, 2022	Civil Aviation (Communication Procedures) Regulations, 2023	Changed year from 2022 to 2024 and in all applicable areas
2.			IN EXERCISE of powers conferred by section 82 of	IN EXERCISE of powers conferred by	Correct name of Ministry

			the Civil Aviation Act, 2013 the Cabinet Secretary for Roads, Transport and Public Works makes the following Regulations	section 82 of the Civil Aviation Act, 2013 the Cabinet Secretary for Roads and Transport makes the following Regulations	
3.	39 (c)(ii) Categories of messages	meteorological messages restricted to Significant Meteorological Information, special air-reports, Airmen's Meteorological Information messages, volcanic ash and tropical cyclone advisory information and amended forecasts.	meteorological messages restricted to Significant Meteorological Information, special air-reports, Airmen's Meteorological Information messages, volcanic ash and tropical cyclone advisory information and amended forecasts.	meteorological messages restricted to Significant Meteorological Information(SIGMET) and Airmen's Meteorological Information(AIRMET) messages, special air-reports, , volcanic ash, tropical cyclone and space weather advisory information and amended forecasts.	Update as a result of amendment to Annex 3 to include the space weather
4.	84 (1)- Change of address	A holder of an Air Navigation Services Provider certificate issued under these Regulations shall notify the Authority of the change in the physical and mailing address within fourteen days of such change.	A holder of an Air Navigation Services Provider certificate issued under these Regulations shall notify the Authority of the change in the physical and mailing address within fourteen days of such change.	A holder of an Air Navigation Services Provider certificate issued under these Regulations shall notify the Authority of the change in the physical and mailing address and shall do so in the case of — (a) physical address, at least	Notification of change of address should be done in advance and not after

				fourteen days in advance; and (b) mailing address upon the change;	
5.	94			Revocation of L.N No. 135 of 2018	Marginal note missing and included
6.	Approval line		Cabinet Secretary for Roads, Transport and Public Works	Cabinet Secretary for Roads and Transport.	Correction on title of the Ministry