



REPUBLIC OF KENYA

MINISTRY OF ROADS AND TRANSPORT

REGULATORY IMPACT ASSESSMENT

FOR THE

**CIVIL AVIATION (CERTIFICATION OF AIR NAVIGATION SERVICE
PROVIDERS) REGULATIONS, 2024**

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*This Regulatory Impact Assessment (RIA) has been prepared by the Cabinet Secretary - Ministry
of Roads and Transport*

Section 6 and 7 of the Statutory Instruments Act, Cap 2A

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CHAPTER ONE: INTRODUCTION

1.1 Regulatory Authority and the Legal Mandate

Kenya Civil Aviation Authority is established under the Kenya Civil Aviation Act No. 21 of 2013 (the Act) with the primary functions being Regulation and Oversight of Aviation Safety and Security; Economic Regulation of air services and development of Civil Aviation; Provision of Air Navigation Services; and Training of aviation personnel as guided under the provisions of the Convention on International Civil Aviation, related ICAO Standards and Recommended Practices (SARPs), the Act, and the Civil Aviation Regulations.

The object and purpose for which the Authority was established are, to economically and efficiently plan, develop and manage civil aviation, regulate and operate a safe civil aviation system in Kenya in accordance with the provisions of the Act Section 82 (1) of the Civil Aviation Act, 2013 empowers the Cabinet Secretary, at the time being in Charge of Transport, to make Regulations to give effect to and for the better carrying out of the objects and purposes of the Act, and to provide generally for regulating air navigation, air transport, air accident investigation and carrying out and giving effect to any convention.

Further, Section 82(2) of the Act is more specific and provides that Without prejudice to the generality of Section 82(1), the regulations developed are for-

- (a) regulating, by establishing licensing authorities and a system of licensing and otherwise, the use of aircraft (i) for commercial transport; and (ii) for aerial work;
- (b) requiring the flight crew, and persons, performing prescribed functions in relation to the operation or maintenance of aircraft, air navigation services, design and construction of aircraft to be the holders of licences of specified kinds;
- (c) providing for the manner and conditions of issue, validation, renewal, extension or variation of any licence required in regulations and for the form, custody, production, cancellation, suspension, endorsement and surrender of such;
- (d) providing for the conditions under which and in particular the aerodromes to or from which, aircraft entering or leaving Kenya may fly and the conditions under which aircraft may fly from one part of Kenya to another;
- (e) minimizing or preventing interference with the use or effectiveness of apparatus used in connection with air navigation and air navigation services and prohibiting or regulating the use of such apparatus and the display of signs and lights liable to endanger aircraft;
- (f) generally securing the safety, efficiency, and regularity of air navigation and safety of aircraft and of persons and cargo carried therein, and for preventing aircraft endangering other persons;
- (g) requiring persons engaged in or in connection with meteorology to supply meteorological information for the purpose of air navigation;
- (h) regulating the making of signals and other communications by or to aircraft and persons carried therein;

- (i) subject to any other written law, prescribing a civil air ensign for Kenya and regulating the use of any other ensign established for purposes connected with air navigation;
- (j) prohibiting aircraft from flying over such areas in Kenya as the Cabinet Secretary may by order published in the Gazette declare to be prohibited areas;
- (k) prescribing the fees to be paid in respect of the issue, validation, renewal, extension or variation of any license, or the undergoing of any examination or test required by regulations made under this Act or any other matters in respect of which it appears to the Cabinet Secretary to be expedient to charge fees;
- (l) prescribing charges or enabling some other authority to prescribe charges to be paid in respect of air navigation services, regulatory services and providing for the recovery of such charges;
- (m) providing for consumer protection and any other related matter;
- (n) exempting any aircraft or persons or classes of aircraft or persons from the provisions of any regulations made under this Act;
- (o) providing for the investigation in such manner as may be prescribed, including by means of a tribunal established for the purpose, of any accident arising out of or in the course of air navigation and occurring either in or over Kenya or occurring elsewhere to Kenya aircraft;
- (p) prohibiting access to or interference with aircraft to which an accident has occurred, and authorizing any person, so far as may be necessary for the purpose of an investigation, to have access to, remove, take measures for the preservation of, or otherwise deal with any such aircraft;
- (q) requiring any person who owns an aircraft or who carries on the business of operating aircraft for hire or reward to furnish to such authorities as may be prescribed such information relating to the aircraft and the use thereof, the crew, the mail, the passengers and the cargo carried, as may be prescribed;
- (r) providing for the licensing, inspection and regulation of aerodromes, access to places where aircraft, have landed or may land, access to aircraft factories or maintenance establishments or places where aircraft parts and engines are maintained, for the purpose of inspecting work therein carried on in relation to aircraft or parts thereof.
- (s) regulating the firing of rockets;
- (t) prohibiting or regulating in the vicinity of any aerodrome the emission or causing of smoke, soot, ash, grit, dust and any other substance whatever which obscures or may obscure visibility;
- (u) the classification and use of airspace and the control and use of air routes and provisions of search and rescue facilities; and
- (v) the control and operation of the aircraft within or directly above the aerodrome for the purpose of limiting or mitigating the effect of noise.

1.2 Requirements of the Statutory Instruments Act

The Statutory Instruments Act, No. 23 of 2013 (SIA) is the legal framework governing the conduct of RIA in Kenya. Sections 6 and 7 require that if a proposed statutory instrument is likely to impose

significant costs on the community or a part of the community, the Regulation-Making Authority (RMA) shall, prior to making the statutory instrument, prepare a regulatory impact statement about the instrument. SIA further sets out certain key elements that must be contained in the RIA namely:

- (a) a statement of the objectives of the proposed legislation and the reasons for them
- (b) a statement explaining the effect of the proposed legislation including in the case of a proposed legislation which is to amend an existing statutory instrument the effect on the operation of the existing statutory instrument
- (c) a statement of other practicable means of achieving those objectives, including other regulatory as well as non-regulatory options;
- (d) an assessment of the costs and benefits of the proposed statutory rule and of any other practicable means of achieving the same objectives;
- (e) the reasons why the other means are not appropriate;
- (f) any other matters specified by the guidelines;
- (g) a draft copy of the proposed statutory rule. Section 5 of SIA requires an RMA to conduct public consultations drawing on the knowledge of persons having expertise in fields relevant to the proposed statutory instrument and ensuring that persons likely to be affected by the proposed statutory instrument are given an adequate opportunity to comment on its proposed content.

1.3 What is a Regulatory Impact Assessment (RIA)?

RIA is a systemic approach of critically assessing the positive and negative effects of proposed or existing regulations and non-regulatory alternatives. It is an analytical report to assist decision makers to arrive at an informed policy decision. As an aid to decision making, RIA includes an evaluation of possible alternative regulatory and non-regulatory approaches with the overall aim of ensuring that the final selected regulatory option provides the greatest net public benefit.

Typically, the structure of a RIA should contain the following elements: title of the proposal, the objective and intended effect of the regulatory policy, an evaluation of the policy problem, consideration of alternative options, assessment of all their impacts distribution, results of public consultation, compliance strategies, and processes for monitoring and evaluation.

RIA promotes evidence-based policymaking as new regulations typically lead to numerous impacts that are often difficult to foresee. From a societal viewpoint, RIA confirms whether a proposed regulation is welfare enhancing, in that, the benefits will surpass costs. RIA therefore has an overall objective of not only improving understanding of the real-world impact of regulatory action, including both the benefits and the costs of action, but also integrating multiple policy objectives, improving transparency and consultation; and enhancing governmental Authority.

CHAPTER TWO – PURPOSE AND OBJECTS OF PROPOSED REGULATIONS

2.1 Scope of the proposed regulations

These Regulations shall apply to a person providing air navigation services within designated air spaces and at aerodromes in Kenya and in areas over the high seas to which Kenya has been given responsibility under the regional air navigation plan but shall not apply to a person who provides air navigation services exclusively to the military.

2.2 Objective of the proposed regulations

These regulations provide requirements to the air navigation service providers prior to granting of an authorization to provide the services. The specific objectives of the Certification of Air Navigation Providers Regulations are to provide the requirements for the Air Navigation Service Providers (ANSPs) in regard to the:

- (a) Provision of air navigation services.
- (b) Application for an ANSP certificate
- (c) Issuance of certificate.
- (d) Contents of the certificate.
- (e) Validity of a certificate.
- (f) Renewal of a certificate.
- (g) Variation of ANSP certificate.
- (h) Amendment of an ANSP certificate.
- (i) Display of certificate.

2.3 An Overview of the Proposed the proposed Regulations 2024

The Salient Features of the regulations include:

- Part I - Preliminary Provisions (Citation, Interpretation and Application).
- Part II - Certification of Air Navigation Service Providers
- Part III - Manual of Air Navigation Service Operations
- Part IV - Air Navigation Services
- Part V - Miscellaneous Provision
- Part VI - General Provisions
- Schedule - Penalties

CHAPTER THREE: BACKGROUND AND CONTEXT

3.1 Policy Background

3.1.1 International

2.1.1 Sustainable Development Goals

The Sustainable Development Goals (SDGs), also known as the Global Goals, were adopted by the United Nations in 2015 as a universal call to action to end poverty, protect the planet, and ensure that by 2030 all people enjoy peace and prosperity. Goal 9 of the SDGs advocates for building resilient infrastructure, promoting inclusive and sustainable industrialization and fostering innovation. Kenya intends to provide access to safe, affordable, accessible and sustainable *transport* systems for all, improving road safety, notably by expanding public *transport* by 2030.

2.1.2 Convention of International Civil Aviation (Chicago Convention)

Kenya, by virtue of Articles 2 (5) and (6) of the Constitution has ratified and become part of the international participants in the aviation space. The International Civil Aviation Authority (ICAO) was established as a specialized United Nations (UN) agency under the Convention of International Civil Aviation (Chicago Convention) which helps 193 countries to cooperate and share their skies to their mutual benefit. To achieve this, ICAO has provided for the establishment of international Standards and Recommended Practices (SARPs) the uniform application of which is necessary in order to achieve the highest practicable degree of uniformity in regulations, standards, procedures and organization in relation to aircraft, personnel, airways and auxiliary services in all matters in which such uniformity will facilitate and improve air navigation.

The draft Civil Aviation (Certification of Air Navigation Service Providers) Regulations, 2024 correspond to the SARPs issued by ICAO as Annexes applicable to the provision of air navigation services, including annexes 1,2, 3, 4, 5, 10, 11, 12, 15, 16 and 19 to the Convention on international civil aviation. Kenya as a contracting state has an obligation under Article 28 and 37 to the Convention on international civil aviation to provide air navigation facilities to facilitate international air navigation and transpose the SARPs into state regulation.

These regulations thus are issued in fulfilment of Kenya's international obligations as an ICAO contracting state and to ensure the safety, security, regularity and economic viability of global air transport system.

3.1.2 Regional Legislative initiatives

Regionally, Kenya is a member of the African Civil Aviation Commission (AFCAC) which is a specialized body of the African Union (AU) whose mandate is to create a safe, secure, efficient, and sustainable civil aviation industry across Africa that propels development through furthering connectivity.

Further, under the East African Community, Kenya is a member of Civil Aviation Safety and Security Oversight Agency (CASSOA) which is established under Article 92 of the EAC Treaty which in summary states that the Partner States shall undertake to make air transport services safe,

efficient and profitable; adopt common policies for the development of civil air transport in the region; harmonize civil aviation rules and regulations and coordinate measures and co-operate in the maintenance of high security.

Under commitments under these regional arrangements and the aspiration to ensure that the regional air transport industry is appropriately managed, Kenya is obliged to issue these regulations to fulfill the regional obligations to a safe, secure and economically viable air transport system.

3.1.3 Domestic

(a) Kenya Vision 2030

Kenya Vision 2030 is a nationwide multi-sectorial document that outlines the main policies, legal and institutional reforms as well as programs and projects that the Government plans to implement. The 2030 Vision aspires for a country firmly interconnected through a network of roads, railways, ports, air, water and sanitation facilities, and telecommunications. The expansion, modernization and management of the aviation sector continues to enhance air transport safety, security, and connectivity across the country and beyond. Civil aviation is a critical catalyst for global and national development. Air transport in Kenya has continued to grow and has contributed to job creation and increased interaction and trade with other countries. As part of the implantation of the Vision 2030, the Kenya Kwanza administration adopted the Bottom-Up Economic Transformation Agenda (BETA) that will be implemented over the next five years. The agenda is built on six main pillars, to be being implemented through five (5) MTP IV sectors that include Infrastructure. One of the aims under infrastructure sector is to enhance transport connectivity and the provisions of the regulations are meant to institutionalize a civil aviation regulatory and oversight framework that promotes a sustainable safe and secure air transport system in Kenya.

(b) Constitution of Kenya 2010

The Constitution recognizes civil aviation as one of the functions under the National Government in the fourth schedule. Chapter 4 of the Constitution provides for the Bill of Rights. Article 46 provides for consumer protection where it applies to goods and services offered by public entities or private persons. Aviation Consumers have rights for services of reasonable quality; information necessary for them to get full benefit from the services; and protection of their economic interests. Chapter 6 of the Constitution provides for leadership and integrity including the conduct of state officers and public officers. Employees and officers of the Authority are public officers hence they are bound by the principles of Chapter 6 of the Constitution. The regulations have largely provided for standardized ways of provision of quality services, information to be used by its consumers for protection of their economic interest, data protection issues, access to information while maintaining technical infrastructure within the aviation sector.

(c) Civil Aviation Act

The Civil Aviation Act No. 21 of 2013 was enacted to provide for the control, regulation and orderly development of civil aviation in Kenya; and for connected purposes. Section 4 of the Act provides that the provisions of the Act and regulations made thereunder unless expressly excluded shall apply to: aerodromes used for civil aviation in Kenya; air services established or operating in Kenya; any aircraft registered by the Authority; any foreign aircraft within the Kenya territory; aviation personnel and training schools certified by the Authority; enterprises operating in Kenya

in the design, manufacture, maintenance, repair and modification of aircraft and aircraft parts or components; and air navigation facilities and services in Kenya. Section 82 provides for the Regulations that can be made by the Cabinet Secretary responsible for aviation matters to give effect to the Act and for regulating air navigation, air transport, air accident investigation and carrying out and giving effect to any convention on aviation ratified by Kenya.

The draft Civil Aviation (Certification of Air Navigation Service Providers) Regulations, 2024 have been developed under section 82 of the Civil Aviation Act. The Civil Aviation Act also provides that the Authority shall co-ordinate and direct the air navigation services through the provision of air navigation services in Kenya airspace, and for any areas outside of Kenya for which Kenya has, in pursuance of international arrangements, undertaken to provide air navigation services, alerting service and to co-ordinate search and rescue.

(d) Statutory Instruments Act, CAP 2A

This Act provides rules for the making and revocation of Statutory Instruments made directly or indirectly under any Act of Parliament or other written legislation. The object of this Act is to provide a comprehensive regime for the making, scrutiny, publication and operation of statutory instruments by:

- (a) requiring regulation-making authorities to undertake appropriate consultation before making Statutory Instruments;
- (b) requiring high standards in the drafting of Statutory Instruments to promote their legal effectiveness, clarity and intelligibility to anticipated users;
- (c) improving public access to Statutory Instruments;
- (d) establishing improved mechanisms for parliamentary scrutiny of Statutory Instruments; and
- (e) establishing mechanisms to ensure that Statutory Instruments are periodically reviewed and, if they no longer have a continuing purpose, repealed.

The Act also makes provision for the making of regulatory impact statements under section 6 as well as contents of the regulatory impact statement under section 7.

3.2 International Context

The Convention on International Civil Aviation, which, has been ratified by Kenya established the International Civil Aviation Organization (ICAO) with a mandate to support, coordinate and help countries to diplomatically and technically realize a uniquely rapid and dependable network of global air mobility, connecting families, cultures, and businesses all over the world, and promoting sustainable growth and socio-economic prosperity wherever aircraft fly.

As a global forum of States for international civil aviation. ICAO develops policies and Standards, undertakes compliance audits, performs studies and analyses, helps and builds aviation capacity through many other activities and the cooperation of its Member States and stakeholders.

Article 37 of the Convention on International Civil Aviation provides for Adoption of international standards and procedures requiring each contracting State undertaking to collaborate in securing the highest practicable degree of uniformity in regulations, standards, procedures, and organization in relation to aircraft, personnel, airways and auxiliary services in all matters in which such uniformity will facilitate and improve air navigation.

The International Civil Aviation Organization adopts and amends international standards and recommended practices and procedures dealing with various aspects of air navigation and such other matters concerned with the safety, regularity, and efficiency of air navigation as may from time to time appear appropriate.

Further, Article 12 of the Convention requires that each contracting State undertakes to adopt measures to ensure that every aircraft flying over or manoeuvring within its territory and that every aircraft carrying its nationality mark, wherever such aircraft may be, shall comply with the rules and regulations relating to the flight and manoeuvre of aircraft there in force. Each contracting State undertakes to keep its own regulations in these respects uniform, to the greatest possible extent, with those established from time to time under this Convention. Over the high seas, the rules in force shall be those established under this Convention. Each contracting State undertakes to ensure the prosecution of all persons violating the regulations applicable.

Internationally, each of the 193 contracting States has, in compliance with their national commitments and obligations under the Convention, established national civil aviation regulations with the objective of governing the aviation industry in their jurisdiction.

Article 12 of the Convention relating to scheduled air services provides that no scheduled international air service may be operated over or into the territory of a contracting State, except with the special permission or other authorization of that State, and in accordance with the terms of such permission or authorization.

The lack of an appropriate set of regulations in one contracting state jeopardizes the safety, security and economic status of international air navigation. The Civil Aviation (Certification of Air Navigation Service Providers) Regulations 2024 are therefore proposed to ensure fulfilment of state obligation and alignment of the Kenyan aviation system with international requirements and allow Kenya effectively to explore the potential economic and geopolitical benefits of participating in international air navigation.

3.3 Domestic Context

The Kenya Civil Aviation Authority is established under the Civil Aviation Act with the object and purpose for which the Authority as established shall be, to economically and efficiently plan, develop and manage civil aviation, regulate and operate a safe civil aviation system in Kenya in accordance with the provisions of the Act. Further The Civil Aviation Act require that the Cabinet Secretary shall make regulations to give effect to and for the better carrying out of the objects and

purposes of this Act, to provide generally for regulating air navigation, air transport, air accident investigation and carrying out and giving effect to any convention.

The Civil Aviation (Certification of Air Navigation Service Providers) Regulations 2024 enable KCAA to effectively discharge its mandate by establishing operational standards that ensure that the aviation system in Kenya is aligned to the standards established internationally and applicable globally.

The Civil Aviation (Certification of Air Navigation Service Providers) Regulations 2024 therefore are issued in fulfilment of the obligations set forth in the Civil Aviation Act and in support of the mandate of KCAA.

CHAPTER FOUR: EVALUATION OF THE PROBLEM

The Civil Aviation (Certification of Air Navigation Service Providers) Regulations were last gazetted vide Legal Notice No. 125 of 2018. ICAO has adopted a number of amendments to annexes applicable to Air navigation services operations including Annexes 1, 2, 3, 4, 5, 10, 11, 12, 15, 16 and 19 to the Chicago convention on which the regulations are based hence operating standards and requirements have changed since. As such, the regulations promulgated in 2018 are no longer current and lack the benefit of the amendments adopted since. Kenya is therefore not in compliance with the terms of the convention of which it is a signatory. The gaps in the regulations then can only be bridged through amendment and promulgation of these regulations.

(a) Sustainability of Civil Aviation System

(i) International Obligation

While the International Civil Aviation Organization has a responsibility to adopt and amend from time to time, international standards and recommended practices and procedures dealing with air navigation services in accordance to Article 37 to the Chicago Convention, Kenya, as a contracting State has agreed to collaborate in securing the highest practicable degree of uniformity in its regulations, standards, procedures, and organization in relation to the provision of air navigation services operations with those adopted and amended by ICAO.

To achieve effective compliance with the terms of the Convention, State regulations should be comprehensive, clear, consistent and up to date. The regulations should conform with the Annexes to the Convention.

It is the responsibility of a State to develop and implement a process to ensure the timely amendment of the specific operating regulations, as necessary, in order to keep pace with the amendments to the Annexes to the Convention. The system in place should ensure that the regulations are issued at the appropriate level, as provided for by the civil aviation act. It is also required that the State ensures that the overall legislation is consistent and, in particular, that regulations are repealed when replaced by new ones.

At regional level, Kenya is a member of the East Africa Community treaty. The East Africa Community Civil Aviation Safety and Security Agency (EAC CASSOA) coordinates aviation activities at regional level and serves as the Regional Safety Oversight Organization. To achieve uniformity and standardization at regional level, member states have agreed to jointly develop the harmonized model EAC civil aviation regulations which member States should adopt. These Regulations when promulgated will therefore reflect those developed at regional level.

(ii) Aviation Safety

Safety is a core value-offering of rapid and dependable air services, and international cooperation on aviation safety by governments and industry groups. Initiatives taken

by ICAO in collaboration with contracting States have helped commercial air transport to become the safest way to travel.

Aviation Safety is the state in which risks associated with aviation activities, related to, or in direct support of the operation of aircraft, are reduced and controlled majorly through proactive means to an acceptable level.

ICAO working together with member States are currently working toward their agreed global safety target of zero fatalities by 2030, in tandem with the strengthening of their regulatory capacities, while pursuing a range of programmes and targets relevant to current core areas of global aviation safety planning, oversight, and risk mitigation.

Over the years, ICAO and its Member States have collaborated to develop uniform Standards and Recommended Practices (SARPs) and procedures for the safe and orderly development of international civil aviation as well as for sound and economical international air transport services. United by a common cause and commitment, ICAO and its Member States have been able to confront crucial issues and, to a great degree, overcome the challenges encountered.

A number of factors that are in play underline the importance of renewed commitment and political will on the part of governments:

- (a) an increased involvement of non-traditional sectors in civil aviation, necessitating a significantly heightened attention to matters of aviation safety within the context of wider policy initiatives;
- (b) increasing globalization of civil aviation itself, exemplified by foreign and multi-national ownership and alliances of airlines, joint marketing arrangements, multinational approaches to both technical and economic regulations, along with increasing interaction between domestic and international civil aircraft operations;
- (c) an increasing demand for flights and for the infrastructure and services that such demand generates. The growth of air transport is surpassing the capacity of many aerodromes and airspace utilization, causing authorities to reconsider concepts, processing methods and facilities. This presents the challenge of providing additional capacity while maintaining or even improving safety levels;
- (d) increasingly intense social, economic, political, environmental and other pressures on civil aviation policy, particularly at the national and regional levels. Such pressures can result from rapid changes to socio-economic systems, which can have global effects (for example, rising expectations by society of safety levels). These pressures can also lead to conflicts such as those between safety and environmental obligations. In meeting environmental obligations, those relating to safety should not be compromised;

- (e) aviation safety is essential to ensure the healthy development of the air transport sector, which is a catalyst for sustainable development. Air transport impacts tourism and trade. It serves as the main mode of transportation to deliver humanitarian relief and response to crises and public health emergencies. It generates other socio-economic benefits which help eradicate poverty by creating jobs and enhancing air connectivity.

The State has the responsibility to regulate and supervise all aviation activities within Kenya to ensure the safe, efficient and regular operation of air services.

As such, for the State to effectively oversight aviation activities in Kenya, it must be supported with a robust and up to date regulations. The lack of up to date Certification of Air Navigation Service Providers regulations therefore introduces a gap in requirements to be implemented in the Certification of Air Navigation Service Providers and limits the State in undertaking its oversight responsibility over the agency and organizations providing Air Navigation Service within jurisdiction of Kenya.

(iii) Operational rights to other jurisdictions

Kenya's Geopolitical location attracts many a person and operator from other jurisdictions. Many airlines and air operators operating into, out of and through Kenya emanate from states that have standardized their regulations with SARPS adopted and amended by the International Civil Aviation Organization. Kenya as a State therefore stands to gain if operational rights and State regulations mirror those of jurisdictions of the target operators. The way to achieve this uniformity is by developing Kenyan regulations in line with ICAO SARPS as adopted and amended from time to time.

(f) Reduction of Cost of Doing Business

The regulatory framework in place may encourage or discourage people and organizations from doing business. The sustainability of the civil aviation system is increasingly linked to the cost of doing business. Civil aviation is a cost intensive venture requiring huge sums of money to procure aviation systems, establish the requisite infrastructure, purchase aircraft and run an airline to name a few. A poorly regulated industry may never thrive owing to the negative perception associated with it, the associated high cost of doing business, high insurance premiums and the losses resulting from doing business in such an environment.

To reduce unwarranted losses, high cost of doing business and an unstable business environment, proper regulations are required. A robust regulatory framework goes a long way in assuring investors that they can invest without worrying about the possibility of their investment suddenly going down the drain because of preventable incidents, accidents, flight delays, unwarranted competition and inefficiencies in air

navigation services provision. Robust regulations provide the confidence, cushion and order necessary to gain such confidence.

Establishing robust regulations for air navigation service providers also assures air operators that the Kenyan airspace is safe, well-structured and designed to accommodate optimum aircraft volumes, the air navigation service providers' personnel are adequately qualified before being assigned operational duties, the services provided meet international standards and that traffic can be expedited through allocation of the most optimum flight profiles to enable saving on fuel burn.

CHAPTER FIVE: STAKEHOLDER CONSULTATION

5.1 Legal requirements relating to public participation and consultation

The Civil Aviation (Certification of Air Navigation Service Providers) Regulations 2018, have been amended mainly to enhance clarity of the Regulations. Kenya as a contracting State is required to bring its regulations into uniformity with the adopted and amended international standards to continue participating on equal grounds with the rest of the world.

Public participation plays a crucial role in democratic governance by ensuring transparency, inclusivity, and accountability in decision-making processes. The Constitution of Kenya 2010, places emphasis on public participation as a fundamental principle of governance. Article 10 of the Kenya Constitution outlines the values and principles of governance, including public participation, which is crucial for achieving accountability, transparency, and public involvement in decision-making processes.

In addition, Article 118 of the constitution establishes the right to public participation in legislative and other processes of the State, ensuring that the public has an opportunity to participate in matters that affect them directly.

The requirement for public participation applies to regulation making too. As such, before the draft regulations would be forwarded for promulgation, a series of stakeholder/public engagements were conducted.

5.2 The Process of Public Consultation

The first of a series of stakeholder meetings was physically held at the Ole Sereni Hotel in Nairobi on 30th April 2019. The second Stakeholders meeting was hybrid (both physically at Four Points Hotel and virtually) between 14th – 18th June 2021. The third public engagement was a physical meeting with stakeholders held at the Emara Ole Sereni Hotel between 14th and 15th February 2022.

In each of the engagements, comments and input from stakeholders were taken and incorporated into the regulations as appropriate and the outcome presented in the succeeding engagement forum. To conclude stakeholder engagement, the Authority organized for a final regulations validation workshop at the Panari Hotel in Nairobi between 6th and 8th May 2024 to allow stakeholders to confirm that the Authority had considered and incorporated their comments and input in the final drafts of the regulations. This was the final activity that paved way for the regulation review to proceed to the next stage.

5.3 Public Notice and awareness

All stakeholders' engagement fora were advertised at least 21 days before being held in at least major local daily in accordance with applicable requirements for stakeholder engagement. Additionally, formal notice of the same was posted on the KCAA official website. All sets of regulations to be discussed during the public participation fora were well spelt out in the adverts.

An online registration form was provided on the website in addition to a form to collect stakeholder comments which was uploaded alongside the regulations on the KCAA website www.kcaa.or.ke.

5.4 Public participation forum

The physical stakeholder engagement was conducted at the Ole Sereni Hotel in Nairobi on 30th April 2019 and attended by 102 participants. The virtual stakeholder engagement held between 14th and 18th June 2021 attracted a total attendance of 718 members of the public and aviation stakeholders. The Stakeholder engagement reports, Local daily newspaper adverts, copies of signed or digital attendance lists as applicable, Matrices containing input from stakeholders and how the same were incorporated in the regulations form annexures to this report.

5.5 Analysis and Feedback

The Authority received many memoranda from the industry and general public using the forms provided to collect stakeholder feedback. Some memoranda were delivered physically, in writing or through email. Memoranda received before stakeholder meetings were analysed, the Authority's response documented in a matrix and the same presented during the physical or virtual stakeholder engagement sessions.

Every additional effort was made to analyse each comment and give feedback to every input received from stakeholders initially on the floor of the physical or virtual engagement during question-and-answer sessions which came immediately after regulation presentations, or in writing where stakeholder input and comments were received in writing or after the engagement sessions.

For stakeholder input and comments requiring substantial analysis and amendment to draft regulations, the stakeholders were invited to shed more light on their comments and requests through physical/virtual meetings, in writing or email. Their input was then discussed and analysed together with the regulation drafters and when consensus had been reached, the regulations were either redrafted to incorporate their input or retained as were where taking the industry comments in full would make the State to contravene ICAO standards to ensure that the State didn't contravene international standards and practices.

At all stages of regulation making, the Authority kept contact lines with stakeholders open to ensure that as important players they were fully involved and that they felt part of the process.

CHAPTER SIX: COST BENEFIT ANALYSIS

6.1 Costs and Benefits analysis

The benefits that will accrue from promulgation of new civil aviation (Certification of Air Navigation Service Providers) regulations far outweigh the projected costs to be incurred mainly by the air navigation services providers and air operators. The costs are mainly related to initial implementation costs to achieve compliance with the regulatory requirements and retrofitting aircraft to be able to operate in the new airspaces.

The benefits that will accrue from promulgation of new civil aviation (Rules of the Air) regulations far outweigh the projected costs to be incurred mainly by the industry. The costs are mainly related to initial implementation costs to achieve compliance with the regulatory requirements and retrofitting aircraft to be able to operate in the new airspaces.

It is however impossible to fully quantify the cost that goes into ensuring that aviation safety which is a cardinal element of all civil aviation activities is maintained at all times. Furthermore, the standards which these regulations endeavor to comply with have been meticulously studied and trialed at international level. The results of such trials and tests have proven that the benefits accrued are worth the cost hence the adoption of the standards and recommended practices into ICAO annexes applicable to air navigation services.

Table 1 below summarizes the problems promulgation of new regulations is supposed to treat, the proposed amendments as well as the attached benefits and costs.

Table 1: Cost Benefit analysis

PROBLEM	PROPOSED REFORM	BENEFITS	COST
Citation	“air navigation services” means services provided to air traffic during all phases of operations, namely, approach, aerodrome and enroute which include— (a) air traffic management; (b) communication navigation and surveillance system; (c) meteorological services for air navigation; (d) search and rescue; and	Enhance efficiency and application of regulations.	NIL

	(e) aeronautical information services or aeronautical information management;		
Application	3. These Regulations shall apply to a person providing air navigation services within designated air spaces and at aerodromes	Enhance efficiency and application of regulations and for clarity of regulations.	NIL
Side note for regulation 5 was omitted	Application for ANSP certificate.	Enhance efficiency and application of regulations.	NIL
Renewal of a certificate.	9 (1) An application for renewal of an ANSP certificate shall be made in a form prescribed by the Authority not later than ninety (90) days before expiry of the certificate. (2) Subject to sub-regulation (1), the application shall be accompanied with— (a) the Manual of Air Navigation Service Operations (MANSOPs) as prescribed by the Authority; and (b) the fee as prescribed by the Authority.	Enhance efficiency and application of regulations.	Minimal cost for re-certification.

	(3) The renewal of a certificate shall be subject to the provisions of the Act and regulations made thereunder.		
12. Display of certificate.	12. (1) The holder of the ANSP certificate shall display the certificate, or a copy at the holder's principal place of business in a conspicuous place generally accessible to the public. (2) Where a copy of the certificate is displayed under sub regulation (1), the holder of the certificate shall produce the original certificate to the Authority for inspection if required.	Enhance efficiency and application of regulations.	NIL
14. Suspension and cancellation of certificates	14. (1) The Authority may suspend, cancel, or revoke an ANS provider certificate, or impose conditions in respect of any such certificate, if the Authority considers such action necessary in the interests of aviation safety. (2) The Authority may provisionally suspend pending further investigation, any certificate issued under these Regulations, if it considers that— (a) a relevant provision of— (i) the Act or Regulations made there under; or (ii) a condition in the certificate has not been or is not being complied with;	Amended the side notes to include revocation to enhance efficiency and application of regulations.	Loss of revenue

	(b) false or materially incorrect information was given to the Authority in the application for the certificate; or (c) it is in public interest to do so. (3) The Authority may, on giving reasons to the holder of a certificate, suspend the certificate for a period not exceeding sixty days. (4) A holder of a certificate who is notified of a suspension in sub regulation (3) may submit a response in writing within a period not exceeding fourteen days. (5) Notwithstanding sub regulation (4), the Authority may suspend any or all operations of the holder of the certificate pending receipt of a response from the holder. (6) The Authority may, upon the completion of an investigation which has shown sufficient ground to the Authority's satisfaction suspend, cancel or revoke any certificate issued under these Regulations. (7) A holder or any person having the possession or custody of any certificate which has been suspended, cancelled or revoked under these Regulations shall surrender the certificate to the Authority within fourteen days		
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		from the date of suspension, cancellation or revocation.		
18. Amendment of the manual of ANS operations		18. (1) For the purposes of maintaining the accuracy of the information in the MANSOPs, the— (a) holder of a certificate shall whenever necessary, amend the manual; or (b) the Authority may issue a written directive requiring the ANS provider to amend the manual. (2) Notwithstanding sub-regulation (1) the holder of a certificate shall review the MANSOPs at least once every four years (3) The holder of a certificate shall submit the proposed amendment to the Authority for approval.	Enhance airspace capacity and efficiency.	NIL
21. Air navigation services facilities and standard systems		21. (1) A holder of an ANSP certificate shall— (a) provide in the designated portion of airspace and aerodromes, facilities for the provision of air navigation services; and (b) adopt and put into operation the appropriate standard systems, operational practices and rules as prescribed by the Authority. (2) The ANSP shall incorporate the relevant ANS oversight inspectors in factory	The side notes was amended to read “Air navigation services facilities, and standard systems and training requirements” This will enhance efficiency and application of regulations.	NIL

	and site training for new acquisition and upgrade of air navigation services equipment and facilities. (3) Subject to sub-regulation (2), the ANSP shall meet the training costs for the ANS regulatory inspectors.		
25. Power of Authority to issue orders, circulars, ANS Implementing Standards and directives	The Authority may make and issue orders, circulars, ANS Implementing Standards and directives prescribing any air navigation service matter which, under these regulations, is to be prescribed, and generally for which may enhance the better carrying out of or enhancing of the objects and purposes of these Regulations.	Amended for clarity to enhance efficiency and application of regulations.	NIL
26. Air navigation service inspectors	26. (1) The ANS inspector shall carry out independent oversight of the ANSP by applying a system of safety approach to the ANS operations. (2) Subject to sub-regulation (1) the approach shall require safety to be an inherent part of the operational system, dictating continual improvement and requiring a closed loop system for monitoring and corrective action. (3) ANS inspectors shall perform inspections and audits to determine compliance with	Amended for clarity	NIL

	these regulations and other civil aviation regulations. (4) The ANS inspectors, in the course of their duties shall be accorded free and unhindered access to ANS facilities, records, data, information and restricted areas under the control of the air navigation service provider.		
29. Change of address	29. (1) A holder of an air navigation services provider certificate issued under these Regulations shall notify the Authority of the change in the physical and mailing address and do so in the case of —. (a) physical address, at least fourteen days in advance; and (b) mailing address upon the change (2) A person who fails to 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.	Amended for clarity to enhance efficiency and application of regulations.	NIL

6.2 Consideration of Alternatives to the proposed Regulations

Table 2

Option	Impact
Option One: Maintenance of the Status Quo	(a) Maintaining status quo means that no regulations are developed, thus the challenges of currency and keeping up with the

	international obligations and requirements will not be met. (b) Kenya won't be complying with terms of the Convention to which it is a signatory and hence will attract ICAO Universal Safety Oversight – continuous Monitoring Approach (USOAP-CMA) Audit findings. (c) Lack of regulations that are current will place Kenya behind other States with more current and robust regulations thereby denying the State the much desired investment in the aviation industry.
Option Two: Administrative measures	Involves the issuance of directives and circulars to the various entities and hoping that they will be implemented. Administrative measures are not enforceable and may be challenged in court of law.
Option Three: Promulgating the Civil Aviation (Certification of Air Navigation Service Providers) Regulations 2024	Promulgation of the Civil Aviation (Certification of Air Navigation Service Providers) Regulations 2024 will enhance safety by ensuring that that Kenya; (a) Secures the highest practical degree of uniformity in regulations, standards, procedures and organization in relation to aircraft, personnel, airways and auxiliary services in all matters in which such uniformity will facilitate and improve air navigation (b) Achieves a high effective implementation of standards and recommended practices by ensuring that there is compliance with ICAO standards (c) Can effectively regulate and oversight the Air Navigation Service providers in compliance with the regulations

6.3 Impact analysis of the Options

Table 3

Aviation Sector	Option one: Maintenance of the Status Quo	Option two: Administrative measures	Option three: Promulgating the Civil Aviation (Certification of Air Navigation Service Providers) Regulations 2024
Air Operators	Maintaining the current regulations poses the following challenges: 1. Denies the operators the benefit of enjoying new technology that can transform their business model 2. Denies operators the benefits accrued from choosing the most optimum route for lack of assurance of the safety of their aircraft while transiting over the Kenyan airspace. 3. Safety standards may be outdated, increasing the likelihood of accidents and incidents.	1. Air operators need clear regulations and guidelines. Administrative documents lack the same legal standing as formal regulations and mainly contain procedural information. Dependence on administrative documents may lead to uncertainty in compliance. 2. Without a framework of formal regulations, there may be variations in how administrative documents are interpreted and applied across different air operators. 3. The process of developing administrative documents may not normally involve the same level of stakeholder consultation as formal regulatory development, potentially resulting in overlooked stakeholder concerns or needs.	1. Promulgation of these Regulations will establish and enhance safety standards, reducing the risk of accidents and incidents. 2. These Regulations will carry legal weight, hence clear that compliance is a requirement. Operators therefore know that they will be held accountable for non-compliance, thereby improving overall industry adherence to safety practices. 3. The New regulations promote uniformity across the aviation sector, ensuring that all operators adhere to the same standards, which enhances safety and operational efficiency. 4. Well-defined regulations provide clear guidance for air operators, helping them understand their

Aviation Sector	Option one: Maintenance of the Status Quo	Option two: Administrative measures	Option three: Promulgating the Civil Aviation (Certification of Air Navigation Service Providers) Regulations 2024
	4. Operational inefficiencies due to deficiencies in addressing current industry practices and emerging technologies, the use of which would make flight more efficient and environmentally friendly. 5. Air operators may find it difficult to implement new technology since there are no supporting regulations. 6. Air operators, their passengers and industry partners, may lose confidence in the safety and reliability of air transport services. 7. Unclear regulations can lead to legal	4. Administrative documents may not impose clear accountability measures, making it difficult to hold persons responsible for non-compliance. 5. Persons may find it challenging to comply with administrative documents if they lack the rigor and specificity that formal regulations provide. 6. Administrative documents may not provide the comprehensive guidance and training necessary for effective implementation, leading to gaps in knowledge and skills among maintenance personnel. 7. Relying on administrative documents may lead to a fragmented approach to regulation, with varying practices that hinder safety and efficiency across the aviation sector. Operators may resist adopting administrative	responsibilities and the requirements they must meet for compliance. 5. The Civil Aviation (Certification of Air Navigation Service Providers) regulations will enhance confidence among air operators by demonstrating a commitment to safety and regulatory compliance. 6. Updated regulations will address new technologies, practices, and safety concerns, ensuring that the regulatory framework remains relevant and effective. 7. By aligning regulations with international standards, the CAA can facilitate smoother operations and acceptance by foreign aviation authorities, improving global cooperation which is a benefit to air operators. A robust regulatory framework can

Aviation Sector	Option one: Maintenance of the Status Quo	Option two: Administrative measures	Option three: Promulgating the Civil Aviation (Certification of Air Navigation Service Providers) Regulations 2024
	challenges and increased liability for airlines.	documents that lack the authority and clarity of formal regulations, resulting in a lack of commitment to compliance.	promote a safer and more efficient aviation environment, which can contribute to the growth of the aviation sector and the broader economy.
ANS Provider	Maintaining the current regulations poses the following challenges: 1. Difficulty in attracting international clients who are not assured of aviation safety in Kenya hence choosing to route over longer routes that pass over States perceived to run safer aviation activities. 2. Safety standards may be outdated, increasing the likelihood of accidents and incidents. 3. Operational inefficiencies due to a deficiency in addressing current industry	Involves issuance of directives and circulars to the various entities and hoping that they will be implemented. Administrative measures do not have the force of law and may be challenged in a court of law. These include Advisory Circulars and Aeronautical Information Circulars 1. Administrative documents lack the same legal standing as formal regulations and mainly contain procedural information. Dependence on administrative documents may lead to uncertainty in enforcement and compliance. 2. Without a framework of formal regulations, there may be variations in how administrative documents are	1. Promulgation of these Regulations will establish and enhance safety standards, reducing the risk of accidents and incidents. 2. These Regulations will carry legal weight, hence they will be clear that compliance is a requirement. Air Navigation Service providers will therefore know that they will be held accountable for non-compliance, thereby improving overall industry adherence to safety practices. 3. The New regulations

Aviation Sector	Option one: Maintenance of the Status Quo	Option two: Administrative measures	Option three: Promulgating the Civil Aviation (Certification of Air Navigation Service Providers) Regulations 2024
	practices and emerging technologies, the use of which would make flight more efficient and environmentally friendly. 4. Air navigation service providers may find it difficult to implement new technology which would increase airspace throughput and enhance safety. 5. Stakeholders, including passengers and industry partners, may lose confidence in the safety and reliability of air transport services. 6. Non-compliance with regulations can lead to legal challenges and increased	interpreted and applied across the industry. 3. The process of developing administrative documents may not normally involve the same level of stakeholder consultation potentially resulting in overlooked stakeholder concerns or needs. 4. Administrative documents may not impose clear accountability measures, making it difficult to hold persons responsible for non-compliance. 5. Persons may find it challenging to comply with administrative documents if they lack the rigor and specificity that formal regulations provide. 6. Administrative documents may not provide the comprehensive guidance and training	promote uniformity across the aviation sector, ensuring that all ANS providers adhere to the same standards, which enhances safety and operational efficiency. 4. Well-defined regulations provide clear guidance for ANS providers, helping them understand their responsibilities and the requirements they must meet for compliance. 5. The Civil Aviation (Certification of ANSP) regulations will enhance confidence among Air navigation service providers by demonstrating a commitment to safety and

Aviation Sector	Option one: Maintenance of the Status Quo	Option two: Administrative measures	Option three: Promulgating the Civil Aviation (Certification of Air Navigation Service Providers) Regulations 2024
	liability for airlines and maintenance organizations.	necessary for effective implementation, leading to gaps in knowledge and skills among maintenance personnel. 7. Relying on administrative documents may lead to a fragmented approach to regulation, with varying practices that hinder safety and efficiency across the aviation sector. Stakeholders may resist adopting administrative documents that lack the authority and clarity of formal regulations, resulting in a lack of commitment to compliance.	regulatory compliance. 6. Updated regulations will address new technologies, practices, and safety concerns, ensuring that the regulatory framework remains relevant and effective. 7. By using regulations aligned with international standards, the air navigation service provider can facilitate smoother operations. 8. A robust regulatory framework can promote a safer and more efficient aviation environment though effective air navigation services.
The State	1. Difficulty on the part of the State	1. Administrative documents lack the same legal standing as	1. Difficulty on the part of the State carrying out

Aviation Sector	Option one: Maintenance of the Status Quo	Option two: Administrative measures	Option three: Promulgating the Civil Aviation (Certification of Air Navigation Service Providers) Regulations 2024
	carrying out effective oversight owing to deficiencies in the current regulations. 2. The inability to provide up to date air navigation services regulations can stifle the growth of the aviation sector, affecting economic development and regional connectivity. 3. The State may lose its standing as a major aviation hub to other upcoming markets with more robust regulatory frameworks.	formal regulations and mainly contain procedural information. Depending on them may lead to uncertainty in enforcement and compliance. 2. Without a framework of formal regulations, the State may not be able to control the varied understanding and interpretation of administrative documents by target persons or organizations. 3. The process of developing administrative documents may not normally involve the same level of stakeholder consultation as formal regulatory development, potentially resulting in overlooked stakeholder concerns or needs which may negatively affect the State's credibility.	effective oversight owing to deficiencies in the current regulations. 3. The inability to provide up to date air navigation services regulations can stifle the growth of the aviation sector, affecting economic development and regional connectivity. 4. The State may lose its standing as a major aviation hub to other upcoming markets with more robust regulatory frameworks.

Aviation Sector	Option one: Maintenance of the Status Quo	Option two: Administrative measures	Option three: Promulgating the Civil Aviation (Certification of Air Navigation Service Providers) Regulations 2024
		4. Administrative documents may not impose clear accountability measures, making it difficult for the State to hold persons responsible for non-compliance. 5. Relying on administrative documents may lead to a fragmented approach to regulation, with varying practices that hinder safety and efficiency across the aviation sector. 6. Stakeholders may resist adopting administrative documents that lack the authority and clarity of formal regulations, resulting in a lack of commitment to compliance. 7. Regulation and oversight using administrative documents is nearly impossible.	
The Authority	1. The Authority may lose credibility and trust among stakeholders for	1. Administrative documents typically do not carry the same legal weight as formal regulations,	1. Promulgation of these Regulations will establish and enhance safety standards,

Aviation Sector	Option one: Maintenance of the Status Quo	Option two: Administrative measures	Option three: Promulgating the Civil Aviation (Certification of Air Navigation Service Providers) Regulations 2024
	initiating the amendment of regulations and bringing them to effect in a timely manner. 2. The Authority may struggle to effectively oversee safety practices, leading to potential increase in accidents and incidents within the aviation sector. 3. A lack of robust regulations can deter investment in the aviation sector, stunting growth and economic development in the country and the region. 4. The authority may face increased legal challenges and liabilities if accidents occur due to outdated or inadequate air navigation services regulations. The authority may experience challenges in coordinating with	making enforcement difficult and leading to uncertainty among stakeholders about compliance requirements. 2. Without formal Regulations, there may be inconsistencies in how the administrative documents are interpreted and applied across different air navigation service providers. 3. The process of developing administrative documents may not involve comprehensive consultations with all relevant stakeholders, potentially missing important input from industry experts, operators and consumers of air navigation services. 4. Administrative documents can sometimes lack the specificity and clarity needed to guide organizations effectively, leading to confusion about applicable standards and recommended practices. 5. It may be challenging to hold persons accountable for non-compliance if the guidelines are not formally	reducing the risk of accidents and incidents related to air navigation service provision. 2. These Regulations will carry legal weight, allowing the CAA to enforce compliance and hold persons accountable for non-compliance, thereby improving overall industry adherence to safety practices. 3. The New regulations promote uniformity across the aviation sector, ensuring that all air navigation services providers adhere to the same standards, which enhances safety and operational efficiency. 4. Well-defined regulations provide clear guidance for air navigation services providers, helping them understand their responsibilities and the requirements they must meet for compliance. 5. The CAA can conduct more effective

Aviation Sector	Option one: Maintenance of the Status Quo	Option two: Administrative measures	Option three: Promulgating the Civil Aviation (Certification of Air Navigation Service Providers) Regulations 2024
	other national and international regulatory bodies owing to different levels of compliance with international standards thereby complicating collaborative efforts to enhance aviation safety and security.	codified into regulation, which can lead to a lack of adherence to safety standards. 6. Relying on administrative documents can lead to a fragmented regulatory framework, where different persons may adopt varying practices that compromise overall safety and operational efficiency. 7. Administrative documents may not cover all necessary aspects of air navigation services provision, leaving potential gaps that could jeopardize safety. 8. Stakeholders may be less likely to adhere to administrative guidelines that lack the authority of formal regulations, reducing the effectiveness of the intended safety measures.	oversight and monitoring of air navigation service providers, facilitating better risk management and safety assurance. 6. The Civil Aviation (Certification of ANSPs) regulations will enhance confidence among stakeholders by demonstrating a commitment to safety and regulatory compliance. 7. Updated regulations will address new technologies, practices, and safety concerns, ensuring that the regulatory framework remains relevant and effective. 8. A robust regulatory framework can promote a safer and more efficient aviation environment, which can contribute to the growth of the aviation sector and the broader economy.

6.4 Preferred Option

Based on the above analysis, it is clear that the benefits of promulgating new regulations outweigh the costs and therefore the Kenya Civil Aviation Authority prefers option three over the other two.

CHAPTER SEVEN: COMPLIANCE AND IMPLEMENTATION

As different aspects of the proposed Regulations are evaluated and analyzed, it is important to determine how compliance and implementation of the actual provisions will be achieved. It is the duty of the Regulator to assess the adequacy of the institutional framework and other incentives through which the Regulations will take effect, and design responsive implementation strategies that make the best use of them.

In an ideal situation an institution responsible for enforcement of the Regulations should have the capacity of co-ordination of institutional frameworks from a whole-of-government perspective, independent and sufficient authority, political support at a high political level, and integration into a broad concept of reform. KCAA has been implementing the current Regulations for over 6 years now and has demonstrated capacity to implement the proposed Regulations and has indeed put in place a plan as outlined in the Strategic Plan 2023/24-2027/28 of strengthening its institutional capacity to enable it enforce full compliance with the proposed Regulations.

CHAPTER EIGHT: CONCLUSIONS & RECOMMENDATIONS

8.1 Conclusions

Based on the above analysis, the following conclusions are drawn in respect of the draft Civil Aviation (Aeronautical Search and Rescue) Regulations, 2024

- (a) Regulations making mandate:** Article 94 (6) of the Constitution gives parliament the power to delegate its legislative authority to a State organ, State officer or person to make provision having the force of law in Kenya. Subsequently, Section 82 of the Civil Aviation Act empowers the Cabinet Secretary in Consultation to give effect to and for the better carrying out of the objects and purposes of this Act, to provide generally for regulating air navigation, air transport, air accident investigation and carrying out and giving effect to any convention.
- (b) Provisions of the Statutory Instruments Act:** Section 5 requires that a regulation making authority to conduct public consultations and drawing on the knowledge of persons having expertise in fields relevant to the proposed statutory instrument; and to ensure that persons likely to be affected by the proposed statutory instrument had an adequate opportunity to comment on its proposed content. Sections 6 and 7 require that a RIA be prepared where a statutory instrument is likely to impose significant costs on the community. This RIA thus contains certain the following key elements:
 - (a) a statement of the objectives of the proposed legislation and the reasons.
 - (b) a statement explaining the effect of the proposed legislation.
 - (c) a statement of other practicable means of achieving those objectives, including other regulatory as well as non-regulatory options.
 - (d) an assessment of the costs and benefits of the proposed statutory rule and of any other practicable means of achieving the same objectives; and
 - (e) the reasons why the other means are not appropriate.

The RIA structure and content requirements established in the Statutory Instruments Act requirements have been fully met. Additionally, public consultation requirements in respect of the Civil Aviation (Certification of Air Navigation Service Providers) Regulations have been fully adhered to.

- (c) Other legal frameworks:** The draft Civil Aviation (Certification of Air Navigation Service Providers) Regulations 2024 proposes to publish regulations in harmony with other civil aviation regulations to effectively govern the civil aviation system in Kenya.
- (d) The draft:** The draft Civil Aviation (Certification of Air Navigation Service Providers) Regulations 2024 as drafted are clear, consistent, comprehensible and comprehensive enough to cover all matters and meet the established drafting standards.

8.2 Recommendations

In view of the above conclusions, it is recommended that the draft Civil Aviation (Certification of Air Navigation Service Providers) Regulations 2024 be adopted.

ANNEXURES

The Draft Civil Aviation (Certification of Air Navigation Service Providers) Regulations 2024

Matrix for stakeholder consultations