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THE CIVIL AVIATION ACT

(Cap. 394)

THE CIVIL AVIATION (RADIO NAVIGATION AIDS)
REGULATIONS, 2025

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THE CIVIL AVIATION ACT

(Cap. 394)

IN EXERCISE of powers conferred by section 82 of the Civil Aviation Act, 2013, the Cabinet Secretary for Roads and Transport makes the following Regulations—

THE CIVIL AVIATION (RADIO NAVIGATION AIDS)
REGULATIONS, 2025

PART I—PRELIMINARY

1. These Regulations may be cited as Civil Aviation (Radio Navigation Aids) Regulations 2025. Citation.

2. In these Regulations, unless the context otherwise requires— Interpretation.

“Act” means the Civil Aviation Act, 2013; Cap. 394.

“aircraft-based augmentation system (ABAS)” means an augmentation system that augments or integrates the information obtained from the other GNSS elements with information available on board the aircraft;

“air navigation services” means air traffic services, communication, navigation and surveillance, and aeronautical information services;

“air Navigation services facility” means any facility used, available for use, or designed for use in aid of navigation of aircraft, including airports, landing fields, any structures, mechanisms, lights, beacons, marks, communicating systems, or other instruments or devices used or useful as an aid to the safe taking off, navigation, and landing of aircraft and any combination of such facilities;

“air navigation services provider” means an independent entity established for the purpose of operating and managing air navigation services and empowered to manage and use the revenues it generated to cover its costs;

“Aeronautical Information Publication (AIP)” means publication issued by or with the authority of a State and containing aeronautical information of a lasting character essential to air navigation;

“alert” means an indication provided to other aircraft systems or annunciation to the pilot to identify that an operating parameter of a navigation system is out of tolerance;

“alert limit” the error tolerance not to be exceeded without issuing an alert for a given parameter measurement;

“altitude” means the vertical distance of a level, a point or an object considered as a point, measured from mean sea level (MSL);

“ANSP” means Air Navigation Services Provider;

“angular displacement sensitivity” means the ratio of measured DDM to the corresponding angular displacement from the appropriate reference line;

“antenna port” means a point where the received signal power is specified. For an active antenna, the antenna port is a fictitious point between the antenna elements and the antenna pre-amplifier. For a passive antenna, the antenna port is the output of the antenna itself;

“area navigation (RNAV)” means a method of navigation which permits aircraft operation on any desired flight path within the coverage of ground- or space-based navigation aids or within the limits of the capability of self-contained aids, or a combination of these;

“ATSEP” means Air Traffic Safety Electronics Personnel;

“Authority” means has the meaning assigned to it under section 2 of the Act;

“average radius of rated coverage” means the radius of a circle having the same area as the rated coverage;

“axial ratio” means the ratio, expressed in decibels, between the maximum output power and the minimum output power of an antenna to an incident linearly polarized wave as the polarization orientation is varied over all directions perpendicular to the direction of propagation;

“back course sector” means the course sector which is situated on the opposite side of the localizer from the runway;

“BeiDou Navigation Satellite System (BDS)” means the satellite navigation system operated by the People’s Republic of China;

“BDS Open Service (BDS OS)” means the specified level of positioning, velocity and timing accuracy that is available to any BDS user on a continuous, worldwide basis;

“certificate” means the certificate for the provision of Air Navigation Services issued by the Authority under the Civil Aviation (Air Navigation Services) Regulations;

“channel of standard accuracy (CSA)” means the specified level of positioning, velocity and timing accuracy that is available to any GLONASS user on a continuous, worldwide basis;

“CNS” means Communication, Navigation and Surveillance;

“CNS Provider” means Communication, Navigation and Communication services provider;

“control motion noise (CMN)” means that portion of the guidance signal error which causes control surface, wheel and column motion and could affect aircraft attitude angle during coupled flight, but does not cause aircraft displacement from the desired course and/or glide path;

“core satellite constellation” means the GPS and GLONASS;

“course line” means the locus of points nearest to the runway centre line in any horizontal plane at which the DDM is zero;

“course sector” means a sector in a horizontal plane containing the course line and limited by the loci of points nearest to the course line at which the DDM is 0.155;

“dB” means decibel;

“difference in depth of modulation-DDM” means the percentage modulation depth of the larger signal minus the percentage modulation depth of the smaller signal, divided by 100;

“displacement sensitivity (localizer)” means the ratio of measured DDM to the corresponding lateral displacement from the appropriate reference line;

“DME” means Distance Measuring Equipment;

“DME dead time” means a period immediately following the decoding of a valid interrogation during which a received interrogation will not cause a reply to be generated;

“DME/N” means distance measuring equipment, primarily serving operational needs of en-route or TMA navigation, where the “N” stands for narrow spectrum characteristics;

“DME/P” means the distance measuring element of the MLS, where the “P” stands for precise distance measurement. The spectrum characteristics are those of DME/N;

“effective acceptance bandwidth” means the range of frequencies with respect to the assigned frequency for which reception is assured when all receiver tolerances have been taken into account;

“effective adjacent channel rejection” means the rejection that is obtained at the appropriate adjacent channel frequency when all relevant receiver tolerances have been taken into account;

“effective coverage” means the area surrounding an NDB within which bearings can be obtained with an accuracy sufficient for the nature of the operation concerned;

“elevation” means the vertical distance of a point or a level, on or affixed to the surface of the earth, measured from mean sea level;

“essential radio navigation service” means a radio navigation service whose disruption has a significant impact on operations in the affected airspace or aerodrome;

“facility Performance Category I — ILS” means an ILS which provides guidance information from the coverage limit of the ILS to the point at which the localizer course line intersects the ILS glide path at a height of 30 m (100 ft) or less above the horizontal plane containing the threshold;

“facility Performance Category II — ILS” means an ILS which provides guidance information from the coverage limit of the ILS to the point at which the localizer course line intersects the ILS glide path at a height of 15 m (50 ft) or less above the horizontal plane containing the threshold;

“facility Performance Category III — ILS” means an ILS which, with the aid of ancillary equipment where necessary, provides guidance information from the coverage limit of the facility to, and along, the surface of the runway;

“fan marker beacon” means a type of radio beacon, the emissions of which radiate in a vertical fan-shaped pattern;

“final approach (FA) mode” means the condition of DME/P operation which supports flight operations in the final approach and runway regions;

“front course sector” means the course sector which is situated on the same side of the localizer as the runway;

“Galileo” means the satellite navigation system operated by the European Union;

“Galileo Open Service (Galileo OS)” means the specified level of positioning, velocity and timing accuracy that is available to any Galileo user on a continuous, worldwide basis.

“GBAS/E” means a ground-based augmentation system transmitting an elliptically-polarized VHF data broadcast;

“global navigation satellite system (GNSS)” means a worldwide position and time determination system that includes one or more satellite constellations, aircraft receivers and system integrity monitoring, augmented as necessary to support the required navigation performance for the intended operation;

“global navigation satellite system (GLONASS)” means the satellite navigation system operated by the Russian Federation;

“global positioning system (GPS)” means the satellite navigation system operated by the United States;

“GNSS position error” means the difference between the true position and the position determined by the GNSS receiver;

“ground-based augmentation system (GBAS)” means an augmentation system in which the user receives augmentation information directly from a ground-based transmitter;

“ground-based regional augmentation system (GRAS)” means an augmentation system in which the user receives augmentation information directly from one of a group of ground-based transmitters covering a region;

“half course sector” means the sector, in a horizontal plane containing the course line and limited by the loci of points nearest to the course line at which the DDM is 0.0775;

“half ILS glide path sector” means the sector in the vertical plane containing the ILS glide path and limited by the loci of points nearest to the glide path at which the DDM is 0.0875;

“height” means the vertical distance of a level, a point or an object considered as a point, measured from a specified datum;

“human factors principles” means principles which apply to design, certification, training, operations and maintenance and which seek safe interface between the human and other system components by proper consideration to human performance;

“ILS” means Instrument Landing System;

“ILS continuity of service” means that quality which relates to the rarity of radiated signal interruptions. The level of continuity of service of the localizer or the glide path is expressed in terms of the probability of not losing the radiated guidance signals;

“ILS glide path” means that locus of points in the vertical plane containing the runway centre line at which the DDM is zero, which, of all such loci, is the closest to the horizontal plane;

“ILS glide path angle” means the angle between a straight line which represents the mean of the ILS glide path and the horizontal;

“ILS Point “A” means a point on the ILS glide path measured along the extended runway centre line in the approach direction a distance of 7.5 km (4 NM) from the threshold;

“ILS Point “B” means a point on the ILS glide path measured along the extended runway centre line in the approach direction a distance of 1 050 m (3 500 ft) from the threshold;

“ILS Point “C” means a point through which the downward extended straight portion of the nominal ILS glide path passes at a height of 30 m (100 ft) above the horizontal plane containing the threshold;

“ILS Point “D” means a point 4 m (12 ft) above the runway centre line and 900 m (3 000 ft) from the threshold in the direction of the localizer;

“ILS Point “E” means a point 4 m (12 ft) above the runway centre line and 600 m (2 000 ft) from the stop end of the runway in the direction of the threshold;

“ILS reference datum Point “T”” means a point at a specified height located above the intersection of the runway centre line and the threshold and through which the downward extended straight portion of the ILS glide path passes;

“initial approach (IA) mode” means the condition of DME/P operation which supports those flight operations outside the final approach region and which is interoperable with DME/N;

“integrity” means a measure of the trust that can be placed in the correctness of the information supplied by the total system. Integrity includes the ability of a system to provide timely and valid warnings to the user (alerts);

“ionosphere-free pseudo-range” means a pseudo-range in which the first order ionosphere effect on signal propagation has been removed by a linear combination of pseudo-range measurements from signals on two distinct frequencies from the same satellite;

“key down time” means the time during which a dot or dash of a Morse character is being transmitted;

“LF/MF” means Low frequency/Medium Frequency;

“locator” means an LF/MF NDB used as an aid to final approach;

“MANSOPs” means the Manual of Air Navigation Service Operations;

“mean power (of a radio transmitter)” means the average power supplied to the antenna transmission line by a transmitter during an interval of time sufficiently long compared with the lowest frequency encountered in the modulation taken under normal operating conditions;

“MLS approach reference datum” means a point on the minimum glide path at a specified height above the threshold;

“MLS datum point” means the point on the runway centre line closest to the phase centre of the approach elevation antenna;

“mode W, X, Y, Z” means a method of coding the DME transmissions by time spacing pulses of a pulse pair, so that each frequency can be used more than once;

“navigation specification” means a set of aircraft and flight crew requirements needed to support performance-based navigation operations within a defined airspace. There are two kinds of navigation specifications;

“NDB” means Non-Directional Radio Beacon;

“Notice to Airmen (NOTAM)” 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;

“required navigation performance (RNP) specification” means a navigation specification based on area navigation that includes the requirement for performance monitoring and alerting, designated by the prefix RNP, e.g. RNP 4, RNP APCH;

“partial rise time” means the time as measured between the 5 and 30 per cent amplitude points on the leading edge of the pulse envelope;

“path following error (PFE)” means that portion of the guidance signal error which could cause aircraft displacement from the desired course and or glide path;

“performance-based navigation (PBN)” means area navigation based on performance requirements for aircraft operating along an ATS route, on an instrument approach procedure or in a designated airspace;

“pressure-altitude” means an atmospheric pressure expressed in terms of altitude which corresponds to that pressure in the Standard Atmosphere;

“protected service volume” means a part of the facility coverage where the facility provides a particular service in accordance with relevant SARPs and within which the facility is afforded frequency protection;

“pseudo-range” means the difference between the time of transmission by a satellite and reception by a GNSS receiver multiplied by the speed of light in a vacuum, including bias due to the difference between a GNSS receiver and satellite time reference;

“pulse amplitude” means the maximum voltage of the pulse envelope;

“pulse code” means the method of differentiating between modes W, X, Y and Z and between FA and IA modes;

“pulse decay time” means the time as measured between the 90 and 10 per cent amplitude points on the trailing edge of the pulse envelope;

“pulse duration” means the time interval between the 50 per cent amplitude point on leading and trailing edges of the pulse envelope;

“pulse rise time” means the time as measured between the 10 and 90 per cent amplitude points on the leading edge of the pulse envelope;

“radio navigation service” means a service providing guidance information or position data for the efficient and safe operation of aircraft supported by one or more radio navigation aids;

“rated coverage” means the area surrounding an NDB within which the strength of the vertical field of the ground wave exceeds the minimum value specified for the geographical area in which the radio beacon is situated;

“receiver” means a subsystem that receives GNSS signals and includes one or more sensors;

“reply efficiency” means the ratio of replies transmitted by the transponder to the total of received valid interrogations;

“reserved (bits/words/fields)” means bits/words/fields that are not allocated, but which are reserved for a particular GNSS application;

“search” means the condition which exists when the DME interrogator is attempting to acquire and lock onto the response to its own interrogations from the selected transponder;

“satellite-based augmentation system (SBAS)” means a wide coverage augmentation system in which the user receives augmentation information from a satellite-based transmitter;

“ $S_{\max}$ ” means maximum desired VHF data broadcast signal power at the VHF data broadcast receiver input;

“spare (bits, words or fields)” means bits/words/fields that are not allocated or reserved, and which are available for future allocation;

“standard positioning service (SPS)” means the specified level of positioning, velocity and timing accuracy that is available to any global positioning system (GPS) user on a continuous, worldwide basis;

“system efficiency” means the ratio of valid replies processed by the interrogator to the total of its own interrogations;

“time-to-alert” means the maximum allowable time elapsed from the onset of the navigation system being out of tolerance until the equipment enunciates the alert;

“track” means the condition which exists when the DME interrogator has locked onto replies in response to its own interrogations, and is continuously providing a distance measurement;

“touchdown” means the point where the nominal glide path intercepts the runway;

“transmission rate” means the average number of pulse pairs transmitted from the transponder per second;

“Tribunal” means the has the meaning assigned to it under section 2 of the Act;

“two-frequency glide path system” means an ILS glide path in which coverage is achieved by the use of two independent radiation field patterns spaced on separate carrier frequencies within the particular glide path channel;

“two-frequency localizer system” means a localizer system in which coverage is achieved by the use of two independent radiation field patterns spaced on separate carrier frequencies within the particular localizer VHF channel;

“UHF” means Ultra High Frequency;

“virtual origin” means the point at which the straight line through the 30 per cent and 5 per cent amplitude points on the pulse leading edge intersects the 0 percent amplitude axis;

“VOR” means Very High Frequency (VHF) Omnidirectional radio Range; and

“Z marker beacon” means type of radio beacon, the emissions of which radiate in a vertical cone-shaped pattern.

3. (1) These Regulations shall apply to any person providing communication, navigation and surveillance services within designated air space and at aerodromes. Application.

(2) These Regulations shall not apply to a person providing communication, navigation and surveillance Services to state aircraft.

PART II-GENERAL REQUIREMENTS FOR PROVISION OF COMMUNICATION, NAVIGATION AND SURVEILLANCE SERVICES

4. The minimum requirements for planning, installation, commissioning, training, operations and maintenance of the communications, navigation and surveillance (CNS) facilities shall be in accordance with— Requirements for communication, navigation and surveillance (CNS) Facilities.

(a) these Regulations;

(b) the requirements of the Manual of Implementing Standards (CNS); and

(c) the Manual of Operations as provided for in regulation 13.

5. A person who wishes to provide CNS service or operate a facility to support an air traffic service shall have an ANSP certificate issued in accordance with the Civil Aviation (Certification of Air Navigation Service Providers) Regulations.

Certification of air navigation service provider.

6. (1) A person shall not provide air navigation services or operate communication, navigation and surveillance facilities or systems in the designated airspace or aerodrome unless the facility or system is approved by the Authority.

Approval requirement.

(2) A CNS Provider shall notify the Authority of its intention to procure, install, use, decommission, upgrade or relocate any communication, navigation and surveillance facility or facilities in the designated airspace and aerodromes not less than thirty days prior to the date of start of the process.

(3) The Authority shall approve installation, use, decommissioning, upgrading or relocation of all the communication, navigation and surveillance facility or facilities in the designated airspace and aerodromes.

7. (1) The Authority shall carry out safety inspections and audits on CNS facilities, documents and records of the CNS facilities to determine compliance in accordance with these Regulations.

Inspections and audits.

(2) An inspector of the Authority shall have unrestricted access to the facilities, installations, records and documents of the service provider to determine compliance with these Regulations and the required procedures.

8. (1) A CNS Provider shall—

Siting and installation.

(a) establish procedures to ensure that the communication, navigation and surveillance systems—

(i) are operated, maintained, available and reliable in accordance with the requirements provided by the Authority;

(ii) are designed to meet the applicable operational specification for that facility;

(iii) are installed and commissioned as specified by the Authority; and

(iv) conform to the applicable system characteristics and specifications provided by the Authority; and

(b) determine the site for installation of a new facility based on operational requirements, construction aspects and maintainability.

(2) The facilities in sub-regulation (1) shall be installed by licensed ATSEPs with relevant ratings for the facilities.

9. (1) The CNS Provider shall—

Commissioning requirement.

- (a) establish procedures to ensure that each new facility—
 - (i) is commissioned to meet the specifications for that facility; and
 - (ii) is in compliance with applicable standards;
 - (b) ensure that the system performance of the new facility has been validated by the necessary tests, and that all parties involved with the operations and maintenance of the facility, including its maintenance contractors have accepted and are satisfied with the results of the tests;
 - (c) ensure that the procedures include documentation of tests conducted on the facility prior to the commissioning, including those that test the compliance of the facility with the applicable standards and any flight check required.
10. (1) A CNS Provider shall be responsible for the provision of communication, navigation and surveillance services and facilities to ensure that the telecommunication information and data necessary for the safe, regular and efficient operation of air navigation is available.
- (2) The functional specification of each of the CNS provider's telecommunication services shall include the following values or characteristics for each service—
- (a) availability;
 - (b) reliability;
 - (c) accuracy;
 - (d) integrity;
 - (e) mean time between failure (MTBF); and
 - (f) mean time to repair (MTTR).
- (3) The values under in sub-regulation (2) shall be derived or measured from either or both of—
- (a) the configuration of each service; and
 - (b) the known performance of each service.
- (4) The CNS provider shall describe in the operations manual the method used to calculate each of the values.
- (5) For a radio navigation service, the integrity values or characteristics shall be given for each kind of navigation aid facility that forms part of the service.
- (6) The performance of technical facilities shall be monitored, reviewed and reported against these Regulations.
- (7) A CNS provider shall ensure that a facility is installed with main and standby power supply and adequate air conditioning to ensure continuity of operation appropriate to the service being provided.

Availability and reliability of CNS facilities.

11. A CNS provider shall formalise interface arrangements where applicable with external organizations in the form of service level agreements, detailing the following—

Interface arrangement for support services.

- (a) the interface and functional specifications of the support service;
- (b) service level of the support service such as availability, accuracy, integrity and recovery time of failure of service; and
- (c) monitoring and reporting of the operational status of the service to the service provider.

12. (1) A CNS provider shall—

Record keeping and documentation.

- (a) hold copies of relevant equipment manuals, technical standards, practices, instructions, maintenance procedures, site logbooks, systems backup data, equipment and test gear inventory and any other documentation that are necessary for the provision and operation of the facility;
- (b) establish a procedure for the control of the documentation required under these Regulations;
- (c) keep records under the control of the relevant key personnel; and
- (d) control access to the records system to ensure appropriate security.

(2) The CNS provider shall ensure that data and voice for air navigation service operational systems are recorded continuously and procedures established for the retention and utilization of these recordings for analysis.

(3) A CNS provider shall maintain all documents and records which are necessary for the operation and maintenance of the service and make available copies of these documents to personnel where needed.

(4) The documents under sub-regulation (3) shall include—

- (a) a copy of these Regulations;
- (b) the CNS provider's operations manual;
- (c) ICAO Annex 10 Volumes I to V, ICAO Doc 8071-Manual on Testing of Radio Navigation Aids, and other relevant ICAO documents;
- (d) records of malfunction and safety incident reports;
- (e) records of internal audit reports;
- (f) agreements with other organizations;
- (g) records of investigation into serious incidents;

- (h) records of staff deployment, duty and leave rosters;
- (i) records of equipment spares;
- (j) records of job description, training programme and plan of each staff member; and
- (k) all related air navigation service technical standards and technical guidance material developed by the Authority.

(5) A document retained under this regulation shall be retained for at least three years if paper based and one hundred and eighty days if computer based.

(6) The CNS provider shall establish a process for the authorisation and amendment of these documents to ensure that they are constantly updated and ensure that—

- (a) the currency of the documentation can be readily determined;
- (b) amendments to the documentation are controlled in accordance with established quality management principles;
- (c) only current versions of documents are available; and
- (d) the person authorising the creation and any revision is identified.

(7) The CNS provider shall ensure that where documents are held as computer-based records and where paper copies of computer-based records are made, they are subjected to the same control as paper documents.

(8) A CNS provider shall establish procedures to identify, collect, index, store, maintain, and dispose records covering—

- (a) the performance and maintenance history of each facility;
- (b) the establishment of the periodic test programmes for each facility;
- (c) each item of test equipment required for the measurement of critical performance parameters;
- (d) each reported or detected facility malfunction;
- (e) each internal quality assurance review; and
- (f) each person who is authorised to place facilities into operational service.

13. (1) A CNS Provider shall develop an operations manual that demonstrates the CNS Provider's compliance with these Regulations. Operations manual.

(2) An operations manual shall contain—

- (a) the information required of the CNS Provider in accordance with these Regulations;
- (b) an organization chart of the CNS Provider and its maintenance contractors, if any, that shows the position of each personnel and the name, qualification, experience,

duties and responsibilities of personnel who are responsible for ensuring the compliance of the organization with the requirements described in these Regulations;

- (c) an overall operation and maintenance plan for the aeronautical telecommunication service, and for each facility, an operation and maintenance plan, provided in these Regulations;
- (d) for each facility, information on its compliance with these Regulations and the applicable aeronautical telecommunication standards; and
- (e) the system performance target of each facility, such as its availability and reliability.

(3) The operations manual shall consist of a main manual covering the main areas that need to be addressed, as well as separate supporting documents and manuals such as the operation and maintenance plan of each facility, that are referred to in the main manual.

(4) The CNS provider shall control the distribution of the operations manual and ensure that it is amended whenever necessary to maintain the accuracy of the information in the operations manual and to keep its contents up to date.

(5) The CNS provider shall establish an operation and maintenance plan for each facility which shall include—

- (a) a procedure for the periodic inspection and testing of each facility to verify that it meets the operational and performance specifications of that facility;
- (b) details of flight test, if necessary, such as the standards and procedures to be used and flight test interval, which shall be in compliance with guidelines specified by the Authority;
- (c) the interval between periodic inspection and flight test and the basis for that interval and whenever the interval is changed, the reasons for such change shall be documented;
- (d) the operation and maintenance instructions for each facility;
- (e) an analysis of the number of personnel required to operate and maintain each facility taking into account the workload required;
- (f) the corrective plan and procedures for each facility, including such as whether the repair of modules and component are undertaken in-house or by equipment manufacturers and the spare support plan for each facility; and
- (g) the maintenance plan or the operating and maintenance instructions for each facility shall specify the test equipment requirements for all levels of operation and maintenance undertaken.

14. (1) A CNS Provider shall establish a procedure for the periodic inspection and testing of the communication, navigation and surveillance systems to verify that each facility meets the applicable operational requirements and performance specifications.

Periodic inspection, testing and security of CNS facilities.

(2) The CNS provider shall ensure that —

- (a) appropriate inspection, measuring and test equipment are available for staff to maintain the operation of each facility; and
- (b) the control, calibration and maintenance of such equipment so that they have the precision and accuracy necessary for the measurements and tests to be performed.

(3) Periodic inspection shall include —

- (a) security of the facility and site;
- (b) adherence to the approved maintenance programme;
- (c) upkeep of the equipment, building, site and site services; and
- (d) adequacy of facility records and documentation.

(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 contained in the Civil Aviation (Certification of Air Navigation Service Providers) Regulations.

(5) The security programme required under sub regulation (4) shall specify the physical security requirements, practices, and procedures to be followed for the purposes of minimising the risk of destruction of, damage to, or interference with the operation of communication, navigation and surveillance facility.

(6) A CNS provider shall make a test transmission if —

- (a) the transmission is necessary to test a service, facility or equipment;
- (b) within a reasonable time before commencing the transmission, the users have been informed about the transmission;
- (c) at the commencement of the transmission, the service provider identifies the transmission as a test transmission;
- (d) the transmission contains information identifying it as a test transmission.

(7) The CNS provider shall ensure that —

- (a) the CNS systems and services are protected against cyber threats and attacks to a level consistent with the application service requirements;

- (b) all end-systems supporting air navigation security services shall be capable of authenticating the identity of peer end-systems, authenticating the source of messages and ensuring the data integrity of the messages;
- (c) strategies and best practices on the protection of critical information and communications technology systems used for civil aviation purposes are developed and implemented;
- (d) policies are established to ensure that, for critical aviation systems—
 - (i) system architectures are secure by design;
 - (ii) systems are resilient;
 - (iii) methods for data transfer are secured, ensuring integrity and confidentiality of data;
 - (iv) system monitoring, and incident detection and reporting, methods are implemented; and
 - (v) forensic analysis of cyber incidents is carried out.

15. A CNS Provider shall—

Flight inspection and facility check after accident or incident.

- (a) ensure that radio navigation aids are available for use by aircraft engaged in air navigation and that the radio navigation aids are subjected to periodic ground and flight inspections;
- (b) establish a procedure to check and accurately record the operating condition of any communication, navigation and surveillance facility that may have been used by an aircraft that is involved in an accident or incident.

16. (1) A CNS Provider shall—

CNS personnel training and other requirements.

- (a) ensure that it employs sufficient number of personnel who possess the skills and competencies required in the provision of the aeronautical telecommunication service;
- (b) provide in the MANSOPS an analysis of the personnel required to perform the communication navigation and surveillance services for each facility taking into account the duties and workload required;
- (c) develop job descriptions for each of its staff that depict the job purpose, key responsibilities, and outcome to be achieved of each staff;
- (d) develop an overall training policy and programme for the organisation that shall lay down;
- (e) designate an officer in charge of training and/or on-job training (OJT) at the operational stations;

- (f) maintain individual training records for each of its staff;
- (g) conduct a yearly 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; and
- (h) ensure that the training requirements of these regulations are similarly applied to its maintenance contractors, if any.

(2) The on-job training officer in sub-regulation 1(e) shall have satisfactorily completed the on-job training instructional techniques course.

(3) A person shall not perform a function related to the installation, training, operation or maintenance of any communication, navigation and a surveillance system unless—

- (a) that person has successfully completed training in the performance of that function in line with the ATSEP competency-based training requirements;
- (b) the CNS Provider is satisfied that the technical person is competent in performing that function; and
- (c) that person has been certified in accordance with requirements of relevant civil aviation regulations.

17. A CNS provider shall—

Radio frequency
management and
interference
reporting.

- (a) establish a procedure for the management and protection of aeronautical radio spectrum;
- (b) designate a responsible person to control any frequency allocation within the aeronautical radio spectrum to ensure that there is no conflict and interference to any radio stations or facility;
- (c) ensure that there is no wilful transmission of unnecessary or anonymous radio signals, messages or data by any of its radio stations;
- (d) establish procedures with the communication authority to address occurrence of radio frequency interference;
- (e) ensure that any frequency interference occurrences are reported, investigated and follow-up actions taken to prevent recurrence;
- (f) keep updated records of all allocated frequencies; and
- (g) ensure that no facility providing radio signals for the purpose of aviation safety shall be allowed to continue in operation, if there is a suspicion or any cause to suspect that the information being provided by that facility is erroneous.

18. (1) A CNS provider shall establish procedures for the reporting, collection and notification of facility malfunction incidents and safety incidents.

Facility
malfunction
incident reporting
and operational
status of CNS
systems.

(2) The procedures under sub-regulation (1) shall be documented in the MANSOPS.

(3) A CNS provider shall compile reports of incidents and review such reports periodically with its maintenance contractors to—

- (a) determine the cause of the incidents and determine any adverse trends;
- (b) implement corrective and preventive actions where necessary to prevent recurrence of the incidents; and
- (c) implement any measures to improve the safety performance of the aeronautical telecommunication service.

(4) The CNS provider shall—

- (a) report any serious service failure or safety incident to the Authority and investigate such incidents in order to establish how and why the incident happened, including possible organizational contributing factors and to recommend actions to prevent a recurrence; and
- (b) ensure that information on the operational status of each communication, navigation and surveillance facility that is essential for the enroute, approach, landing, and take-off phases of flight is provided to meet the operational needs of the service being provided.

19. (1) The CNS Provider shall develop proficiency certification program for ATSEP engaged in the installation, training, operations and maintenance of communication, navigation and surveillance systems in accordance with guidelines provided by the Authority.

Proficiency certification program.

(2) The Authority shall certify ATSEP involved in the installation, training, operations and maintenance of Communication, Navigation and Surveillance systems in accordance with the relevant civil aviation regulations.

20. (1) The CNS Provider shall ensure that for safety critical systems, including automated air traffic control systems, communication systems and instrument landing systems, the commissioning of such systems shall include the conduct of a safety case or equivalent.

Safety case, notification of aeronautical facility status and interruption to service.

(2) The CNS Provider shall ensure that human factors principles are observed in the design, operations and maintenance of aeronautical telecommunication facilities.

(3) A CNS provider shall, as soon as practicable—

- (a) forward to the Aeronautical Information Services—
 - (i) information on the operational details of any new facility for publication in the aeronautical information publication; and
 - (ii) information concerning any change in the operational status of any existing facility, for the issue of a Notice to Airmen; and

- (b) ensure that the information forwarded under sub-paragraph (a) has been accurately published.
- (4) A CNS provider shall—
 - (a) establish a procedure to be used in the event of interruption to or when upgrading communication, navigation and surveillance systems;
 - (b) specify an acceptable recovery time for each service.

PART III-RADIO NAVIGATION AIDS

21. (1) The standard radio navigation aids to be used for air navigation shall include—

Standard radio navigation aids.

- (a) the instrument landing system (ILS);
- (b) the global navigation satellite system (GNSS);
- (c) the VHF omnidirectional radio range (VOR);
- (d) the non-directional radio beacon (NDB);
- (e) the distance measuring equipment (DME);
- (f) the en-route VHF marker beacon.

(2) Any differences in radio navigation aids specified under sub-regulation (1) shall be published in an Aeronautical Information Publication (AIP).

(3) The CNS Provider shall publish in an aeronautical information publication (AIP) any radio navigation aid that is not an ILS but which may be used in whole or in part with aircraft equipment designed for use with an ILS.

(4) For GNSS specific provisions—

- (a) it shall be permissible to terminate a GNSS satellite service provided by one of its elements on the basis of at least a six-year advance notice by a service provider;
- (b) the Authority shall ensure that for GNSS-based operations, data relevant to those operations are recorded;
- (c) recordings shall be retained for a period of at least 14 days and where the recordings are pertinent to accident and incident investigations, they shall be retained for longer periods until it is evident that they will no longer be required.

22. (1) A precision approach radar (PAR) system, where installed and operated as a radio navigation aid together with equipment for two-way communication with aircraft and facilities for the efficient coordination of these elements with air traffic control, shall conform to regulation 23.

Precision approach radar.

(2) When a radio navigation aid is provided to support precision approach and landing, it shall be supplemented, as necessary, by a source or sources of guidance information which, when used in conjunction with appropriate procedures, will provide effective

guidance to, and efficient coupling (manual or automatic) with, the desired reference path.

23. (1) The precision approach radar system shall comprise the following elements—

Composition of the precision approach radar systems.

- (a) the precision approach radar element (PAR);
- (b) the surveillance radar element (SRE).

(2) When the precision approach radar only is used, the installation shall be identified by the term precision approach radar and not by the term “precision approach radar system”.

24. The specifications for precision approach radar shall be as specified in the Manual of Implementing Standards (CNS).

Specifications for precision approach radar elements.

25. A surveillance radar used as the SRE of a precision approach radar system shall satisfy the performance requirements as specified in the Manual of Implementing Standards (CNS).

Specifications for surveillance radar element.

26. Information on the operational status of radio navigation services essential for approach, landing and take-off shall be provided to aerodrome control tower and units providing approach control services on a timely basis.

Provision of information on the operational status of radio navigation aids.

27. Radio navigation aids and ground elements of communication systems shall be provided with suitable power supplies and means to ensure continuity of service consistent with the use of the service involved.

Power supply for radio navigation aids and communication systems.

28. Human factors principles shall be observed in the design and certification of radio navigation aids.

Human factors considerations.

29. (1) The ILS shall comprise the following basic components—

Basic requirements for instrument landing system-composition.

- (a) VHF localizer equipment, associated monitor system, remote control and indicator equipment;
- (b) UHF glide path equipment, associated monitor system, remote control and indicator equipment;
- (c) an appropriate means to enable glide path verification checks.

(2) The distance to threshold information to enable glide path verification checks shall be provided by either VHF marker beacons or distance measuring equipment (DME), together with associated monitor systems and remote control and indicator equipment.

(3) If one or more VHF marker beacons are used to provide distance to threshold information, the equipment shall conform to the specifications in the Manual of Implementing Standards (CNS) and If DME is used in lieu of marker beacons, the equipment shall conform to the specifications in Manual of Implementing Standards (CNS).

30. ILS shall provide indications at designated remote control points of the operational status of all ILS ground system components, as follows—

Operational status indications.

- (a) for all Facility Performance Category II and Category III ILS, the air traffic services unit involved in the control of aircraft on the final approach shall—
 - (i) be one of the designated remote control points; and
 - (ii) receive information on the operational status of the ILS, with a delay commensurate with the requirements of the operational environment.
- (b) for a Facility Performance Category I ILS, if that ILS provides an essential radio navigation service, the air traffic services unit involved in the control of aircraft on the final approach shall—
 - (i) be one of the designated remote control points;
 - (ii) receive information on the operational status of the ILS, with a delay commensurate with the requirements of the operational environment.

31. The ILS shall be constructed and adjusted so that, at a specified distance from the threshold, similar instrumental indications in the aircraft represent similar displacements from the course line or ILS glide path as appropriate, irrespective of the particular ground installation in use.

Basic requirements for Instrument landing system—construction and adjustment

32. (1) The localizer and glide path components which form part of a Facility Performance Category I— ILS shall comply with the Standards requirements as set out in the Manual of Implementing Standards (CNS).

Localizer and glide path components of facility performance categories.

(2) The localizer and glide path components which form part of a Facility Performance Category II — ILS shall comply with requirements as provided in Manual of Implementing Standards (CNS).

(3) The localizer and glide path components which form part of a Facility Performance Category II — ILS shall comply with requirements as provided in Manual of Implementing Standards (CNS).

33. (1) The ILS shall be designed and maintained to ensure adequate level of safety within the performance requirements in these Regulations and consistent with the category of operational performance.

ILS level of safety.

(2) The level of integrity and continuity of service for Facility Performance Category II and III localizers and glide paths shall be at least Level 3, as provided in these Regulations.

34. (1) Where two separate ILS facilities serve opposite ends of a single runway and operationally harmful interference would be present if both facilities were transmitting, an interlock shall be used.

Two ILS facilities serving opposite ends of a single runway.

(2) The CNS provider shall ensure that the interlock in sub-regulation (1) allows only the localizer serving the approach direction in use to radiate.

(3) The CNS Provider shall ensure that only one facility radiates at a time where two ILS are serving opposite ends of a runway or different runways at the airport using same paired frequencies.

(4) When switching from one ILS facility to another, radiation from both shall be suppressed for not less than 20 seconds.

(5) At those locations where an ILS facility and a GBAS facility serve opposite approach directions to the same runway, when the approach direction in use is not the direction served by the ILS, the localizer shall not radiate when GBAS low visibility operations that require GBAS Approach Service Type (GAST) D are being conducted, except where it can be demonstrated that the localizer signal supports compliance with the requirements in these Regulations defining the desired to undesired signal ratios and the maximum adjacent channel power tolerable by the GBAS VHF Data Broadcast (VDB) receiver.

35. The specifications of the VHF Localizer and associated monitor shall be as set out in Manual of Implementing Standards (CNS).

VHF Localizer and associated Monitor specifications.

36. The specifications of the UHF glide path and associated monitor shall be as set out in the Manual of Implementing Standards (CNS).

UHF glide path and associated Monitor specifications.

37. The pairing of the runway localizer and glide path transmitter frequencies of an instrument landing system shall be as contained in Manual of Implementing Standards (CNS).

Localizer and glide path frequency pairing.

38. The specifications of the VHF Marker beacons shall be as provided in Manual of Implementing Standards (CNS).

VHF Marker beacons specifications.

39. The specifications of the VHF omni-directional range specifications shall be as provided in the Manual of Implementing Standards (CNS).

VHF Omni directional range Specifications.

40. The specifications of the Non directional radio beacon specifications shall be as provided in the Manual of Implementing Standards (CNS).

Non directional radio beacon Specifications.

41. The DME system shall provide for continuous and accurate indication in the cockpit of the slant range distance of an equipped aircraft from an equipped ground reference point.

UHF distance measuring equipment-purpose.

42. (1) The system shall comprise two basic components, one fitted in the aircraft, the other installed on the ground.

DME composition.

(2) The aircraft component shall be referred to as the interrogator and the ground component as the transponder.

43. The specifications of the UHF Distance measuring equipment specifications shall be as provided in the Manual of Implementing Standards (CNS).

UHF distance measuring equipment Specifications.

44. The specifications of the Enroute VHF marker beacon 75 MHz specifications shall be as provided in Manual of Implementing Standards (CNS).

Enroute VHF marker beacon 75 MHz Specifications.

PART IV — REQUIREMENTS FOR THE GLOBAL NAVIGATION
SATELLITE SYSTEM (GNSS)

45. (1) The CNS Provider shall ensure that the Global Navigation Satellite System (GNSS) shall provide position and time data to the aircraft. Functions of GNSS.
- (2) The technical specifications for the GNSS shall be as specified in the Manual of Implementing Standards (CNS).
46. The CNS Provider shall provide the GNSS navigation service using various combinations of the following elements installed on the ground, on satellites and/or on board the aircraft — GNSS Elements
- (a) Global Positioning System (GPS) that provides the Standard Positioning Service (SPS);
 - (b) Global Navigation Satellite System (GLONASS) that provides the Channel of Standard Accuracy (CSA) navigation signal;
 - (c) Galileo that provides a single- and dual-frequency Open Service (OS)
 - (d) BeiDou Navigation Satellite System (BDS) that provides the BDS Open Service (BDS OS);
 - (e) aircraft-based augmentation system (ABAS);
 - (f) satellite-based augmentation system (SBAS);
 - (g) ground-based augmentation system (GBAS);
 - (h) ground-based regional augmentation system (GRAS); and
 - (i) aircraft GNSS receiver.
47. (1) The position information provided by the GNSS to the user shall be expressed in terms of the World Geodetic System — 1984 (WGS-84) geodetic reference datum. Space and time reference.
- (2) The time data provided by the GNSS to the user shall be expressed in a time scale that takes the Coordinated Universal Time (UTC) as reference.
- (3) S_{max} shall be defined as the maximum desired VHF data broadcast signal power at the VHF data broadcast receiver input.
- (4) The power in sub-regulation (3) at the receiver input shall be computed from the maximum RF field strength for the desired VHF data broadcast signal as received by an ideal isotropic antenna minus the minimum aircraft implementation loss and is used to determine the VHF data broadcast interference immunity to adjacent channel signals and to signals from sources outside the 108.000 – 117.975 MHz band.
48. The combination of GNSS elements and a fault-free GNSS user receiver shall meet the signal-in-space requirements as specified in the Manual of Implementing Standards (CNS). Signal-in-space performance.
49. The specifications of the GNSS elements shall be as specified in the Manual of Implementing Standards (CNS). GNSS elements specifications.

50. GNSS shall comply with performance requirements as specified in the Manual of Implementing Standards (CNS).

Resistance to interference.

51. The bearing given by the Automatic Direction Finder (ADF) system shall not be in error by more than plus or minus 5 degrees with a radio signal from any direction having a field strength of 70 microvolts per metre or more radiated from an LF/MF NDB or locator operating within the tolerances permitted by these Regulations and in the presence also of an unwanted signal from a direction 90 degrees from the wanted signal and—

System characteristics of airborne automatic direction finder receiving systems.

- (a) on the same frequency and 15 dB weaker;
- (b) plus or minus 2 kHz away and 4 dB weaker; or
- (c) plus or minus 6 kHz or more away and 55 dB stronger.

PART V –EXEMPTIONS

52. (1) A person may apply to the Authority for an exemption from any requirement under these Regulations.

Requirements for application for exemption.

(2) Unless in case of emergency, a person requiring exemptions under this regulation shall make an application to the Authority at least sixty days prior to the proposed effective date, giving the following information—

- (a) name and contact address including electronic mail and fax if any;
- (b) telephone number;
- (c) a citation of the specific requirement from which the applicant seeks exemption;
- (d) justification for the exemption;
- (e) a description of the type of operations to be conducted under the proposed exemption;
- (f) the proposed duration of the exemption;
- (g) an explanation of how the exemption would be in the public interest;
- (h) a detailed description of the alternative means by which the applicant will ensure a level of safety equivalent to that established by the regulation in question;
- (i) a safety risk assessment carried out in respect of the exemption applied for;
- (j) operations and seeks to operate under the proposed exemption, an indication whether the exemption would contravene any provision of the Standards and Recommended Practices of the International Civil Aviation Organization (ICAO) and if the applicant handles international
- (k) any other information that the Authority may require.

(3) Where the applicant seeks emergency processing of an application for exemption, the application shall contain supporting facts and reasons for not filing the application within the time specified in sub regulation (2) and satisfactory reason for deeming the application an emergency.

(4) The Authority may in writing, refuse an application made under sub regulation (3), where in the opinion of the Authority, the reasons given for emergency processing are not satisfactory.

(5) The application for exemption shall be accompanied by the fee determined by the Authority.

53. (1) The Authority shall review the application for exemption made under regulation 52 for accuracy and compliance and if the application is satisfactory, the Authority shall publish a detailed summary of the application for comments, within a prescribed time, in either—

Review and
publication.

- (a) the *Kenya Gazette*; or
- (b) aeronautical information circular; or
- (c) a daily newspaper with national circulation.

(2) Where application requirements have not been fully complied with, the Authority shall request the applicant in writing, to comply prior to publication or making a decision under sub regulation (3).

(3) If the request is for emergency relief, the Authority shall publish the decision as soon as possible after processing the application.

54. (1) Where the application requirements have been satisfied, the Authority shall conduct an evaluation of the request to include—

Evaluation of the
request.

- (a) determination of whether an exemption would be in the public interest;
- (b) a determination, after a technical evaluation of whether the applicant's proposal would provide a level of safety equivalent to that established by the regulation, although where the Authority decides that a technical evaluation of the request would impose a significant burden on the Authority's technical resources, the Authority may deny the exemption on that basis;
- (c) a determination of whether a grant of the exemption would contravene these Regulations; and
- (d) a recommendation based on the preceding elements, of whether the request should be granted or denied, and of any conditions or limitations that should be part of the exemption.

(2) The Authority shall notify the applicant in writing of, the decision to grant or deny the request and publish a detailed summary of its evaluation and decision.

(3) The summary referred to in sub-regulation (2) shall specify the duration of the exemption and any conditions or limitations of the exemption.

(4) If the exemption affects a significant population of the aviation community of the Kenya, the Authority shall publish the summary in aeronautical information circular.

PART VI – GENERAL PROVISIONS

55. (1) Any person who performs any function directly or indirectly under the provisions of these Regulations may be tested for drug or alcohol usage.

Drug and alcohol testing and reporting.

(2) A person who—

- (a) refuses to submit to a test to indicate the percentage by weight of alcohol in the blood; or
- (b) refuses to submit to a test to indicate the presence of narcotic drugs, marijuana, or depressant or stimulant drugs or substances in the body, when requested by a law enforcement officer or the Authority, or refuses to furnish or to authorise the release of the test results requested by the Authority,

that person shall—

- (i) be denied any licence, certificate, rating, qualification, or authorisation issued under these Regulations for a period of up to one year from the date of that refusal; or
- (ii) have his or her licence, certificate, rating, qualification, or authorisation issued under these Regulations suspended or revoked.

(3) Any person who is convicted of a violation of any local or national statute relating to the growing, processing, manufacture, sale, disposition, possession, transportation, or importation of narcotic drugs, marijuana, or 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
- (b) have their licence, certificate, rating, qualification, or authorisation issued under these Regulations suspended or revoked.

56. (1) An ANSP holder of a certificate issued under these Regulations may apply to the Authority for—

Change of name.

- (a) replacement of the certificate if lost or destroyed;
- (b) change of name on the certificate; or
- (c) an endorsement on the certificate.

(2) When applying under paragraph (1), the holder of a certificate shall submit to the Authority—

- (a) the original certificate or a copy thereof in case of loss; and
- (b) a court order, or other legal document verifying the name change.

(3) The Authority shall return to the holder of a certificate, with the appropriate changes applied for, if any, the originals specified under sub-regulation (2) and, where necessary, retain copies thereof.

57. (1) A holder of an ANSP 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 —

Change of address.

- (a) physical address, at least fourteen days in advance; and
- (b) mailing address upon the change

(2) A person who does not notify the Authority of the change in the physical and mailing address within the time frame specified in sub-regulation (1) shall not exercise the privileges of the certificate.

58. A person may apply to the Authority in the prescribed form for replacement of documents issued under these Regulations if such documents are lost or destroyed.

Replacement of documents.

59. (1) A person shall not—

Use and retention of documents and records.

- (a) use any certificate or exemption issued or required by or under these Regulations which has been forged, altered, cancelled, or suspended, or to which he is not entitled;
- (b) forge or alter any certificate or exemption issued or required by or under these Regulations;
- (c) lend any certificate or exemption issued or required by or under these Regulations to any other person;
- (d) make any false representation for the purpose of procuring for himself or any other person the grant, issue, renewal or variation of any such certificate or exemption; or
- (e) mutilate, alter, render illegible or destroy any records, or any entry made therein, required by or under these Regulations to be maintained, or knowingly make, or procure or assist in the making of, any false entry in any such record, or wilfully omit to make a material entry in such record.

(2) All records required to be maintained by or under these Regulations shall be recorded in a permanent and indelible material.

(3) A person shall not issue any certificate or exemption under these Regulations unless he is authorised to do so by the Authority.

(4) A person shall not issue any certificate referred to in sub-regulation (3) unless he has satisfied himself that all statements in the certificate are correct, and that the applicant is qualified to hold that certificate.

60. (1) Any person who knows of a violation of the Act, or any Regulations, rules, or orders issued there under, shall report it to the Authority.

Reports of violation.

(2) The Authority may determine the nature and type of investigation or enforcement action that need to be taken.

61. Any person who fails to comply with any direction given to him by the Authority or by any authorised person under any provision of these Regulations shall be deemed for the purposes of these Regulations to have contravened that provision.

Failure to comply with direction.

62. (1) The Authority shall notify in writing the fees to be charged in connection with the issue, renewal or variation of any certificate, test, inspection or investigation required by, or for the purpose of these Regulations any orders, notices or proclamations made there under.

Aeronautical fees.

(2) Upon an application being made in connection with which any fee is chargeable in accordance with the provisions of sub-regulation (1), the applicant shall be required, before the application is accepted, to pay the fee so chargeable.

(3) If, after that payment has been made, the application is withdrawn by the applicant or otherwise ceases to have effect or is refused, the Authority shall not refund the payment made.

PART VI – OFFENCES AND PENALTIES

63. Any violation to any provision of these Regulations may result in his or her certificate or exemption cancelled or suspended.

Contravention of Regulations.

64. (1) A person who contravenes any provision of these Regulations shall, upon conviction, be liable to a fine not exceeding one million shillings or to imprisonment for a term not more than six months or both, and in the case of a continuing contravention, each day of the contravention shall constitute a separate offence.

Penalties.

(2) If it is proved that an act or omission of any person, which would otherwise have been a contravention by that person of a provision of these Regulations, orders, notices or proclamations made thereunder was due to any cause not avoidable by the exercise of reasonable care by that person, the act or omission shall be deemed not to be a contravention by that person of that provision.

65. A person aggrieved by any decision of the Authority made under these Regulations may, within thirty days of such decision being made, appeal against the decision to the tribunal.

Appeals to the Tribunal.

66. The Civil Aviation (Radio Navigation Aids) Regulations, 2018 are hereby revoked.

Revocation of L.N No. 145 of 2018.

67. (1) A license, certificate, approval or any other document issued to an operator prior to the commencement of these Regulations shall continue in force until it expires or is cancelled by the Authority.

Transitional and savings provisions.

(2) Notwithstanding any other provision of these Regulations, a person who at the commencement of these Regulations is carrying out any acts, duties or operations affected by these Regulations shall, within one year from the date of commencement, comply with the requirements of these Regulations or cease to carry out such acts, duties or operations.

Made on the 15th December, 2025.

DAVIS CHIRCHIR,
Cabinet Secretary for Roads and Transport.