



INTERNATIONAL CIVIL AVIATION ORGANIZATION

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

(Nairobi, Kenya, 26 – 30 September 2005)

**Agenda Item 4: Air Navigation and Aviation Security (AVSEC) issues**  
**4.2: Communications, Navigation and Surveillance**

**Implementation of Global Navigation Satellite Systems (GNSS) in Kenya**

(Presented by Kenya)

Summary

This Paper summarizes Kenya's experience in the development and implementation of Global Navigation Satellite Systems (GNSS) in the Nairobi Flight Information Region (FIR)

Action by the meeting is in paragraph 4

References: - APIRG/14, Concl.44 and 49

**1. Introduction**

APIRG 14 Conclusion 44 and 49 urge AFI States to authorize the use of GNSS for en-route to non-precision Approaches (NPA) and to review national legislation to include provisions related to aircraft and Operator approvals and certification, as well as procedure for GNSS en-route and Non-precision operations.

**2. Discussion**

2.1 Pursuant to APIRG conclusions, Kenya has authorized the use of GNSS for en-route, Terminal and Non-precision approaches. Further, GNSS, NPAs, SIDs and STARs have been published and operational evaluations by selected operators are estimated to commence in early September 2005.

2.2 Operational Evaluations will be carried out on the strength of an Aeronautical Information Circular (AIC). Draft legislation has been developed pertaining to requirements for Airworthiness, Operations, Maintenance, Pilot license, Air Traffic Services and Aeronautical Telecommunications.

2.3 Training of personnel for GNSS implementation, targeting Air Traffic controllers, an Airworthiness and Flight Operations inspector has been carried out and will continue for capacity building.

2.4 Training of PAN/OPS Procedure Designers and Developers to Certification level has commenced and will continue. To some extent lack of such specialists has contributed to slow progress in the implementation of the program.

2.5 Operational approvals, including flight crew training requirements as well as Airworthiness (aircraft equipment) approvals have been carried out for a number of Kenyan Air Operators, and the process continues.

2.6 As the first phase of our GNSS implementation nears completion, we have embarked on phase II that involves the development and implementation of procedures for an additional international airport in Eldoret and three domestic airports in Kisumu, Malindi and Lokichoggio.

### **3. Conclusion**

3.1 As a State, Kenya realizes that implementation of GNSS will result into immense economic and safety benefits to both Operators and Service Providers. We therefore urge States who have not yet done so, to hasten their GSNS Implementation Programme. We will be willing and ready to offer assistance to those who wish to benefit from our experience.

### **4. Action by meeting: -**

4.1 The APIRG is invited to: -

- (a) Note the information contained in this paper; and
- (b) Discuss issues that may assist other States in the development of their GNSS Implementation Programme.

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