**INTERNATIONAL CIVIL AVIATION ORGANIZATION**

**AFI PLANNING AND IMPLEMENTATION REGIONAL GROUP
FIFTEENTH MEETING (APIRG/15)**

(Nairobi, Kenya, 26 – 30 September 2005)

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**Agenda Item 3:** **Review and follow-up of APIRG conclusions and decisions, including outstanding AFI/7 RAN Meeting recommendations.**
**Agenda Item 5:** **Deficiencies in the Air Navigation Field**

**REPORT ON THE STATUS OF IMPLEMENTATION IN KENYA**

**(Presented by Kenya)**

| Summary |
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| This paper contains information concerning the status of implementation of   APIRG/14 Conclusions, including the AFI/7 RAN Recommendations in Kenya. The deficiencies in the Air Navigation Field in the AFI Region as they pertain to Kenya have similarly been addressed in this paper.<br><br>Action by APIRG is at paragraph 12 |

## 1.    INTRODUCTION

1.1        In the intervening period since APIRG /14 Meeting, Kenya has made significant progress in the implementation of APIRG 14 Conclusions including outstanding AFI/7 RAN Recommendations. This paper presents the status of the implementation of each conclusion of APIRG14 incorporating AFI /7 RAN recommendations. Where the process of implementation is not complete, action currently being undertaken is indicated in the appropriate column.

## 2.    LIST OF CONCLUSIONS RELEVANT TO ANS

| No. | Conclusion | Action by Kenya |
| --- | --- | --- |
| 14/7 | Use of PDNs and ISDNs to meet AFTN requirements. | Kenya is already implementing a domestic VSAT network to address the shortcomings of the dedicated leased circuits. (Refer WP/   ) |
| 14/8 | Implementation requirements for the AFTN circuits. | Kenya has implemented the X.25 connection of 1200 to 9600 bps. However, other centres seem not prefer this mode of transmission. |
| 14/9 | AFTN Transit time statistics. | Implemented. |
| 14/10 | Use of the Internet. | Not implemented |

| No. | Conclusion | Action by Kenya |
|-----|-----------|-----------------|
| 14/15 | Focal points for the preparation of ITU WRCs. | Kenya has a National secretariat that coordinates ITU WRCS issues. |
| 14/16 | Need for a permanent liaison with state telecommunication regulatory authorities. | There exists close liaison between KCAA and CCK who are both members of the telecommunications secretariat |
| 14/19 | Implementation of ATS Routes, including RNAV routes. | Kenya has implemented all routes as required by APIRG. |
| 14/20 | Implementation of ATC Service. | ATC service available in all ATS Routes in the FIR. |
| 14/21 | Implementation of RVSM in the AFI region. | Kenya is committed to the implementation of RVSM in the AFI Region on the proposed target date of 19th January 2006. |
| 14/24 | Implementation of 10 minutes longitudinal separation minimum | 10-minute Separation Minimum is implemented within Nairobi FIR. However, maximum benefits cannot be derived due to non-compliance with one of our neighbours. (Refer WP/    ) |
| 14/29 | ATM Safety management systems. | An ATM safety Management Programme is in place. The necessary documentation including draft legislation, Guidance material and Operations manuals have been developed. The programme is ongoing. (Refer WP/    ) |
| 14/31 | Carriage of operation of Airborne Collision Avoidance Systems (ACAS) and pressure altitude Reporting transponders. | Kenya has fully implemented the ACASII requirement. However difficulties have been experienced with implementation of Phase 2. (Refer WP/    ) |
| 14/44 | Use of GNSS from en-route to NPA. | Kenya has authorised the use of GNSS and has developed procedures for terminal and non-precision approaches. Operational evaluations are expected to commence in August 2005 and full implementation by June 2006. (Refer WP/…) |
| 14/45 | States support for the funding of GNSS implementation. | Kenya through COMESA supports the funding. Kenya is already hosting the Zone C EGNOS Test bed and test flights already carried out in Nairobi. |
| 14/46 | Implementation of GNSS SBAS operational system. | Kenya fully supports SBAS-based procedures. To be implemented when the system becomes fully operational. (Refer WP/…) |
| 14/49 | GNSS Legislation. | Draft legislation has been developed. The draft includes provisions relating to general, airworthiness, Pilot licensing, Operational maintenance, ATS, and Aeronautical Telecommunications requirements. |
| 14/57 | Elimination of Deficiencies in the field of Aeronautical Telecommunications | VOR/DME at Mandera to be implemented in 2006 |
| 14/58 | ICAO/AFCAC Search and Rescue technical co-operation program. | Implemented (Refer WP/…) |
| 14/59 | Need for continued support to inter-regional co-operation. | Kenya actively participates in regional initiatives e.g. EAC, COMESA. |

## 3.    CONCLUSIONS RELEVANT TO AERODROME OPERATIONS

| No | Conclusion | Action by Kenya |
|---|---|---|
| 14/1 | Bird hazard control and reduction. | Implemented (Refer WP/…) |
| 14/2 | Rescue and Fire fighting in a difficult environment. | Implemented<br>A mutual assistance understanding exists between Kenya Airports Authority, Kenya Navy and Kenya Ports Authority |
| 14/3 | Designation of a National Co-ordinator for Aerodromes Emergency Planning. | Implemented |
| 14/4 | Certification of Aerodromes. | The action plan for certification of airports used for international operations has been developed.<br><br>Two inspectors have been trained. One auditor will be trained by December 2005. |
| 14/5 | Impact of NLA on Aerodromes in the AFI Region. | Implemented. Survey of airline requirements done. Master plan is in place. |

## 4.    CONCLUSIONS RELEVANT TO AIR TRANSPORT

| No | Conclusion | Action by Kenya |
|---|---|---|
| 14/60 | Fifth Air Transport Conference. | Implementation on going |

## 5.    CONCLUSIONS RELEVANT TO AIRWORTHINESS

| No | Conclusion | Action by Kenya |
|---|---|---|
| 14/61 | Co-operative Development of operational continuing Airworthiness programmes (COSCAP) Mechanism. | Kenya is a participant in the EAC Airworthiness safety initiative |

## 6.    CONCLUSIONS RELEVANT TO AVIATION SECURITY

| No | Conclusion | Action by Kenya |
|---|---|---|
| 14/52 | ICAO Universal Security Audit Program (USAP) | Implemented (Refer WP/…) |

## 7. CONCLUSIONS RELEVANT TO METEOROLOGY

| No | Conclusion | Action by Kenya |
|---|---|---|
| 14/32 | Need for latest version of workstation software. | Second Generation SADIS VSAT Stations for JKIA and Moi airport is to be purchased. This will include relevant software for decoding of BUFR and GRIB codes, and training on the use of the codes.  Target date for implementation is April 2006 |

| No | Conclusion | Action by Kenya |
|----|-----------|-----------------|
| 14/33 | Composition of the SADIS operations group – (SADISOPSG) | Kenya has nominated a member to the SADISOPSG |
| 14/37 | Cost recovery of Aeronautical Meteorological Services. | No cost- recovery system in place. However, the process is on going to establish the cost-recovery regime. |
| 14/39 | Autonomous entities and meteorological service for Air Navigation. | The Kenya Civil Aviation Authority, an autonomous entity, provides air Navigation Services.  Provision of aeronautical meteorology has not been considered within this entity. The service is provided by the Kenya Meteorological Department. |
| 14/40 | Quality Management. | The National Meteorological Services within East African Community have constituted a task force to look at the guidelines provided by WMO and advice the services on the way forward |

## 8.     AFTN DEFICIENCIES

| REQUIREMENTS | FACILITIES OR SERVICES | DESCRIPTION OF DEFICIENCY | ACTION BY KENYA |
|--------------|------------------------|---------------------------|-----------------|
| AFTN Plan, AFI/7 REC9/7 | Main circuit Nairobi/Brazzaville | Nairobi AFTN Centre Main Nairobi/Brazzaville circuit not implemented since 1998. Kenya and ASECNA urged to implement as a matter of urgency. | Not implemented |
| AFTN Plan, AFI/7 REC9/7 | Nairobi/Cairo AFTN Circuit | NAIROBI CAIRO circuit operates at low speed | Kenya has upgraded to speeds of between 1200 to 9600 bps |
| AFTN Plan, AFI/7 REC9/7 | Nairobi/Johannesburg AFTN Circuit | NAIROBI JOHANNESBURG circuit operates at low speed | Kenya has upgraded to speeds of between 1200 to 9600 bps |
| AFTN Plan, AFI/7 REC9/7 | Nairobi/Mumbai AFTN Circuit | NAIROBI/MUMBAI circuit operates at low speed | Kenya has upgraded to speeds of between 1200 to 9600 bps |

## 9.     DEFICIENCIES IN ARNS FIELD

| REQUIREMENTS | FACILITIES OR SERVICES | DESCRIPTION OF DEFICIENCY | ACTION BY KENYA |
|--------------|------------------------|---------------------------|-----------------|
| Nav. aids. AFI/7 REC 10,4 | Mandera VOR/DME | Not Implemented | Target date for implementation is June 2006. |

## 10.      DEFICIENCIES IN THE SAR FIELD

| REQUIREMENTS | FACILITIES OR SERVICES | DESCRIPTION OF DEFICIENCY | ACTION BY KENYA |
|---|---|---|---|
| Annex 12,3.1.5 | SAR Agreements | Signed with EAC states only. To coordinate with neighbouring states concerned outside EAC | Signed Maritime Agreement with Seychelles. Target date for signing with other states is June 2006 |
| Annex 12,2.4 Annex 12, 3.2.4 AFI/7 Rec 6/1 and 6/2 | SARSAT ELT | 406MHz and 121.5 MHz not implemented | 121.5 MHZ implemented. 406 MHZ not implemented. Air Operators have been notified of the requirement to replace 121.5 MHZ with 406 MHZ. The process of establishing 406MHZ database is on going. |
| Annex 12,2.1 | SAR legislation | Not implemented | Development of draft legislation is on going. Target date of completion is 2006. |

## 11.      DEFICIENCIES IN THE ATS/DS FIELD

| REQUIREMENTS | FACILITIES OR SERVICES | DESCRIPTION OF DEFICIENCY | ACTION BY KENYA |
|---|---|---|---|
| AFI/7 Plan Rec. 9/9 | ATS/ DS Circuit between Mombasa APP and Kilimanjaro | ATS Direct Speech circuit between Mombasa APP and Kilimanjaro not implemented since 1996. Kenya and Tanzania to take action to implement LTF circuit as matter of urgency. | This problem will be solved through regional VSAT networks. |
| AFI/7 Plan Rec. 9/9 | ATS/ DS circuit between Mombasa APP and Dar Es Salaam | ATS Direct Speech link between Mombasa APP and Dar Es Salaam is Unreliable since 1996. Kenya and Tanzania to take action to Improve the Mombasa/Dar circuit | This problem will be solved through VSAT networks |

**12.    ACTION BY THE MEETING**

12.1          The Meeting is invited to:

a)  Note progress made by Kenya in the implementation of APIRG 14 Conclusions including outstanding AFI/7 RAN Recommendations
b)  Note the progress made by Kenya in addressing deficiencies
c)  Update table of deficiencies accordingly


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