



IAOPA - KENYA

ISSUE No. 04/09 - 9 October 2009

AVIATION NEWS BULLETIN OF THE AERO CLUB OF EAST AFRICA

[Print Newsletter](#)

[Download PDF](#)

KCAA CONTEMPLATING FEE HIKE

Reliable sources indicate that KCAA is contemplating a hike in fees, ranging from navigation charges, overflight clearances, licence and exemption fees, etc. Stakeholders expect that the KCAA proposals will soon be published in Draft form, ready for "Stakeholders' Comments". The KCAA (Amendment) Act of 2002 states that any changes in user fees require not only the consent of the Minister, but also need 'consultation' with the customers. Both IATA and ICAO discourage unilateral imposition of aviation fees.

KCAA works on a 'cost recovery' basis. Needless to say, in tune with the new voluminous Kenya Civil Aviation Regulations, through which the minutest aspect of aviation in Kenya is 'micro-controlled', an army of inspectors and checkers had to be employed by KCAA. The Authority now has over 600 employees. That is 1.5 employees for every aircraft that flies in Kenya. Needless to say, the wage bill of the Authority has gone up dramatically and those who did not want the new Civil Aviation Regulations are now expected to pay for their implementation.

MET WORKSHOP OPENS EYES

The Aero Club and the Kenya Association of Air Operators on 9 and 10 September attended a two day workshop on aviation weather forecasting and reporting. The event, organized by the Kenya Met Department was very interesting in that it revealed that the Met Department actually possesses plenty of good aviation weather information, but somehow this does not reach the consumer. For example, the Department has excellent quarter - hourly satellite shots of Kenya, winds aloft, location of rain and thunderstorms, etc.).

In a Powerpoint presentation, Harro Trempenau made it clear to the "weathermen" that the target group that does not have sufficient weather info is the 80 % of Kenyan aircraft who fly VFR and who do not necessarily fly in or out of any of the seven airports where there are MET stations (Mombasa, Malindi, Wajir, Nairobi JKIA, Nairobi Wilson, Kisumu and Eldoret). He explained what is needed - decent satellite shots on the internet or through GPRS, weather info enroute and at airfields of destination, info about winds on the ground and aloft, etc. Trempenau explained that, right now, the majority of pilots in Kenya gets their weather info through a "marifa" way (i.e. "self help"). Pilots use their mobile phones to call someone at airports of destination to ask "iko mvua?", "do you see any blue holes?", or they go to foreign web sites, get TAFs and METARS from the US Government and Eumetsat, etc. The official Met Dept website contains little of use to pilots.

The eyes of those in attendance really popped out when Trempenau illustrated the webcam system that the aviators in Kenya have created, with great initiative by Elsen Karsted. The KQ rep had just complained that their aircraft had no weather info when flying to Lamu. Trempenau was able to pull out the Lamu webcam 'live' to show him that Lamu had blue skies and the tide was high one minute ago.

The inevitable question of user fees also came up. The Met Department wants a share of the income from KAA and KCAA. Stakeholders argued that they should pay nothing until they get a product that is useable. They pushed for an aviation web site run by the Met Department, showing an hourly high quality sat shot of Kenya and the region, Tafs and Metars for all seven airports where Met Dept is based, an ATIS at all airports where the Met Department has offices, introducing Automatic Weather Recording Stations in critical areas like Mau, Marsabit, Aberdares, Nyeri, etc, and sponsoring a large number of webcams of [www.kenyawebcam](http://www.kenyawebcam.com) .com. Trempenau also pushed for more accurate seven day forecasts of rain and

vertical velocity, etc.

It remains to be seen if the message got across. Until the Met department improves services, the majority of pilots, most of whom fly VFR at lower altitudes, need different information than the high flying airliners. The Met guys really thought that info about upper air turbulence is what we want, so we can fasten our seatbelts. Basically, they had no idea that more than 80% of all flying in Kenya is done by little airplanes, flying VFR, and hoping for the best at any of the 650 bushstrips at the other end.

DERELICT AIRCRAFT FOR SALE

At the last meeting of the Wilson Airport Air Operators' Committee, all were informed that "derelict aircraft" will soon be gazetted to be sold off, even if "up-to-date with their KAA parking fees". This resulted in lively debate. It was also made clear that any vehicles operating on the "airside" of Wilson Airport (e.g. tractors, etc.) must be subjected to an inspection by the KAA to confirm "roadworthiness". All affected vehicles require a rotating beacon and must display an "Inspection Sticker". The deadline is 30 November 2009. Stickers will be valid for one year. Those vehicles without the stickers will be banished from the airside.

VETERINARY DEPARTMENT BEEFS UP SURVEILLANCE

A representative from the Veterinary Department advised air operators that, if meat is carried on board an aircraft in Kenya, a permit is required from the Vet Department. The forms required to apply for such a permit can be picked up at the Vet Dept. Head Office downtown. This rule is to counteract the growing "bushmeat" trade in Kenya. Even meat carried in a coolbox for "Personal consumption" must be accompanied by a valid receipt from the butchery or shop at which it was purchased ("Proof of Purchase"). Camp and tour operators, beware. The "Port Health Department" at Wilson is lurking....

KRA REQUIRES PASSENGER MANIFESTS TO BE "SPECIFIC"

At the AOC Meeting, the head of the Customs and Excise Department (Kenya Revenue Authority) at Wilson Airport, Mr. Mulehi, advised that the new EAST AFRICAN CUSTOMS UNION REGULATIONS now apply in Kenya. All passengers will be entered into a computer system to track down any 'cheaters' on Air Passenger Service Charges. Therefore, all Passenger Manifests must henceforth identify the aircraft operator. The common practice of stating "Private" under the heading of aircraft operator will henceforth not be accepted. Mr. Mulehi also advised that any changes made to a Passenger Manifest, after it had been stamped and accepted and put into the system, will entail a fine of \$ 10. This will, of course, affect mainly the larger operators who may have a "No Show", or a "Last Minute Booking" on virtually every flight. The trick is obviously to "manifest" only at the last possible minute, when all is clear.

WEBCAM WEATHER REPORTING SYSTEM ENJOYS POPULARITY

The following webcams are now operating on www.kenyawebcam.com:

- Kijabe-Rift Valley
- Wilson Airport - Aero Club of East Africa
- Ngong Hills from Langata
- Lamu
- Kilimanjaro - Kampi ya Kanzi
- Nyeri
- Kilima Camp- Maasai Mara
- Watamu

Two webcams at Diani Beach, to be sponsored by www.Kikoy.com, will be up soon. Keep checking. We

need sponsors for additional webcams, especially at Kericho, Marsabit, Nanyuki, and other key areas.

ORLY CLUB HOUSE COMPLETE AND OPENING ON 17th OCTOBER

Many will have followed with keen interest over past eight years the development of a Recreational Airfield at Olooloitikosh - or "Orly" - as it is affectionately dubbed. The facility, in which the Aero Club is a shareholder, has grown in leaps and bounds. Fifteen hangars, seven houses, an airport lounge and a runway have been completed on 240 acres of land, and much more is planned. The airport is being used by sport aviation enthusiasts, skydivers, microlights and gyrocopters, as well as for flight training. A second runway is under construction and will be commissioned soon.

The Aero Club of East Africa has also completed a branch Club House at Orly and all members are cordially invited to the grand opening of the building, to take place on Saturday, 17 October 2009 at 1300 hours. Please bring your family and help to make this an occasion that will surely be another milestone in the proud history of our Club.

After the ribbon-cutting, drinks and bitings will be served, followed by some exciting aviation displays.

All Club Members and all Shareholders of Orly Airpark Limited are urged to come out on 17th October so we can celebrate this occasion in true "Aero Club style".

AERO CLUB NAVEX AIR RALLY ON TRACK AND ON TIME

The 2009 edition of the Annual Aero Club Navex - the air rally in which the skills of pilots and navigators are tested to the utmost, will start at Orly Airpark on Friday, 9 October 2009. Aircraft are expected to fly on a given track, on time and within 250 meters of centerline. The Club has purchased fancy GPS trackers that will record the aircraft's route, times and accuracy. This information will be downloaded after the finish of each leg and results will be quickly posted. The GPS trackers are so precise that "cheaters" who may have used GPS in the past to gain an advantage, are now stymied.

There will be no need for ground marshalls, there will be no arguments, no protests and discussion. Penalty points are given for any errors. 360 degree turns are forbidden. The day's route of about 200 miles will lead north, into the Laikipia area, ending in the afternoon at Ol Malo Lodge where the Francombe family will host competitors and Marshalls. Ol Malo is one of the top lodges in Kenya. Saturday, 10 October, is a fun day on which competitors will amuse themselves with parachute jumps, aerobatics displays, spot landing competitions and other aerial activities. Then, on Sunday 11 October, the air rally will continue, back to Nairobi. A prizegiving and welcome home party will take place at the Wilson Club House on Sunday afternoon. So far, ten aircraft have entered.

DREAMS, SCHEMES AND FLYING MACHINES

On 23 September 2009, Kenya celebrated the centenary of aviation. This might have gone unnoticed, had it not been for Stephen Mills who recently published a new "Coffee Table Book" on 100 Years of Flight in East Africa. The book is a "must read" for all aviators. It is spiced with hundreds of photographs, many from the Aero Club archives. The book can be bought at the Aero Club for KShs. 4650 - a bargain at the price. Stephen Mills will be at the Aero Club on Sunday, 11 October, to sign copies of his book and answer questions. That is right after the Finish of the 2009 Navex Air Rally - so a good opportunity for members to acquire this excellent memorabilium.

BUSH AND MOUNTAIN FLYING

Another interesting book to hit the shelves is "Bush and Mountain Flying" by South African Bushflying Guru "CC" Pocock. This publication is particularly relevant to pilots who fly in the 'high density altitude environment' of Kenya. "CC" covers aircraft operations in bush strips and off-airfield landings, take-offs and landings, ground effect, STOL landings, etc. He also covers landings and take offs at extremely high elevations, mountain waves, turbulence, night and IFR flying, emergency landing sites, "Scud running", canyon turns, and much, much more. Emergencies, survival techniques, first aid, basic aircraft emergency repairs, electrical diagnostics, etc. are also treated amply in this useful book. You can purchase your copy at the Aero Club of East Africa. Please hurry as supplies are limited.

HELP: SEEKING INFO ON CRASH VICTIM

Alan Gates from UK is looking for information about a crash in 1951. Can anyone help? Alan writes: "My uncle, John de Winton Tharp, a pilot, apparently lost his life due to an air accident, dying on 20th July 1951, the death certificate being issued in Mombasa. I believe that an Avro Anson crashed near Arusha mid 1951 and it may be that he was the pilot. I have been unable to get any further information and just wondered if you could possibly help. The aircraft was VP-KHT.

I haven't been able to find anything on cancellation of registration or an investigation report (if there was one). Difficult indeed at this time interval to get much information. The reason for the enquiry is that John's daughter was 5 at the time and knows little or nothing of her father, just has a copy of the death certificate, so am trying to help." Can anybody amongst our members assist?

Aero-News is published as a service to Members of the Aero Club of East Africa, to keep them informed about aviation in East Africa. Contributions are welcome. If you have some comments or suggestions, do not wish to receive this newsletter, or if you want to be added to the mailing list, please send a message to Harro V. Trempenau, Chairman, Aero Club of East Africa, harro@trumpetnose.com

**Harro Trempenau
Chairman
Aero Club of East Africa**