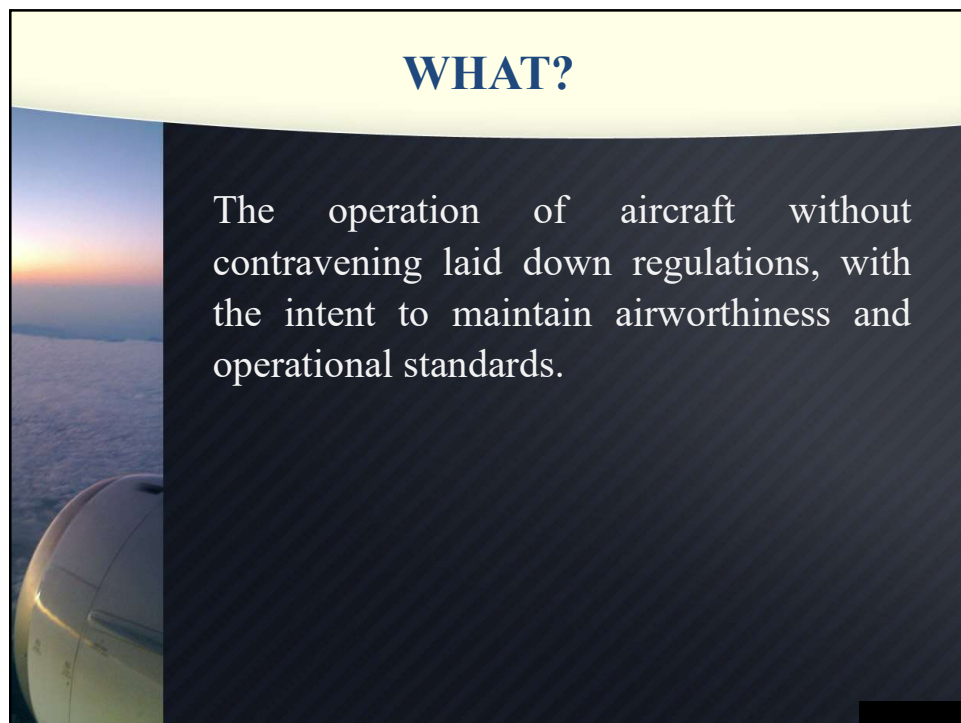




HOW?



Setting procedures that support processes recommended by original equipment manufacturers (OEM) which aim to maintain the type certificated operational and maintenance standards.

WHY?



In order to mitigate against hazards in aviation that might be caused by factors such as operational, environmental, technical failure or human factors. With the aim to reduce the risk of accidents and enhance safety of operation.

AN END?



There is a misconception that regulations are for the purpose of certification or approval of AOC, AMO or ATO.

PREAMBLE

- 
- Regulatory framework in Kenya prior to 2002
 - Civil Aviation (Amendment) Act, 2002,
 - The subsidiary legislations as required by the Act were to be known as the Civil Aviation Regulations covering all the aspects of aviation as found in the various ICAO Standards and Recommended Practices (SARPs), also known as the Annexes.

PREAMBLE

- 
- Requirement for organizations previously approved or certificated to demonstrate their compliance with this vastly changed legislation.

THE PROCESS

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- Process of recertification since 2007 culminated in 2017/2018 by most operators finalizing.
 - The process had gone through a long learning programme by either party.
 - This is a five phase programme.

REGULATING FOR SAFETY

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- Regulations came long after first manned flight.
 - Regulations should be for efficiency and mitigating risk to accidents.
 - Regulations should therefore be proportionate.
 - They should be interpreted to reflect the 'spirit' (WHY) of the law.

Possible regulatory impact to industry:

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- Civil Aviation (Equipment & Instruments) Regulations, 2013
 - Reg. 60 - first-aid and emergency medical kit had introduced requirements that could not be complied with.
 - That requirement was not proportionate to any perceived hazard.

Possible regulatory impact to industry:

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- The Civil Aviation (Personnel Licensing) Regulations, 2018 has introduced a complete new system for licensing AMEL.
 - Lack of prior planning a transition makes all holders of AMEL illegal!
 - We still have not analyzed the financial impact to the industry.

Possible regulatory impact to industry:

- 
- The Civil Aviation (AMO) Regulations, 2018 prescribes recurrent training for AMEL to be 2 years.
 - This is an arbitrary prescription which was not prompted by any known risk and it did not take into consideration the cost implications to the AMOs.

LESSONS TO LEARN

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- Compliance strategy:
 - Highly regulated industry requires that processes and procedures are documented.
 - Clear and precise procedures must be available to personnel.
 - Robust quality system for internal evaluation and continuous improvement

LESSONS TO LEARN

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- Safety management:
 - Mature system for gathering and processing occurrences.
 - Investigating incidents.
 - Hazard identification and risk analysis.
 - Safety audits.

LESSONS TO LEARN

Capacity

The ability of an organization to perform prescribed tasks:

- Highly dependent on the human capacity employed;
- Initial qualification and recurrent training;
- Previous experience;
- Programmed recurrent training.

The industry must intensify the training of quality and safety practitioners (the next frontier).

LESSONS TO LEARN

Collaboration

- Safety is an enterprise demanding collaboration between operators.
- Harness training;
- Discuss and analyze incidents.

