

MATRIX ON DRAFT CIVIL AVIATION (PERSONNEL LICENSING) REGULATIONS 2022

No.	Regulation	GAP	Proposed New Text	Remarks	
1.	Regulation 1	NEW	1 (2) The provisions of regulation 139 shall come into force on 1 st January 2023.	NEW	No Comments
2.	Regulation 2 “course” means a programme of instruction to obtain a license, rating, qualification, authorisation, or recurrency required under these Regulations;	Typo error	“course” means a programme of instruction to obtain a licence, rating, qualification, authorisation, or recurrency required under these Regulations;	The word licence was misspelt.	No Comments
3.	Regulation 2 “rating” means an authorisation entered on or associated with a license or certificate and forming part thereof, stating special conditions, privileges or limitations pertaining to such license or certificate;	Typo error	“rating” means an authorisation entered on or associated with a licence or certificate and forming part thereof, stating special conditions, privileges or limitations pertaining to such licence or certificate;	The word licence was misspelt.	No Comments
4.	Regulation 2 Definition of “substance abuse” “misuse of a substance that the Authority, based on case history and qualified medical judgment relating to the substance involved, finds that it makes the applicant unable to safely perform the duties or exercise the privileges of the license applied for or held or as may reasonably be expected, for the maximum duration of the Medical Certificate applied for or held, to make the applicant	Typo error	Definition of “substance abuse” “misuse of a substance that the Authority, based on case history and qualified medical judgment relating to the substance involved, finds that it makes the applicant unable to safely perform the duties or exercise the privileges of the licence applied for or held or as may reasonably be expected, for the maximum duration of the Medical Certificate applied for or held, to make the applicant unable to perform those duties or exercise those privileges;	The word licence was misspelt.	No Comments

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	unable to perform those duties or exercise those privileges;				
5.	Regulation 2 “ATSEP” means an abbreviation for Air Traffic Services Equipment Personnel;	Definition not correct	“ATSEP” means an abbreviation for Air Traffic Services Electronic Personnel;	Definition error	No Comments
6.	NEW	ANNEX	“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.	Definition picked from Annex 6.	
7.	NEW		“Approved maintenance organization” means an organization approved by the Authority to perform maintenance of aircraft, engine, propeller or parts thereof and operating under the supervision of the Authority;	Definition picked from Annex 6.	
8.	Regulation 2 Night	Definition to match ICAO Annex 1	Night. The hours between the end of evening civil twilight and the beginning of morning civil twilight or such other period between sunset and sunrise, as may be prescribed by the Authority, where civil twilight ends in the evening when the centre of the sun’s disc is 6 degrees below the horizon and begins in the morning when the centre of the sun’s disc is 6 degrees below the horizon.	Definition harmonized with Annex 1	No Comments
9.	Regulation 2 “basic training” means fundamental knowledge and skills appropriate to the disciplines to be pursued in the Air Traffic Safety surveillance system Environment;	Typo error	“basic training” means fundamental knowledge and skills appropriate to the disciplines to be pursued in the Air Traffic Safety surveillance system Environment;	No change in text or meaning	No Comments
10.	Regulation 2 “Category II (CAT II) operations” means, a precision instrument approach and	Error that 30 meters is	“Category II (CAT II) operations” means, a precision instrument approach and landing with a decision height lower than 60	To correctly indicate 30 meters (100 feet)	No Comments

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	landing with a decision height lower than 60 metres(200 feet), but not lower than 30 metres (10 feet), and a Runway Visual Range not less than 350 metres;	equivalent to 10 feet	metres(200 feet), but not lower than 30 metres (100 feet), and a Runway Visual Range not less than 350 metres;		
11.	Regulation 4 - Title	Typo	4. Licences and certificates issued.	The word licence was misspelt on the side notes.	No Comments
12.	Regulation 4 (1) (a) Pilot Licences, including— (i) Air Traffic Safety Electronics Personnel Licence; (ii) Student Pilot Licence; (iii) Private Pilot Licence; (iv) Commercial Pilot Licence; (v) Airline Transport Pilot Licence; (vi) Multi-crew Pilot Licence. (b) Ground Instructor Licence; (c) Flight Engineer Licence; (d) Air Traffic Controller Licence; (e) Aircraft Maintenance Engineer Licence; (f) Flight Operations Officer Licence; (g) Flight Radio Telephony Operator Licence; and (h) Cabin Crewmember Certificate.	ATSEP licence wrongly put under pilot licenses: Recreational Certificate introduced	4 (1) (a) Pilot Licences, including— (i) Student Pilot Licence; (ii) Private Pilot Licence; (iii) Commercial Pilot Licence; (iv) Airline Transport Pilot Licence; (v) Multi-crew Pilot Licence. (b) Ground Instructor Licence; (c) Flight Engineer Licence; (d) Air Traffic Controller Licence; (e) Aircraft Maintenance Engineer Licence; (f) Flight Operations Officer Licence; (g) Flight Radio Telephony Operator Licence; and (h) Cabin Crewmember Certificate. (i) Air Traffic Safety Electronics Personnel Licence; and (j) Remote Pilot Licence	Redrafted for clarity. New (j) added to cater for the Remote Pilot Licence	No Comments
13.	Regulation 5 (1) The Authority may issue the following ratings for Ratings issuance. pilots— (a) Category ratings in the following aircraft— (i) aeroplane; (ii) rotorcraft; (iii) glider;	Error in the numbering of sub-regulations: 1 to 9 then goes back to 2,3,4.	5. (1) The Authority may issue the following ratings for Ratings issuance. pilots— (a) Category ratings in the following aircraft— (i) aeroplane; (ii) rotorcraft; (iii) glider; (iv) free balloon; (v) powered-lift; and	5(1)(e) (i) Included for clarity	No Comments

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	(iv) free balloon; (v) powered-lift; and (vi) airship of a volume of more than 4600 cubic metres; (b) Class ratings in the following aeroplanes— (i) single-engine, land; (ii) single-engine, sea; (iii) multi-engine, land; and (iv) multi-engine, sea; (c) Class ratings in the following rotorcraft— (i) helicopters; and (ii) gyroplane. (d) Class ratings in the following lighter-than-air aircraft— (i) airship; and (ii) free balloon. (e) Type ratings in the following aircraft— (i) aircraft certificated for at least two pilots; (ii) any aircraft considered necessary by the Authority; (iii) helicopters certificated for single-pilot operations and which have comparable handling, performance and other characteristics; (iv) powered-lift category; (f) Instrument ratings in the following aircraft— (i) instrument – aeroplane; (ii) instrument – helicopter. (g) Night rating; (h) Flight instructor rating; (i) Ground instructor ratings— basic; advanced; instrument.		(vi) airship of a volume of more than 4600 cubic metres; (b) Class ratings in the following aeroplanes— (i) single-engine, land; (ii) single-engine, sea; (iii) multi-engine, land; and (iv) multi-engine, sea; (c) Class ratings in the following rotorcraft— (i) helicopters; and (ii) gyroplane. (d) Class ratings in the following lighter-than-air aircraft— (i) airship; and (ii) free balloon. (e) Type ratings in the following aircraft— (i) each type of aircraft used in commercial air transport; (ii) aircraft certificated for at least two pilots; (iii) any aircraft considered necessary by the Authority; (iv) helicopters certificated for single-pilot operations and which have comparable handling, performance and other characteristics; (v) powered-lift category; (f) Instrument ratings in the following aircraft— (i) instrument – aeroplane; (ii) instrument – helicopter. (g) Night rating; (h) Flight instructor rating; (i) Ground instructor ratings— basic; advanced; instrument. (2) When the holder of a pilot licence seeks a licence for an additional category of aircraft, the Authority may endorse the original		

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	(2) When the holder of a pilot licence seeks a licence for an additional category of aircraft, the Authority may endorse the original licence with the new category rating in accordance with sub regulation (1) and any other requirements prescribed in these Regulations appropriate to the privileges for which the category rating is sought. (3) Category ratings shall not be endorsed on a licence when the category is included in the title of the licence itself.		licence with the new category rating in accordance with sub regulation (1) and any other requirements prescribed in these Regulations appropriate to the privileges for which the category rating is sought. (3) Category ratings shall not be endorsed on a licence when the category is included in the title of the licence itself. (4) Any additional category rating endorsed on a pilot licence shall indicate the level of licensing privileges at which the category rating is granted.		
	(4) Any additional category rating endorsed on a pilot licence shall indicate the level of licensing privileges at which the category rating is granted. (5) The Authority may place the category, class or type rating on a pilot licence when issuing that licence, provided the rating reflects the appropriate category, class, or type of aircraft used to demonstrate skill and knowledge for its issue and the aircraft type is registered in Kenya. (6) The Authority may issue the following ratings for flight engineers— (a) reciprocating engine powered including type rating; (b) turbo propeller powered including type rating; and (c) turbojet powered including type rating. (7) The Authority may issue the following ratings for air traffic controllers— (a) aerodrome control; (b) approach control; (c) approach radar control; (d) approach precision radar control;		(5) The Authority may place the category, class or type rating on a pilot licence when issuing that licence, provided the rating reflects the appropriate category, class, or type of aircraft used to demonstrate skill and knowledge for its issue and the aircraft type is registered in Kenya. (6) The Authority may issue the following ratings for flight engineers— (a) reciprocating engine powered including type rating; (b) turbo propeller powered including type rating; and (c) turbojet powered including type rating. (7) The Authority may issue the following ratings for air traffic controllers— (a) aerodrome control; (b) approach control; (c) approach radar control; (d) approach precision radar control; (e) area control; and (f) area radar control. (8) The Authority may issue the following categories without type ratings for Aircraft Maintenance Engineer Licence— (a) Category A;		

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	(e) area control; and (f) area radar control. (8) The Authority may issue the following categories without type ratings for Aircraft Maintenance Engineer Licence— (a) Category A; (b) Category B1; (c) Category B2; (d) Category C (9) The Authority may issue the specific or group type rating for Aircraft Maintenance Engineer Licence which may be granted for the following specific aircraft or engines— (a) A1 and B1.1-Fixed Wing - Aeroplane Turbine; (b) (A2 and B1.2-Fixed wing - Aeroplane Piston; (c) A3 and B1.3-Helicopters Turbine; (d) A4 and B1.4-Helicopters Piston; (e) B2 Electronic systems fitted to all aircraft (2) The aircraft of which type or group rating is sought shall be of a type enlisted on the Kenya civil aircraft register. (3) For an applicant to qualify for a group rating he or she shall have more than two categories endorsed on the licence. (4) ATSEP rating classes shall be applicable as set out below— (a) Class A: Auxilliary Systems; (b) Class C: Communications; (c) Class N: Navigation; and (d) Class S: Surveillance.		(b) Category B1; (c) Category B2; (d) Category B3 (e) Category C (9) The Authority may issue the specific or group type rating for Aircraft Maintenance Engineer Licence which may be granted for the following specific aircraft or engines— (a) A1 and B1.1-Fixed Wing - Aeroplane Turbine; (b) (A2 and B1.2-Fixed wing - Aeroplane Piston; (c) A3 and B1.3-Helicopters Turbine; (d) A4 and B1.4-Helicopters Piston; (e) B2 Avionics (10) The aircraft of which type or group rating is sought shall be of a type enlisted on the Kenya civil aircraft register. (11) For an applicant to qualify for a group rating he or she shall have more than two categories endorsed on the licence. (12) ATSEP rating classes shall be applicable as set out below— (a) Class A: Auxilliary Systems; (b) Class C: Communications; (c) Class N: Navigation; and (d) Class S: Surveillance. (13) The classes in sub-regulation (4) shall consist of the systems, facilities and equipment as contained in these Regulations. (14) When the holder of an ATSEP Licence seeks a rating for an additional unit or equipment in any of the classes in sub regulation (4), the Authority may endorse the original Licence with the new rating in accordance with regulation 4(1)(i) and other requirements prescribed in these Regulations		

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	(5) The classes in sub-regulation (4) shall consist of the systems, facilities and equipment as contained in these Regulations. (6) When the holder of an ATSEP Licence seeks a rating for an additional unit or equipment in any of the classes in sub regulation (4), the Authority may endorse the original Licence with the new rating in accordance with regulation 4(1)(i) and other requirements prescribed in these Regulations appropriate to the privileges for which the rating is sought.		appropriate to the privileges for which the rating is sought.		
	Regulation 5 (10) (10) The Authority may endorse a type or group type rating on the categories or subcategories on the Aircraft maintenance engineers' license in accordance with these regulations.	Typo error	(10) The Authority may endorse a type or group type rating on the categories or subcategories on the Aircraft maintenance engineers' licence in accordance with these regulations.	The word licence was misspelt.	No Comments
	Regulation 7(2) The Authority may issue the following classes for aviation repair specialists authorisation— (a)propellers; (b)computer; (c)instrument; (d)accessory; (e)component; (f)welding; (g)non-destructive testing; and (h)any other authorization as determined by the Authority		(2) The Authority may issue the following classes for aviation repair specialists authorisation— (a) propellers; (b) computer; (c) instrument; (d) accessory; (e) component; (f) welding; (g) Sheet metal; (h) Composite repair; (i) Painting; (j) non-destructive testing; and		No Comments

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			(k) any other authorization as determined by the Authority.		
	Regulation 9(14) An Aircraft Maintenance Engineer Licence is valid for a period of twenty four (24) months from the date of issue or renewal.		An Aircraft Maintenance Engineer Licence is valid for a period of sixty (60) months from the date of issue or renewal.		
14.	Regulation 11(2) The Authority shall ensure that other Contracting States are able to confirm the validity of the licence.		The Authority, having issued a licence , shall ensure that other Contracting States are able to confirm the validity of the licence.	Reworded for clarity and in alignment with Annex 1	No Comments
15.	Regulation 11(7) (7) When a holder of an Airline Transport Pilot Licence for aeroplane and helicopter has passed his fortieth birthday, the twelvemonth interval period specified in sub-regulation (6) shall be reduced to six months.	Need to include the Flight Engineer Licence since their validity is subject to medical	(7) When a holder of an Airline Transport Pilot Licence for aeroplane and helicopter or a Flight Engineer Licence has passed his fortieth birthday, the twelve month interval period specified in sub-regulation (6) shall be reduced to six months.	Flight Engineer Licence added for clarity	No Comments
16.	Regulation 11	There is provided in the TGMs a period within which an applicant can undertake a medical examination in order to maintain a desired expiry date, and/or ensure the applicant is not penalized for undertaking his medical examination early.	Regulation 11(9) (a) An applicant for renewal of a licence or certificate whose medical examination is conducted within 45 days before the licence or certificate current expiry date will use the licence or certificate expiry date as the start date of the new validity period. (b) An applicant whose medical examination is not conducted within 45 days of the licence or certificate expiry date will use the date of the medical examination as the start date of the new validity period.	Added to offer clear guidance	

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17.	Regulation 12 (2) A licence holder shall inform the Authority of confirmed pregnancy or any decrease in medical fitness of a duration of more than 20 (twenty) days or which requires continued treatment with prescribed medication or which requires hospital treatment.	Issues of pregnancy dealt with in detail from Regulation 188	(2) A licence holder shall inform the Authority of any decrease in medical fitness of a duration of more than 20 (twenty) days or which requires continued treatment with prescribed medication or which requires hospital treatment.	Redrafted for clarity	One comment: It was felt that CONFIRMED PREGNANCY should not be rated as a DECREASE IN MEDICAL FITNESS . Deleted the part CONFIRMED PREGNANCY
18.	Regulation 15 – Curtailment of Privileges of Pilots (5) A holder of a Commercial Pilot Licences or ATPL with flight instructor rating may continue exercising the privileges of the flight instructor rating after attaining the age of 65 years provided that person holds a valid class one medical certificate.	Need to have the full names of the licenses.	(5) A holder of a Commercial Pilot Licence or Airline Transport Pilot Licence with flight instructor rating may continue exercising the privileges of the flight instructor rating after attaining the age of 65 years provided that person holds a valid class one medical certificate.	ATPL written in full. No change in text or meaning	
19.	Regulation 20 (6) The Authority may consider a military type rating qualification for the purpose of conversion of Commercial Pilot Licence if— (a) the aircraft type is endorsed and certified in the applicants military personal logbook; (b) the pilot is currently on the aircraft type; and	Typo error.	The Authority may consider a military type rating qualification for the purpose of conversion of Commercial Pilot Licence if— (a) the aircraft type is endorsed and certified in the applicants military personal logbook; (b) the pilot is current on the aircraft type; and	Typo (currently) corrected	
20.	Regulation 20 (4) (a)for Commercial Pilot Licence— (i) an examination for the Class 1 Medical Certificate; (ii) the composite paper comprising of air law, meteorology, aircraft general knowledge, flight planning, radio aids, navigation, flight performance and planning, human performance,		Regulation 20 (4) (a)for Commercial Pilot Licence— (i) an examination for the Class 1 Medical Certificate; (ii) the composite paper comprising of air law, meteorology, aircraft general knowledge, flight planning, radio aids, navigation, flight performance and planning, human performance, operational procedures, principles of flight; and		

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	operational procedures, principles of flight; and (iii) the initial instrument rating flight test if the rating is to be included in the licence;		(iii) the initial instrument rating flight test if the rating is to be included in the licence or hold a valid master green instrument rating from the millitary;		
21.	Regulation 23(1) A person who holds a current and valid Aircraft Maintenance Engineer Licence issued by another Contracting State may apply for and may be issued a certificate of validation with the appropriate rating, if the applicant— (a) holds a licence which is not under an order of revocation or suspension by the country that issued the licence		23.(1) A person who holds a current and valid Aircraft Maintenance Engineer Licence issued by another Contracting State in accordance with ICAO ANNEX 1 may apply for and may be issued a certificate of validation with the appropriate rating, if the applicant— (a) holds an Aircraft Maintenance Engineer Licence which is not under an order of revocation or suspension by the country that issued the licence;	Annex Introduced (d)	29/11/2021 @ Ole Sereni: KA AO and AATO feel that part d is restrictive since an applicant could have gone to train and come back and convert. AIR clarified that this clause would only apply for L with a TR. AIR clarified that the four years has been reduced to 6 months.
22.	New		Regulation 23(1)(d) Has a minimum of six months years' experience exercising the privileges of the foreign licence. Regulation 23(1) (d)		
23.	Regulation 23(2) The Authority may place upon a certificate of validation privileges not beyond those granted by a foreign licence	To transpose the requirements of ICAO Annex 1 chapter 5.1.3	Regulation 23 (2) (i) An applicant for validation of an Aircraft Maintenance Engineer Licence under this regulation shall submit their licence in English language or accompanied by an English language translation on items specified on the First schedule and certified by a sworn translator and both must be signed by an official or representative of the foreign authority that issued the licence and all documents submitted under this sub-regulation must be notarized by a notary public or his equivalent in the state of origin.	Amended 23(a) and introduced 23(2)(b)	

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			(ii)An applicant for validation may place upon a certificate of validation privileges beyond those granted in the foreign licence.		
24.	Regulation 23(4) An applicant for a certificate of validation shall present to the Authority the foreign licence and evidence of the experience required by presenting a valid record.		(4) An applicant for a certificate of validation shall present to the Authority the foreign licence and evidence of the maintenance experience.		
25.	Regulation 23(5) The certificate of validation shall be valid for a maximum of six months, provided the foreign licence or in the case of a continuing licence, the rating remains valid.		(5) The validation certificate shall be issued for a maximum non renewable period of twelve (12) months provided that the foreign aircraft maintenance engineers Licence remains current and valid.		
26.	Regulation 23(6) An applicant for a certificate of validation shall pass a knowledge test in air law relevant to the licence to be validated.		(6) An applicant for a certificate of validation shall pass a knowledge test in air law, except for the purpose of maintenance release for ferry flight or test flight outside Kenya.		
27.			Delete Reg 23(8) in the Draft regulation		

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28.	Regulation 24 (1) A person who holds a current Aircraft Maintenance Engineer Licence issued by another Contracting State may apply and be issued an equivalent licence with the appropriate ratings if the following requirements are met		24(1) A person who holds a current Aircraft Maintenance Engineer Licence issued by another Contracting State in accordance with ICAO annex 1 may apply and be issued an equivalent licence with the appropriate ratings or group ratings if the following requirements are met—		
29.	Regulation 24(1) (b) and (c) (b) an applicant for an Aircraft Maintenance Engineer Licence under this regulation shall submit the license in the English language or accompanied by an English language translation; (c)the applicant shall present a minimum of four years Aircraft Maintenance Engineer experience		Regulation 24 (1)(b) An applicant for an Aircraft Maintenance Engineer Licence under this regulation shall submit his licence in English language or accompanied by an English language translation on items specified on the First schedule and certified by a sworn translator and both must be signed by an official or representative of the foreign authority that issued the licence and all documents submitted under this sub-regulation must be notarized by a notary public or his equivalent in the state of origin.	Ammended (b) and deleted (c)	

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30.	Regulation 24(2) (2) In addition to the requirements of sub-regulations (1) the applicant shall pass a skill test and knowledge test in— (a) air law; (b) applicable Airworthiness requirements governing certification and continuing airworthiness;	Reworded and introduced (a) and (b)	(2) (a) An applicant for conversion shall; (a) present to the Authority the foreign licence and evidence of at least four years aircraft maintenance engineers experience.		
	(c) approved maintenance organizations and procedures; (d) composite exam containing; Human performance, Natural Science, Aircraft general knowledge, Aircraft Engineering, Aircraft Maintenance		(b) demonstrate knowledge to the satisfactory of the Authority and relevant to the licence to be converted on— (i) air law; (ii) applicable Airworthiness requirements governing certification and continuing airworthiness; (iii) approved maintenance organizations and procedures; (iv) composite exam containing; Human performance, Natural Science, Aircraft general knowledge, Aircraft Engineering, Aircraft Maintenance.		

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31.	Regulation 24 (3) (a) and (b) (a) the aircraft type is endorsed on a foreign licence; (b)that applicant is currently on the aircraft type; and		Regulation 24(3) (a) and (b) (a) the aircraft type rating or group rating is endorsed on a foreign licence; (b) the applicant is current on the aircraft type rating or group rating; and	Introduced group Sub-regulation (3) and (4) same content	
32.	Regulation 24 (4) (5), (4) The Authority may transfer a type rating from a foreign licence for the purpose of conversion of Aircraft Maintenance Engineer Licence if— (a)the aircraft type is endorsed on a foreign licence; (b)that applicant is current on the aircraft type; and (c)the typeof aircraft is registered in Kenya. (5)An applicant for conversion who fails the knowledge test shall be disqualified from further testing until after a proven practical experience of one month is gained. (6)The Authority shall prescribe the minimum passing grade for the knowledge test	Deleted	Regulation 24(6),(7) becomes (4) and (5) respectively		
33.	Regulation 24(8) The Authority shall only convert ratings on the foreign licence together with the conversion of a licence	Deleted			
34.	NEW	Automatic validation of AMEL	Regulation 24(5) The Authority may automatically validate or convert a foreign aircraft		

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		Annex 1.2.2.3.1	maintenance engineers licence issued by other contracting state provided that;- (a) the Authority and the other contracting states shall have; (i) adopted common licensing regulations that are compliant with ICAO Annex 1 (ii) entered into a formal agreement recognizing automatic validation process		
			(iii) Established a surveillance system to ensure the continuing implementation of the common licensing regulation. (iv) Registered the agreement with ICAO pursuant to the article 83 of the convention on the national civil aviation. (b) The authority when issuing aircraft maintenance licence, rating or certificate under the requirement of this sub regulation shall;- (i) Endorse the licence, rating or certificate to indicate that it is rendered valid through registered agreement with ICAO in accordance with sub regulation (1) d of this regulation. (ii) Issue a numbered attachment to the licence, rating or certificate with the information specified in the First schedule of these regulations.		
35.	Regulation 25(2) (a) personal military aircraft maintenance records that have been certified by the base commander;	Base commander changed to technical officer	25(2)(a) military aircraft maintenance records certified by technical officer in charge of aircraft maintenance		
36.					
37.	Regulation 26	The existing regulations have not specified the	(4) (i) Candidates will be granted a partial pass when they acquire passes in not less than fifty percent (50%) of the aeronautical	Regulation 26(3) does not fully specify the	@ Ole Sereni, 29/11/2021

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		timelines within which candidates should accomplish knowledge test examinations. This leaves a gray area and proper guidance is required.	knowledge subjects prescribed in these Regulations for PPL, CPL, MPL, ATPL and FOO. (ii) Candidates sitting for PPL will be required to accomplish a total pass of all subjects within a six months period from the date of acquiring a partial pass. (iii) Candidates sitting for CPL, MPL, ATPL and FOO will be required to accomplish a total pass of all subjects within twelve months from the date of acquiring a partial pass.	timelines of passing various aeronautical knowledge examinations. Sub-regulation 4 introduced to cater for the timelines. Picked from existing TGM	AATO requested that this clause be deleted. KCAA has accepted the request, the clause DELETED FROM THE DRAFT REGULATIONS, will be maintained in the TGMs and discussions on the issue are open so as to reach an amicable position.
38.	Regulation 29 Practical tests: required aircraft and equipment. (1) Except when permitted to accomplish the entire flight increment of the practical test in an approved synthetic flight trainer, an applicant for a licence or rating issued under these Regulations shall provide an aircraft registered in Kenya for each required test that— (a) is of the category, class, and type, if applicable, applicable to the licence or rating sought; and (b) has a certificate of airworthiness.	Sub-regulation leaves a gray area by stating that the aircraft has a certificate of airworthiness. Need to emphasize that the certificate of airworthiness needs to be valid.	Regulation 29 Practical tests: required aircraft and equipment. (1) Except when permitted to accomplish the entire flight increment of the practical test in an approved synthetic flight trainer, an applicant for a licence or rating issued under these Regulations shall provide an aircraft registered in Kenya for each required test that— (a) is of the category, class, and type, if applicable, applicable to the licence or rating sought; and (b) has a valid certificate of airworthiness.	No change in meaning, only emphasis of VALID added	
39.	Regulation 31 (2) For the purposes of meeting the requirements of these Regulations, a person shall enter the following information for each flight or lesson logged— (a) general— (i) date; (ii) total flight time; (iii) location where the aircraft departed and arrived, or for lessons in an approved	Rewording part (a) (iii) to read exactly as it reads in Commercial Air Transport Regulations, 2018, Regulation 51	(2) For the purposes of meeting the requirements of these Regulations, a person shall enter the following information for each flight or lesson logged— (a) general— (i) date; (ii) total flight time; (iii) location and time, in UTC and block to block, where the aircraft departed and arrived,; or for lessons in an approved	No change in meaning	

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	synthetic flight trainer, the location where the lesson occurred;		synthetic flight trainer, the location where the lesson occurred;		
40.	Regulation 39 Sub-regulation 6 (a) (v) use of radios for visual flight rules navigation and two- way communications;	Typo-error)	use of radios for visual flight rules navigation and two- way communications;	Typo error corrected. No change in meaning	
41.	Regulation 42 (1) An applicant for a private pilot licence shall have demonstrated a level of		(1) An applicant for a private pilot licence shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of such licence and appropriate to the category of aircraft intended to be included in the licence in at least the following subjects:	Alignment to have proper numbering and flow	
	knowledge appropriate to the privileges granted to the holder of such licence and appropriate to the category of aircraft intended to be included in the licence in at least the following subjects: (b) air law—		granted to the holder of such licence and appropriate to the category of aircraft intended to be included in the licence in at least the following subjects: (a) air law—		
42.	Regulation 45. (1) Except as provided in sub-regulations (2) to (7) , a holder of a Private Pilot Licence shall not act as a crewmember of an aircraft— (a) carrying passengers or property for compensation or hire; or (b) operated for compensation or hire. (2) A holder of a Private Pilot Licence may exercise the privileges of a holder of a flight radiotelephone operator licence as prescribed in regulation 136.	Put the appropriate Regulation for Flight Radio Telephony Operator's Licence.	Regulation 45. (1) Except as provided in sub-regulations (2) to (7) , a holder of a Private Pilot Licence shall not act as a crewmember of an aircraft— (a) carrying passengers or property for compensation or hire; or (b) operated for compensation or hire. (2) A holder of a Private Pilot Licence may exercise the privileges of a holder of a flight radiotelephone operator licence as prescribed in regulation 134.		
43.	Regulation 49 (b) in addition to the areas of operation specified in paragraph (a), the applicable areas of operation for a multiengine class rating as follows—	Typo error	(b) in addition to the areas of operation specified in paragraph (a), the applicable areas of operation for a multiengine class rating as follows—	Typo error corrected. No change in text or meaning	
44.	Regulation 50		50 (1)	(1) Inserted for clarity and flow	
		Reference to 2013 regulations in 50 (1) (a)	2013 deleted	Deleted for clarity	

No.	Regulation	GAP	Proposed New Text	Remarks	
	Regulation 54 (1) Subject to sub-regulation (2) an applicant for a Airline Transport Pilot Licence, shall receive and record ground training in a manner prescribed by the Authority, on the aeronautical knowledge areas that apply to aeroplane and helicopter aircraft categories.	Typo error	(1) Subject to sub-regulation (2) an applicant for an Airline Transport Pilot Licence, shall receive and record ground training in a manner prescribed by the Authority, on the aeronautical knowledge areas that apply to aeroplane and helicopter aircraft categories.	Corrected	
15.	Regulation 68	There is no provision for type rating training for aircraft above 5700kgs where FSTD is not available. Proposed clause (f)	(f) (i) for aeroplanes of maximum certificated take-off mass of over 5,700 kilograms where no flight simulator is available locally or internationally , the Authority may approve, subject to meeting the requirements of the Civil Aviation (Operation of Aircraft for Commercial Air Transport) and Civil Aviation (General Aviation) Regulations, training to be conducted in the actual aircraft, and the training shall meet the same requirements as if the training was conducted in a Level D flight simulator training device.		
	Regulation 81	Reference to a non-existent regulation in 81 (1) (f) (ii)	2013 deleted		
	Regulation 87 (2) (b) holds a licence and rating necessary to act as the pilot-in- command of the aircraft on which the instruction is to be given; and	Typo-error	(2) (b) hold a licence and rating necessary to act as the pilot-in- command of the aircraft on which the instruction is to be given; and	Corrected for clarity	
	Regulation 88 (4) A flight instructor shall not endorse— (d) a logbook of a pilot for an instrument proficiency check, unless that instructor	The citation of the CA regulations is erroneous.	(4) A flight instructor shall not endorse— (d) a logbook of a pilot for an instrument proficiency check, unless that instructor has	Corrected to refer to these regulations as IR is conducted in	

No.	Regulation	GAP	Proposed New Text	Remarks	
	has tested that pilot in accordance with the requirements of Civil Aviation (Operation of Aircraft) Regulations.		tested that pilot in accordance with the requirements of these Regulations.	accordance with these regulations	
	Regulation 89 (b) (ii) (ii) a record that shows that within the preceding twelve months, the flight instructor has performed as a flight instructor or company check pilot and has logged not less than 20 instructional hours.	Either of the three items i, ii, and iii can qualify a person for renewal of a flight instructor rating	(ii) a record that shows that within the preceding twelve months, the flight instructor has performed as a flight instructor or company check pilot and has logged not less than 20 instructional hours; or	Corrected for clarity	
	Regulation 91 (1) Flight examiner requirements	No mention of privileges though the are part of the body	91 (1)Flight examiner requirements and privileges.	Privileges included in title	
	Regulation 91 (5) Subject to compliance with the requirements specified in these Regulations, the privileges of the examiner's authorization are to conduct skill tests and proficiency checks for a licence and ratings.	The privileges, as provided, require a clause that would provide for a penalty	(5) (a) Subject to compliance with the requirements specified in these Regulations, the privileges of the examiner's authorization are to conduct skill tests and proficiency checks for a licence and ratings. (b) A flight examiner shall not endorse— (i) a logbook of a pilot for a flight check-out or practical test, unless that flight examiner has conducted a review of that pilot in accordance with the requirements of regulation 29; and (ii) a logbook of a pilot for an instrument proficiency check, unless that flight examiner has tested that pilot in accordance with the requirements of these Regulations.	New (b) Picked from existing regulation 88, but reworded to cover the flight examiners	
	Regulation 107 (3) and (4) 3) The holder of an air traffic controller license shall not carry out instructions in an Approved Training Organisation for issue of an air traffic controller license or rating unless such person—	Typo error	3) The holder of an air traffic controller license shall not carry out instructions in an Approved Training Organisation for issue of an air traffic controller licence or rating unless such person— (a) holds or had held an appropriate licence and rating(s);	Licence was misspelt.	

No.	Regulation	GAP	Proposed New Text	Remarks	
	(a) holds or had held an appropriate licence and rating(s);				
	Regulation 113 - Title Ground Instructor License		Ground Instructor Authorization	In the title, there is need to include Ground instructor license or authorization. GI license may be issued as an authorization to ensure the ATOs are well facilitated.	
	Regulation 113 (1) An applicant for a ground instructor licence shall—		(1) An applicant for a ground instructor authorization shall—	Reworded for ease of implementation	
	Regulation 113 (4) The knowledge test results for a ground instructor licence shall be valid for eighteen months after passing the examination.		(4) The knowledge test results for a ground instructor authorization shall be valid for eighteen months after passing the examination.		
	(2) A ground instructor licence shall be issued with either one of the following ratings—		(2) A ground instructor authorization shall be issued with either one of the following ratings—	Reworded for ease of implementation	
	Regulation 114. (1) A holder of a ground instructor licence may exercise the privileges appropriate to the rating as follows— (a) for a holder of a basic ground instructor rating-		114 (1) A holder of a ground instructor authorization may exercise the privileges appropriate to the authorization as follows— (a) for a holder of a basic ground instructor authorization		
	Regulation 114 (1) (b) for a holder of an advanced ground instructor rating—		(1) (b) for a holder of an advanced ground instructor authorization—		

No.	Regulation	GAP	Proposed New Text	Remarks	
	Regulation 114 (c) for a holder of an instrument ground instructor rating—		(1) (c) for a holder of an instrument ground instructor authorization—		
	Regulation 114 (2) A person who holds a ground instructor licence shall be authorised, within the limitations of the ratings on the ground instructor licence, to endorse the logbook or other training record of a person to whom the holder has provided the training or recommendation specified in sub-regulation (1).		(2) A person who holds a ground instructor authorization shall be authorised, within the limitations their authorization, to endorse the logbook or other training record of a person to whom the holder has provided the training or recommendation specified in sub-regulation (1).		
	Regulation 115 An applicant for a ground instructor licence is required to hold or have held a Commercial Pilot Licence or Airline Transport Pilot Licence as appropriate or pass the following— (a) basic ground instructor rating: aeronautical knowledge requirements for Commercial Pilot Licence as prescribed in regulation 49; (b) advanced ground instructor rating; (c) aeronautical knowledge requirements for Airline Transport Pilot Licence as prescribed in regulation 55; (d) instrument ground instructor rating—		115. An applicant for a ground instructor authorization is required to hold or have held a Commercial Pilot Licence or Airline Transport Pilot Licence as appropriate or pass the following— (a) basic ground instructor authorization: aeronautical knowledge requirements for Commercial Pilot Licence as prescribed in regulation 49; (b) advanced ground instructor authorization: aeronautical knowledge requirements for Airline Transport Pilot Licence as prescribed in regulation 55; (c) instrument ground instructor authorization—		
	Regulation 116. A holder of a ground instructor licence shall not perform the duties of a ground instructor unless within the twelve preceding months the person has served for three months as a ground instructor.		116. A holder of a ground instructor authorization shall not perform the duties of a ground instructor unless within the twelve preceding months the person has served for three months as a ground instructor.		
	Regulation 119 119. An applicant for a flight operations officer licence shall present documentary evidence satisfactory to the Authority that	REWORDED	119. 11. An applicant for a flight operations officer licence shall present documentary evidence satisfactory to the Authority that the applicant has satisfactorily completed an	Amended to correct numbering.	

No.	Regulation	GAP	Proposed New Text	Remarks	
	the applicant has the experience or training as follows—		approved course of training in flight operations, and has the experience or training as follows—	ATO regs require FOO training to be conducted under an approved training organization. Thus, 119 (c) is deleted and taken to 119 main regulation.....	
	Regulation 119 (b) at least one year as an assistant in the dispatching or aircraft used in commercial air transport; or	Typo-error	at least one year as an assistant in the dispatching of aircraft used in commercial air transport; and	No change in meaning	
	Regulation 123 (1)(2) & (3) . (1) An applicant for a grant of an Aircraft Maintenance Engineer licence shall— (a) be at least eighteen years of age; (b) demonstrate the ability to read, speak, write, and understand the English language; Renewal requirements. General eligibility requirements. 562 Kenya Subsidiary Legislation, 2018 (c) comply with the following requirements prescribed for the rating sought; i) knowledge; ii) experience; and iii) skill, pass all of the prescribed examinations for the rating sought, within five years. (2) A Licensed Aircraft Maintenance Engineer who applies for an additional rating shall meet the requirements of regulation 126. (3) Competency-based approved training for aircraft maintenance	Regulation 123 (1)(2) & (3) replaced	123 (1) An applicant for an Aircraft Maintenance Engineer licence or rating shall meet such requirements in respect of age, knowledge, experience, and where appropriate medical fitness and skill as are specified for that licence or rating— (2) An applicant for aircraft engineer licence and any associated rating shall not be less than eighteen (18) years of age (3) demonstrate a level of knowledge relevant to the privileges to be granted and appropriate to the responsibilities of aircraft maintenance engineers licence holder in at least the following subjects- (a) Air law and airworthiness requirements (b) Natural science and aircraft general knowledge (c) Aircraft engineering (d) Aircraft maintenance (e) Human performance, including principle of threat and error management, relevant to aircraft maintenance.	Transposed requirements of ICAO Annex 1 chapter 4.1.1	

No.	Regulation	GAP	Proposed New Text	Remarks	
	personnel shall be conducted within an approved training organization.		(f) Experience in the inspection, servicing, and maintenance of aircraft or its components. (4) For the issue of a license with privileges for the aircraft in its entirety at least four years; or 2 years if the applicant has satisfactorily completed an approved training course.		
	Regulation 124 An applicant for an aircraft maintenance engineers' licence shall demonstrate the level of knowledge and skill in the subjects as provided in the Fourth Schedule to these Regulations		124. An applicant for an aircraft maintenance engineers' license or rating shall demonstrate, such requirements, in respect of knowledge and skill as specified for that license or ratings in the Fourth Schedule of these Regulations	Transposed requirements of ICAO Annex 1 chapter 4.1.2	
	Regulation 125 (1) (a)(b) and (c) (a) 5 years of practical maintenance experience on operating aircraft, if the applicant has no previous relevant technical training; or (b) 3 years of practical maintenance experience on operating aircraft from completion of a relevant technical course acceptable by the Authority, or (c) (c) 2 years of practical maintenance experience on operating aircraft and completion of an approved training organization basic training course		Regulation 125(1)(a)(b) and (c) (a) shall show confirmed minimum specific periods of aircraft maintenance experience of at least 4 years ;or (b) show confirmed minimum specific periods of aircraft maintenance experience of at least 2 years after satisfactorily completing an approved training course.	Transposed requirements of ICAO Annex 1 chapter 4.1.2	
			Reg 125 (2) An applicant for issue of a license with privileges restricted in accordance with	Transposed requirements of ICAO Annex 1 chapter 4.1.2	

No.	Regulation	GAP	Proposed New Text	Remarks	
			regulation 128(1)(b) &(c) shall have practical experience for a period of; (a)Four years; or (b) Two years after satisfactorily completing an approved training course		
	Regulations 125 (3)(a) & (b) (a) for a Category 'A' or 'C' Licence Without Type Ratings, twenty four months relating to Airframe or Engine maintenance, twelve months of which must be in the two years immediately preceding the date of application; or (b) for any Category 'R' or 'X' Licence Without Type Ratings (excluding Category 'X' – Compass Compensation and Adjustment), twenty four months related to avionic systems, twelve months of which must be in the two years immediately preceding the date of application; and		(a)For Category 'B1' thirty six months related to Airframe and Engine maintenance systems, twelve months of which must be in the two years immediately preceding the date of application; and (b)For Category 'B2'thirty six months related to avionic systems, twelve months of which must be in the two years immediately preceding the date of application; and	To reflect proper categorization of the AME licensing requirements	
	Regulations 125(4) (4) Where an applicant for category 'X' electrical holds a valid licence which includes both Category 'A' and Category 'C' LWTR sub divisions, the experience in sub-regulation (3) (b) need not be complied with and the applicant need show only the six months experience relevant to the Licence Without Type Ratings required in sub-regulation 3(c).		125(4)Where an applicant is a holder of license category 'B1' or 'B2', the experience requirement in sub-regulation (2)need not be complied with and the applicant shall demonstrate a minimum of six months experience relevant to the Licence category required in sub-regulation 2(c).	To reflect proper categorization of the AME licensing requirements	
	.Regulation 126 (1) For the purpose of eligibility for thegrant of an aircraft maintenance engineer group or type rating, a person shall meet the following requirements—(a)Licence: The applicant holds a current aircraft		. Regulation 126 (1) An applicant for endorsement of either specific type or broad category rating shall;- (a) be a holder of an aircraft maintenance engineers licence in the appropriate category;	Deleted Reg 126(2), reg 126(3) changes to 126(2)	

No.	Regulation	GAP	Proposed New Text	Remarks	
	maintenance engineer licence; (b)Experience: The applicant has completed 6 months of practical experience; (c)experience on the type or group of aircraft or components for which the rating is sought; (d)Knowledge: The applicant has successfully completed— i)examinations acceptable to the Authority; or ii)a course of training relevant to the type of aircraft or components for which the rating is sought—(aa)conducted by an approved training organization that is authorized to conduct such a course; (bb)conducted by the manufacturer of the applicable aircraft or component; or Aircraft maintenance personnel ratings. (cc)approved by the competent authority of a foreign Contracting State. (e)skill demonstration.		(b) have successfully completed initial approved training course relevant to the specific type or broad category rating conducted by; i. an approved training organization that is approved by the Authority to conduct such a course; or ii. manufacturer of applicable categories of airframes, engines, aircraft systems, avionics systems and component;		
			(c) Demonstrate six (6) months relevant aircraft maintenance experience in an organization engaged in maintenance of an operating aircraft after successful completion of the course specified in (b) above. (2) An applicant for broad category or specific type rating endorsement on aircraft that are not considered complex shall; (a)be a holder of aircraft maintenance engineers license in the appropriate category; and (b)have successfully completed type training as required by sub-regulation (1)(b) or has five (5) years maintenance experience on the type to be endorsed. (c)demonstrate active maintenance experience on the type in the last six (6) months. (3) A Licensed Aircraft Maintenance Engineer who applies for an additional rating shall comply with the requirements of this regulation.		
	Regulation 127 ammended 127(1) Except as specified in sub-regulations (4) and (5), a holder of an aircraft maintenance engineer licence may perform or supervise the maintenance, preventive maintenance , or modification of, or after inspection,		Regulation 127 The holder of a current aircraft maintenance engineer licence endorsed with type or group ratings may exercise the following privileges: - (1) certify the group or type of aircraft or component specified on the licence; or		

No.	Regulation	GAP	Proposed New Text	Remarks	
	approve for return to service, any aircraft, airframe, aircraft engine, propeller, appliance, component, or part thereof, for which the holder of an aircraft maintenance engineer licence is rated, provided the holder has—(a)satisfactorily performed the work at an earlier date; (b)demonstrated the ability to perform the work to the satisfaction of the Authority; (c)received training acceptable to the Authority on the tasks to be performed; or (d)performed the work while working under the direct supervision of a holder of an aircraft maintenance engineer licence or an aviation repair specialist who is appropriately authorised and has— (i)previous experience in the specific operation concerned; or (ii)received training acceptable to the Authority on the task to be performed. (2)Except as specified in sub-regulation (4) and (5), a holder of an aircraft maintenance engineer licence with an airframe rating may, after he has performed the inspection required by the Civil Aviation (Operation of Aircraft) Regulations on an airframe or any related part or appliance, approve and return the airframe or any related part or appliance to service. (3)Except as specified in sub-regulations (4) and (5), a holder of an aircraft maintenance engineer licence with an engine rating may perform the inspection required by the Civil Aviation (Operation of Aircraft) Regulations on an engine or propeller or any related part or Privileges and limitations.		(2) certify under the authority of an approved organization, in which case the rating holder shall comply with the requirements of the approved organization. (3) perform or supervise the maintenance, preventive maintenance, or modification of, or after inspection, approve for return to service, any aircraft, airframe, aircraft engine, propeller, appliance, component, or part thereof. (4) certify the aircraft or parts of the aircraft as airworthy after an authorized repair, modification or installation of an engine, accessory, instrument, and/or item of equipment, and to sign a maintenance release following inspection, maintenance operations or routine servicing. (5) (a) a holder of an aircraft maintenance engineer licence with rating on a B1 licence may, after performing maintenance on an airframe, engines or any related part or appliance, approve and return the airframe and engines or any related part or appliance to service. appliance and approve and return the avionics system or any related part or appliance to service. (b) a holder of an aircraft maintenance engineer licence with a rating on B2 licence may inspect, repair, maintain, function, test and return to service aircraft avionics system and related components.		

No.	Regulation	GAP	Proposed New Text	Remarks	
	Kenya Subsidiary Legislation, 2018565appliance and approve and return the airframe or any related part or appliance to service.(4)Except as specified in sub-regulation (5) a holder of an aircraft maintenance engineer licence with a radio, electrical, instruments, auto-pilot and compass rating may inspect, repair, maintain, function, test and return to service aircraft				
	radio, electrical, instruments and compass systems and components respectively. (5)A holder of an aircraft maintenance engineer licence with an airframe, engine or radio, electrical, instruments and compass rating shall not supervise the maintenance, preventive maintenance, or modification of, or approve and return to service, any aircraft, airframe, engine, propeller, appliance, component or part thereof, for which the holder of an aircraft maintenance engineer licence is rated unless the holder has satisfactorily performed the work concerned at an earlier date. (6)When an Authority authorizes an approved maintenance organization to appoint non-licensed personnel to exercise the privileges of regulation 129(1)–(5), the person appointed shall meet the requirements specified in regulation 125 and 127				
	Regulation 128 Replaced 128(1) Subject to compliance with the requirements specified in regulations 4 and 5 the privileges of the holder of an aircraft maintenance licence shall be to certify the aircraft or parts of the aircraft as airworthy after an authorized repair,	Amended to align with ICAO Annex chapter 4.2.3 provisions and introduced RPAS in sub regulation (4)	Regulation 128 New. 128 (1)The privileges of the holder of an aircraft maintenance licence specified in regulation 127 shall be exercised only— (a)in respect of such—	ICAO Annex chapter 4.2.3	

No.	Regulation	GAP	Proposed New Text	Remarks	
	modification or installation of an engine, accessory, instrument, and/or item of equipment, and to sign a maintenance release following inspection, maintenance operations or routine servicing.(2) The privileges of the holder of an aircraft maintenance licence specified in (1) shall be exercised only— (a)in respect of such—(i)A category "A" aircraft maintenance license shall permit the holder to issue certificates of release to service following Task Training for minor tasks (tyre and brake change etc. and up to a weekly check) and Company Certification Authorization for specific Tasks; (ii)A category "B1" aircraft maintenance license shall permit the holder to issue certificates of release to service following maintenance, including aircraft structure, powerplant and mechanical and electrical systems. Replacement of avionic line replaceable units not requiring special equipment to prove their serviceability, shall also be included in the privileges; (iii)A category "B2" aircraft maintenance license shall permit the holder to issue certificates of release to service following maintenance on avionic and electrical systems; (iv)A Category "C" licence which permits the release of an aircraft to service in its entirety by a single certificate of release to service by one overall signatory, once all Exercise of privileges. 566Kenya Subsidiary Legislation, 2018base maintenance work and checks have been completed in an approved		(i)Aircraft as are entered on the licence in their entirety either specifically or under group category; or (ii)Airframe and engines and aircraft systems or components as are entered on the licence either specifically or under group category; and/ or (iii)Aircraft avionics systems or components as are entered on the licence either specifically or under group category; (b) when the licence holder is familiar with all the relevant information relating to the maintenance and airworthiness of the particular aircraft for which the licence holder is signing a Maintenance Release, or such airframe, engine, aircraft system or component and aircraft avionic system or component which the licence holder is certifying as being airworthy; and (c) on condition that, within the preceding 24 months, the licence holder has either had experience in the inspection, servicing or maintenance of an aircraft or components in accordance with the privileges granted by the licence held for not less than six months, or has met the provision for the issue of a licence with the appropriate privileges, to the satisfaction of the Authority. (2) The scope of the privileges of the licence holder in terms of the complexity of the task to which the certification is to be carried out are specified in the Fourth Schedule of these regulations. (3) Details of certification privileges shall be endorsed on or attached to the licence either directly or referenced to another document approved by the Authority.		

No.	Regulation	GAP	Proposed New Text	Remarks	
	maintenance organization. The Category C licence certifier shall act primarily in a maintenance management role controlling the progress of aircraft maintenance work and A Category C licence alone does not permit the holder to act as a B1 or B2 certifier;(b)provided that the licence holder is familiar with all the relevant information relating to the maintenance and airworthiness of the particular aircraft for which the licence holder is signing a Maintenance Release, or such airframe, engine, aircraft system or component and aircraft avionic system or component which the licence holder is certifying as being airworthy; (c)on condition that, within the preceding 24 months, the licence holder has either had experience in the inspection, servicing or maintenance of an aircraft or components in accordance with the privileges granted by the licence held for not less than six months, or has met the provision for the issue of a licence with the appropriate privileges, to the satisfaction of the Authority. (d)provided that the licence holder is familiar with all the relevant information relating to the maintenance and airworthiness of the particular aircraft for which the licence holder is signing a Maintenance Release, or such airframe, engine, aircraft system or component and aircraft avionic system or component which the licence holder is certifying as being airworthy; (e)on condition that, within the preceding 24 months, the licence holder		(4) A holder of aircraft maintenance engineers licence shall observe the following conditions in exercising the privileges of the licence on RPAS;- (a)The privileges of the holder of an aircraft maintenance licence specified in (1) shall be exercised only— (i) RPA or RPS as are entered on the licence in their entirety either specifically or under broad category; or (ii) RPAS and associated C2 link as are entered on the licence either specifically or under broad categories after appropriate knowledge and practical training or maintenance of the RPAS and the associated C2 link system. (b) When the Authority authorizes an approved maintenance organization to appoint non-licensed personnel to exercise the privileges of sub regulation (2), the person appointed shall meet the requirements specified in these Regulations.		

No.	Regulation	GAP	Proposed New Text	Remarks	
	has either had experience in the inspection, servicing or maintenance of an aircraft or components in accordance with the privileges granted by the licence held for not less than six months, or has met the provision for the issue of a licence with the appropriate privileges, to the satisfaction of the Licensing Authority.				
	Regulation 129(1)(a) the holder shall have exercised the privileges of the licence for at least six months during the twenty four months preceding the date of the expiry of the licence	Amended	Regulation 129(1)(a) (a)the holder shall have exercised the privileges of the licence within the past twenty four (24) months preceding the date of the expiry of the licence;	Amended	
	(b) the holder technically supervised other Aircraft Maintenance Engineers;	Deleted		Regulation 129(1)(d) changes to 129(1)(b)	
	(c) the holder provided aviation maintenance instruction or served as the direct supervisor of persons providing aviation maintenance instruction for an Aircraft Maintenance Engineers Licence course or programme acceptable to the Authority;	Deleted			
	Regulation 129(2) 129(2) A person who fails to renew his licence after the expiry period may do so within the next twelve months provided that he proves that has been continuously engaged in practical work for the entire extended period. (3)A person who does not apply for a renewal within the extended period as provided for in sub-regulation (2) or fails to provethat he has continuously been engaged in practical work during that period will be required to sit for an	Deleted and renumbered accordingly		Regulation 129(2)&(3) deleted. Regulation 129(4) renumbered to 129(2)	

No.	Regulation	GAP	Proposed New Text	Remarks	
	Air Law exam before his licence is renewed. (4)A holder of an aircraft maintenance engineer's licence shall not exercise the privileges of the licence unless the licence is kept valid as prescribed by the Authority. (5)A holder of an aircraft maintenance engineer's licence shall not exercise the privileges of the licence unless the licence is kept valid as prescribed by the Authority.				
	Regulation 132 1(c) Except for a holder of a pilot licence, a person required to use radiotelephone apparatus aboard an aircraft shall hold a flight radiotelephony operator licence. (2) An applicant for a flight radiotelephony operator licence shall— (a) be at least seventeen years of age; (b) demonstrate the ability to read, speak, write and understand the English language in accordance with the language proficiency requirements contained in the Second Schedule to these Regulations; (c) comply with the knowledge and skill requirements, for flight radiotelephone operator as contained in regulation 135; and	Wrong cross-referencing	Regulation 132 1(c) Except for a holder of a pilot licence, a person required to use radiotelephone apparatus aboard an aircraft shall hold a flight radiotelephony operator licence. (2) An applicant for a flight radiotelephony operator licence shall— (a) be at least seventeen years of age; (b) demonstrate the ability to read, speak, write and understand the English language in accordance with the language proficiency requirements contained in the Second Schedule to these Regulations; (c) comply with the knowledge and skill requirements, for flight radiotelephone operator as contained in regulation 133; and		
	Regulation 132 (1) An applicant for an Air Traffic Safety Electronics Personnel License shall— (a) have a Diploma or degree in Electrical/Electronics/Telecommunications engineering or equivalent qualification from a recognized institution; (b) have a minimum age of 18years; (c) comply with the knowledge, experience, and prescribed	REPETITION	DELETED IN TOTALITY		

No.	Regulation	GAP	Proposed New Text	Remarks	
	competency requirements for the license and rating sought (d) present an appropriate certificate from an approved Aviation Training Organization or an institution recognized by the Authority. (2) An applicant for Air Traffic Safety Electronics Personnel licence shall demonstrate the level of knowledge, skills and competence in the subjects as set out in the these Regulations. (3) The applicant in sub-regulation(1) shall have successfully undergone unit training under supervision of an appropriately rated Air Traffic Safety Electronics Personnel and acquired the experience for the rating sought as specified in regulation 146. (4) The applicant who meets the requirements of sub-regulations (1) and (2) may be issued with a Air Traffic Safety Electronics Personnel licence as provided for in these Regulations. (5) An applicant for an Air Traffic Safety Electronics Personnel rating shall demonstrate the level of knowledge, skills and competence appropriate to the ratings sought. (6) The training requirement for the different ratings shall be as specified in these Regulations and as may be prescribed by the Authority from time to time.				

No.	Regulation	GAP	Proposed New Text	Remarks	
	(7) Applicants for rating under sub-regulation (1) above shall undergo performance assessment determined and supervised by a rated Air Traffic Safety Electronics Personnel as prescribed by the Authority.				
	Regulation 133 (1) The validity of an Air Traffic Safety Electronics Personnel rating shall be 36 months from the date of issue or renewal. (2) An applicant for revalidation under sub-regulation (1), shall provide proof through production of work records such as personal engineering logbooks Air Traffic Safety Electronics Personnel training records and any other record of engineering work, performed by the applicant over the last twelve months. (3) Applicants for revalidation under sub-regulation (1) shall undergo performance assessment determined and supervised by a rated Air Traffic Safety Electronics Personnel. (4) A holder of an Air Traffic Safety Electronics Personnel Licence shall apply for renewal of Licence at least two months before the expiry period in a form and manner prescribed by the Authority if— (a) the holder shall have exercised the privileges of the license at least twelve months during the thirty six months preceding the date of expiry of the licence (b) the holder provided Air Traffic Safety Electronics Personnel maintenance instructions or served as the direct	REPETITION	DELETED IN TOTALITY		

No.	Regulation	GAP	Proposed New Text	Remarks	
	supervisor of persons providing Air Traffic Safety Electronics Personnel maintenance instructions; (c) the holder supervised the maintenance, preventive maintenance or alteration of Air Navigation Safety equipment. (5) An Air Traffic Safety Electronics Personnel who fails to renew his Licence after the expiry period may do so within the next twelve months provided that he proves he has been continuously engaged in practical work for the entire extended period. (6) An Air Traffic Safety Electronics Personnel who does not apply for a renewal within the extended period as provided for in sub-regulation (2) or fails to prove that he has continuously been engaged in practical work during that period shall be required to do the Unit on-the-job training programme before he can be recommended for his Licence renewal as prescribed in the Sixth Schedule of this Regulations. (7) A holder of an Air Traffic Safety Electronics Personnel Licence shall not exercise the privileges of the Licence unless the Licence is kept valid as prescribed by the Authority.				
	Regulation 138 (c) the required knowledge for the type of aircraft and operating position;		New Regulation 136 (c) has completed an approved course conducted by an approved training organisation certified under the Civil Aviation (Approved Training	In consultation with flight operations, the training for CC should be	

No.	Regulation	GAP	Proposed New Text	Remarks	
			Organisations) Regulations.	anchored in an approved training programme environment	
	Regulation 138 (d) have passed a knowledge test.		New Regulation 136 (d) has completed an operator conversion course specific to an aircraft type requiring cabin crewmember approved under the Civil Aviation (Operations of Aircraft for Commercial Air Transport) Regulations.	This clause is introduced to cover the knowledge test previously required. It will now be covered under the approved training programme	
	Regulation 140 New Regulation 138	Change of Reference	(vii) dangerous goods training as prescribed in Civil Aviation (Operation of Aircraft for Commercial Air Transport) Regulations, 2013 and Civil Aviation (Air Operator Certification and Administration) Regulations, 2013 ; and	Reworded for clarity	
			(viii) security procedures, including the provisions of Civil Aviation (Operation of Aircraft for Commercial Air Transport) Regulations, and Civil Aviation (Air Operator Certification and Administration) Regulations;		
	146(4) The OJT instructor shall assess and recommend the endorsement of the License with the appropriate rating to DASSR.	Moved to Schedule		Not consistent with regulatory language	
	147(4) The OJT instructor shall assess and recommend the endorsement of the License with the appropriate rating to the Authority.	Moved to Schedule		Not consistent with regulatory language	

No.	Regulation	GAP	Proposed New Text	Remarks	
	Regulation 171 (6) (6) Alternatively, a practical hearing test conducted in an air traffic control environment representative of the one for which the applicant's license and ratings are valid may be used.	Typo error	(6) Alternatively, a practical hearing test conducted in an air traffic control environment representative of the one for which the applicant's licence and ratings are valid may be used.	Licence has been misspelt.	
	Regulation 176 (2) (2) Unless there is an accredited medical conclusion indicating that the use of drugs for control of asthma is not likely to interfere with the safe exercise of the applicant's license or rating privileges, the use of such drug shall be disqualifying.	Typo error	Regulation 176 (2) (2) Unless there is an accredited medical conclusion indicating that the use of drugs for control of asthma is not likely to interfere with the safe exercise of the applicant's licence or rating privileges, the use of such drug shall be disqualifying.	Licence has been misspelt.	
	Regulation 178 (2) (2) Unless there is an accredited medical conclusion indicating that the condition is not likely to affect the safe exercise of the applicant's license or rating privileges, the following medical conditions are disqualifying—	Typo error	Regulation 178 (2) (2) Unless there is an accredited medical conclusion indicating that the condition is not likely to affect the safe exercise of the applicant's licence or rating privileges, the following medical conditions are disqualifying—	Licence has been misspelt.	
	Regulation 195 (4) (4) Any person who is convicted for the violation of any local or national statute relating to the growing, processing, manufacture, sale, disposition, possession, transportation, or importation of narcotic drugs, marijuana, or	Typo error	Regulation 195 (4) (4) Any person who is convicted for the violation of any local or national statute relating to the growing, processing, manufacture, sale, disposition, possession, transportation, or importation of narcotic drugs,	Licence has been misspelt.	

No.	Regulation	GAP	Proposed New Text	Remarks	
	depressant or stimulant drugs or substances, shall— (a) be denied any license, certificate, rating, qualification, or authorisation issued under these Regulations for a period of up to one year after the date of conviction; or		marijuana, or depressant or stimulant drugs or substances, shall— (a) be denied any licence, certificate, rating, qualification, or authorisation issued under these Regulations for a period of up to one year after the date of conviction; or		
			208. All knowledge, practical and medical examinations and tests required under these Regulations shall be conducted in accordance with the rules issued by the Authority from time to time.	New regulation as an instrument that ensures the guidance materials on written, practical and medial examinations and tests are covered by regulation	
	SECOND SCHEDULE Regulations 9 (1), 20, 21, 41(1), 61(1),113(b), 117(b) and 134(2)(b) LANGUAGE PROFICIENCY REQUIREMENTS (1) To meet the language proficiency requirements contained in regulation 9, an applicant for a licence or a licence holder shall demonstrate, in a manner acceptable to the Authority,	Typo	SECOND SCHEDULE Regulations 8 (1), 20, 21, 41(1), 61(1),113(b), 117(b) and 134(2)(b) LANGUAGE PROFICIENCY REQUIREMENTS (1) To meet the language proficiency requirements contained in regulation 8, an applicant for a licence or a licence holder shall demonstrate, in a manner acceptable to the Authority,		
	FOURTH SCHEDULE 2.0 MODULARIZATION Qualification on basic subjects for each PART 66 aircraft maintenance License category or subcategory should be in accordance with the following matrix. Applicable subjects are indicated by an 'X':		2.0 MODULARIZATION Qualification on basic subjects for each aircraft maintenance Licence category or subcategory should be in accordance with the following matrix. Applicable subjects are indicated by an X.	To reflect proper categorization of the AME licensing requirements	

No.	Regulation	GAP	Proposed New Text	Remarks	
			New Fifth Schedule to provide for ATSEP requirements		
	Fifth Schedule ATSEP Licensing and Rating Committee 1.1. A person shall not act as an air traffic services electronic personnel (ATSEP) unless that person holds an ATSEP licence issued under these Regulations 1.2. A license to act as an ATSEP shall include one or more ratings as specified in regulation 5(13) specifying the type of ATSEP service which the holder of the license is competent to provide;	Typo error.	Fifth Schedule ATSEP Licensing and Rating Committee 1.1. A person shall not act as an air traffic services electronic personnel (ATSEP) unless that person holds an ATSEP licence issued under these Regulations 1.2. A license to act as an ATSEP shall include one or more ratings as specified in regulation 5(13) specifying the type of ATSEP service which the holder of the licence is competent to provide;	Licence has been misspelt.	
	1.9. The ATSEP Licensing and Rating Board shall recommend an applicant to Authority for issuance of a license and endorsement of the license with the appropriate rating	Typo error	1.9. The ATSEP Licensing and Rating Board shall recommend an applicant to Authority for issuance of a license and endorsement of the licence with the appropriate rating	Licence has been misspelt.	
	Fifth Schedule Need to align penalties with the correct regulation		Sixth Schedule	The schedule is renumbered as per the attachment below	

SIXTH SCHEDULE

SIXTH SCHEDULE		
	OFFENCES AND PENALTIES	
	Regulation 206(2), (3) and (4)	
REGULATION No.	REGULATION TITLE	Part
11	Validity of Licences	A
12	Decrease in medical fitness	A
15	Curtailement of privileges of pilots	A
35(3),(4),(6),(7)	General requirements for pilot licences , ratings and authorisations	A
37(1)	Solo flight requirements	A
38(2)(3)and(4)	Privileges and Limitations	B
45(1),	PPL: Privileges and limitations.	A
58(3),(4)	ATPL: Privileges and limitations..	A
63(2)	Type ratings	A
71	Night rating: general eligibility requirements.	A
75(1)	Instrument rating: general eligibility requirements.	A
85	Trainee Records	A
88(2)(3),(4),(5)(6)	Flight instructor: limitations and qualifications.	A
93	Flight engineer: licences and ratings required.	A
101(1)	ATC: Required licences and ratings or qualifications.	A
106(1)	ATC: Privileges and limitations.	A
107(3)	Privileges of ATC ratings.	A
109	ATC: Maximum working hours.	A
110	Responsibilities over fatigue	A
111(1),(3)	Prohibition of unlicensed air traffic controllers.	A
131(4)	ARS: Privileges and limitations.	A
425	ARS: Display of authorisation.	A
426	ARS: Surrender of authorisation.	A
136	CCMC: Required certificate, ratings and qualifications.	A
137(1)	General eligibility requirements.	A
142	ATSEP: General eligibility requirements	A
152	Aviation medical examiner submission of signed medical evaluation report.	A
153(1)	Issue of medical certificate.	A
155(1)	Medical confidentiality.	A
159	Prohibition of medical certification.	A
160	Medical requirements.	A
170(1)	Ear and related structures.	A
172(1),(3)	Cardiovascular: general.	A
173	Blood pressure and circulation.	A
175	Neurological requirements.	A
176(1)	Respiratory capability.	A
178(1)	Vestibular apparatus	A
179	Bones, muscles and tendons.	A
180	Endocrine system	A
181	Diabetic applicant.	A
182	Gastrointestinal and digestive tract.	A

183(1),(3)	Kidneys and urinary tract.	A
194	Use of psychoactive substances.	B
195(2),(3)	Drug and alcohol testing and reporting.	B
198	Inspection of licences, certificates and authorisations.	A
201(1),(2),(4),(5)	Use and retention of documents and records.	A
202	Report of violation	A
203	Enforcement of directions.	B
208	Conduct of Examinations and tests	A

