



CONTINUING AIRWORTHINESS INFORMATION

A. NAME AND ADDRESS OF AUTHORITY RESPONSIBLE FOR CONTINUING AIRWORTHINESS

Kenya Civil Aviation Authority
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B. AIRWORTHINESS CODE(S) AND SPECIAL CONDITIONS FOR ISSUE OR VALIDATION OF CERTIFICATES OF AIRWORTHINESS

Airworthiness Code(s)

- 1) Applicable Kenya Civil Aviation (Airworthiness) Regulations
- 2) This Authority has adopted and accepts civilian aircraft certified to the following Airworthiness code:
 - i) United States (FAR);
 - ii) European Aviation Safety Agency (EASA);
 - iii) United Kingdom BCAR;
 - iv) Canada (TCAA-CARS 2015-2, PART V-STANDARD 561); and
 - v) Brazil (ANAC –RBHA);

Special Conditions

Documents relating to the Code of Airworthiness (i.e. Type Certificate Data Sheet, Technical Manuals, etc.) must be written in the English language.

C. METHODS OF HANDLING AIRWORTHINESS DIRECTIVES (OR THEIR EQUIVALENT) AND EXCHANGE OF INFORMATION

The Kenya Civil Aviation Authority does not issue Airworthiness Directives (ADs) but has a list of:

- 1) ADs received from States of Manufacture and are mandatory for aircraft on Kenya's civil aircraft register.

Information to and from other Member States is maintained through the mail, telephone and facsimile.

D. DETAILS OF SYSTEMS FOR THE REPORTING OF INFORMATION ON FAULTS, DEFECTS AND MALFUNCTIONS

The State has developed Regulations for mandatory reporting of information on faults, defects and malfunctions.

An owner or operator of an aircraft registered in Kenya shall report to the Authority any failures, malfunctions, or defects that may result in at least one of the followings—

- a) fires during flight and whether the related fire-warning system properly operated;
- b) fires during flight not protected by a related fire-warning system;
- c) false fire warning during flight;

- d) an engine exhaust system that causes damage during flight to the engine, adjacent structure, equipment, or components;
- e) an aircraft component that causes accumulation or circulation of smoke, vapor, or toxic or noxious fumes in the crew compartment or passenger cabin during flight;
- f) engine shutdown during flight because of flameout;
- g) engine shutdown during flight when external damage to the engine or aircraft structure occurs;
- h) engine shutdown during flight due to foreign object ingestion or icing;
- i) shutdown during flight of more than one engine on a multi-engine aircraft;
- j) a propeller feathering malfunction or inability of the system to control over-speed during flight;
- k) a fuel or fuel-dumping system malfunction that affects fuel flow or causes hazardous leakage during flight;
- l) an un-commanded landing gear extension or retraction, or opening or closing of landing gear doors during flight;
- m) brake system components malfunction that result in loss of brake actuating force when the aircraft is in motion on the ground;
- n) aircraft structure damage that requires major repair;
- o) failure or malfunction of any flight control system, flap, Slat or spoiler;
- p) any excessive unscheduled removals of essential equipment on account of defects;
- q) cracks, permanent deformation, or corrosion of aircraft structure, if more than the maximum acceptable to the manufacturer or the Authority;
- r) aircraft components or systems malfunctions that result in taking emergency actions during flight except action to shut down an engine;
- s) emergency evacuation systems or components including all exit doors, passenger emergency evacuating lighting systems, or evacuation equipment that are found defective, or that fail to perform the intended functions during an actual emergency or during training, testing, maintenance, demonstration, or inadvertent deployments;
- t) each interruption to a flight, unscheduled change of aircraft en-route, or unscheduled stop or diversion from a route, caused by known or suspected technical difficulties or malfunctions;
- u) any abnormal vibration or buffeting caused by a structural or system malfunction, defect, or failure;
- v) failure or malfunction of more than one attitude, airspeed, or altitude instrument during a given operation of the aircraft;
- w) the number of engines removed prematurely because of malfunction, failure or defect, listed by make and model and the aircraft type in which it was installed; or
- x) the number of propeller featherings in flight, listed by type of propeller and engine and aircraft on which it was installed.

A report required under this regulation shall be made within three (3) days after determining that the failure, malfunction, or defect required to be reported has occurred; and include as much of the following information as is available and applicable—

- a) type and registration mark of the aircraft;
- b) name of the operator;
- c) aircraft serial number;
- d) where the failure, malfunction, or defect is associated with an article approved under a Technical Standard Order (TSO) authorisation, the article serial number and model designation, as appropriate;
- e) where the failure, malfunction or defect is associated with an engine or propeller, the engine or propeller serial number, as appropriate;
- f) product model;
- g) identification of the part, component, or system involved, including the part number; and
- h) the nature of the failure, malfunction, or defect.

(3) The Authority, upon receipt of the report specified in sub-regulation (2) for aircraft registered in Kenya, shall submit the reports to the State of Design.

The Authority, upon receipt of the report specified in sub-regulation (2) for foreign registered aircraft operating in Kenya, shall submit all such reports to the State of Registry and the State of Design.

E. NAME AND ADDRESS OF THE DESIGN ORGANIZATIONS RESPONSIBLE FOR THE TYPE DESIGN/THE CONTINUING AIRWORTHINESS OF AIRCRAFT

There is no organization in Kenya which is responsible for the Type Design of a particular aircraft type for which Kenya is the State of Design.
