



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 4 Air Navigation and Aviation Security (AVSEC) issues**  
**4.3: Air Traffic Management (ATS, AIS & SAR)**

**CARRIAGE AND OPERATION OF AIRBORNE COLLISION AVOIDANCE SYSTEM  
(ACAS II) AND PRESSURE – ALTITUDE REPORTING TRANSPONDERS**

(Presented by Kenya)

Summary

This paper summarizes Kenya's experience in the implementation of ACAS II requirement and proposes some action to the meeting, aimed at assisting operators experiencing installation difficulties within the AFI Region. (Ref: APIRG 14 CONC 14/31)

**1. Introduction**

1.1 The implementation by Kenya of the first phase of mandatory carriage and operation of ACAS II has been successful. Except for a few cases, most aircraft affected by the phase one implementation period are compliant with the ACAS II requirement. Enforcement procedures have been put in place by Kenya, involving airworthiness and operational requirements. At the flight planning level ACAS II status of aircraft is determined prior to the flight being undertaken. The state acknowledges the enhanced level of safety resulting from the use of ACAS II and Pressure – Altitude Reporting Transponders.

1.2 The second phase of ACAS II implementation requires aircraft with a maximum take-off mass exceeding 5,700 kg or a maximum passenger seating capacity of 19 to carry and operate ACAS II. This requirement has been implemented by Kenya through AIC and is subsequently being enforced at the flight planning stage. To date, a number of aircraft are not compliant and Air Operators have cited difficulties in the installation of ACAS II Version 7 as stipulated.

**2. Discussion**

2.1 The model AIC developed for use by states within the AFI Region for implementation of ACAS II states that the cost of the ACAS II installation is not an acceptable criterion for an ACAS II exemption. However, in Kenya, the requests received for exemptions indicate that the major difficulty

experienced by air operators is cost related. Operators have reported that the average cost of TCAS II Version 7 is inhibitive especially for most operators affected by the phase II implementation period.

2.2 In Kenya, most of the aircraft affected by the phase II of ACAS II implementation, operate under Visual Flight Rules. VFR operations are not allowed above FL150. It may be assumed that this situation obtains for some states within the AFI region. The inherent weather at these VFR levels especially in Eastern Africa is generally fine with good flight visibility.

2.3 Safety of air traffic is seriously jeopardized in airspaces of dense traffic levels and especially where there is a mix of jet and propeller-driven aircraft operating within a tiny portion of airspace under both IFR and VFR conditions. As opposed to Europe, America and parts of Asia, the traffic densities within the AFI Region and especially involving both IFR and VFR operations at low levels may not pose a serious hazard to safety.

### **3. Conclusion**

3.1 While Kenya as a state supports safety enhancement measures in our airspace, we believe that due consideration should be given to issues raised by air operators. The intention of the aviation safety regulator is not to stifle and possibly kill the industry, but to have it operated safely and soundly. Where cost is a major factor in the implementation of a standard requirement, more time may be allowed to enable those affected to implement the requirement. It should be noted that during the first phase of ACAS II implementation a transition period of three years was defined (i.e. between 1 January 2000 and 1 January 2003) for the AFI Region.

### **4. Action by the meeting**

4.1 The meeting is invited to:

- (a) Note the progress made by Kenya in the implementation of ACAS II.
- (b) Note the difficulties experienced by Air Operators in the region in the installation of ACAS II Version 7 and the concerns raised in paragraphs 2.2 and 2.3.
- (c) Explore the possibility of defining a transition period for the phase II of ACAS II installation as between 1 January 2005 and 1 January 2008 within the AFI region.

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