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NEW DIRECTOR-GENERAL FOR KCAA

The Minister of Transport has appointed a Col. (Ret'd.) Kioko, formerly of Kenya Air Force, to the post of "Director-General" of the Kenya Civil Aviation Authority. Col. Kioko brings with him a wealth of administrative and aviation experience and won the day in a transparent selection process when he topped two other finalists for the job.

Col. Kioko will succeed Acting D-G., Nicholas Bodo, who has been in the hot seat since January and who really tried to address some fundamental issues within the Authority. Col. Kioko faces monumental challenges as the

Authority is under fire from stakeholders, pilots and air operators over the implementation of the Kenya Civil Aviation Regulations, the over-bureaucratization of the KCAA, a preponderance of red tape and the seemingly "one-size-fits-all" approach with which different types of aircraft, airports and air operators are being pigeonholed by the regulators. It is hoped that Col. Kioko can soon meet with stakeholders for an appraisal of the situation.

NEW SYSTEM OF CHARGING NAVIGATION FEES STILL NOT IMPLEMENTED

The new KCAA proposal for collecting Air Navigation Fees was to be implemented in June 2009. It was to contain a special 'Deal' for aircraft weighing less than 2500 kg, who would be subjected to a yearly fee of KShs. 30,000. The annual fee is to be paid by all aircraft at C of A Renewal time and would simplify things a lot for private operators who do not have staff to run around and do flight planning and pay ad hoc fees on their behalf at the AIS offices of manned airports. In many countries, Navigation Fees are either not charged at all (e.g. USA) or small aircraft are not charged (e.g. Canada). This is part of an effort by those Governments to promote general aviation and protect the grassroots of flying, without which aviation as a whole would be dead. KCAA has so far not indicated that training flights and private flights ought to be exempt from navigation fees.

It is also hoped that the collection of KCAA fees will soon be taken away from the Kenya Revenue Authority and located where it belongs - the KCAA. The savings in staff and hassle would be immeasurable.

KENYAN INSURANCE COMPANIES STILL WONDERING WHY AIRCRAFT OWNERS PREFER TO INSURE OVERSEAS

For over ten years now, Kenyan insurance companies and underwriters have tried to break into the aviation insurance market, yet they have always found consumer resistance to their overtures. Aircraft owners simply found that they could obtain better, faster and more knowledgeable service on the overseas market, especially in London and South Africa. Aircraft operators have special needs, depending on the type of aircraft, pilot experience, areas of operation, conditions of the airfields that they frequent, etc. The Kenyan insurers generally have not proved able to furnish competitive quotations, in good time, and when they did manage to send a quotation, it usually betrayed a complete lack of understanding of the various AVN clauses that accompany any aviation policy. There are also plenty of examples on record where the local insurers failed to settle claims quickly, if at all, and where they invoked the 'small print' to avoid

responsibility. Finally, Kenyan aircraft assessors usually hail from the motor vehicle department of their company, with little appreciation of aircraft engineering, repair requirements, cost of spares, etc.

Some ten years ago, the Kenyan insurers, through the Association of Kenya Insurers, put pressure on the Government, resulting in a law that mandated that all aircraft in Kenya shall be insured for Third Party Public

Liability THROUGH KENYAN INSURERS. Effectively, this "protectionist" measure ran counter to the mainstream of world-wide trends in trade liberalization. The Kenyan "protectionist measures" are reminiscent of the socialist era and today are anachronistic and out of step with the sink or swim ethos of modern global economics.

The Aero Club of East Africa and the Kenya Association of Air Operators have objected many times to this in various fora, KCAA and ministries, to no avail. The local insurers did not listen and started angling for the more lucrative "hull" insurance market and even persuaded the Insurance Regulatory Authority that a specific permission is required from the Commissioner himself if an aircraft owner wishes to place hull insurance for his aircraft out of the country. Kenya even went as far as approaching Lloyd's underwriters to prevent them from quoting in Kenya unless the wretched letter of permission is presented. Needless to say, this permission is seldom granted, although Kenyan insurers admit that they are not interested in insuring aircraft unless they are "low risk". For example, Kenyan insurers and re-insurers frequently reject to insure "old" aircraft, "taildraggers", microlights, light sport aircraft, and gyrocopters. This places the owner of the aircraft in an awkward position, as he is in a Catch 22 situation. Whilst he might like to insure locally, he cannot obtain a quotation. If he then wishes to insure in London or Johannesburg, he requires a letter of permission from the Insurance Regulatory Authority to be able to do so. Of course, all this takes time and causes friction. Insurance Brokers, both local and overseas, are scratching their heads at this bizarre red tape.

In this context, the Association of Kenya Insurers has recently advised that it is planning to organize a Marine and Aviation Workshop and has requested that the air operators "facilitate a paper". The workshop will be held on Thursday, 3rd September 2009. The theme will be "**Local Aviation Insurance- The Operators Perspective**". We will advise of venue and time when known.

AOC NEWS

Capt. Gad Kamau, the Chairman of the Wilson Airport Air Operators Committee, is reported in the local Press warning that Wilson Airport is in danger of being slowly but surely swallowed up by unnamed powerful people for purposes other than an airport. He points out many instances of encroachment onto adjoining land that is supposed to remain obstacle-free and raises various safety issues.

Over the past few years, aircraft operators have warned that the "Mitumba" shanty at the end of Runway 14, the new hotel being built near the airport on Langata Road, and several other structures, are safety hazards and indeed accidents waiting to happen. The Kenya Civil Aviation Authority and the Kenya Airports Authority have in some instances tried to intervene in these construction projects, but usually, after a brief pause, construction continues unabated.

WEBCAM WEATHER REPORTING SYSTEM GOES "LIVE"

One of the greatest problems with aviation in Kenya is the lack of accurate meteorological data and weather forecasting. A new system being actively pursued by the Aero Club and a number of co-operative aviation enthusiasts and sponsors, is a network of "webcams" placed strategically throughout Kenya. The photographs taken by the webcams are updated every few minutes and users "on line" can look at the latest weather picture in the general area to which they are flying. The following webcam photos are now operating and publicly available on the Internet or 3G Mobile Phone:

Kijabe-Rift Valley

Wilson Airport - Aero Club of East Africa

Ngong Hills from Langata

Lamu

Kilimanjaro - Kampi ya Kanzi

A webcam at Nyeri should be up and running later this week and more are coming. Bookmark www.kenyawebcam.com as the main page for all Kenyan webcams. You can also use the link on the Aero Club website www.aeroclubea.net. Check it out and tell all pilots. Your suggestions for positioning additional webcams in strategic places are welcome.

ORLY CLUB HOUSE 90% COMPLETE

Not long now and all Aero Club members will be able to enjoy the view on the valley at Orly Airpark, Kitengela. The long-awaited Club House is nearing completion. The veranda and bar are receiving the final touches and outdoor landscaping has commenced. Furniture, carpets, crockery and cutlery are being ordered. A "Hosewarming Party" is being planned for all Members, Orly shareholders and Guests around mid-September. The precise dates will be sent out soon.

AERO CLUB PLANS NAVEX AIR RALLY IN OCTOBER

Plans are well underway for the 2009 edition of the Annual Navex - the air rally in which the skills of pilots and navigators are tested to the utmost. Participating aircraft are starting the rally at Orly Airpark on Friday, 9 October 2009. They are expected to fly on a given track, on time and within 250 meters of centerline. Secret marshallers are distributed throughout the route, to verify times when the aircraft flew over and the accuracy. Penalty points are given for any errors. 360 degree turns are forbidden and GPS are not allowed. 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 Marshallers. Ol Malo is one of the top lodges in Kenya.

Saturday, 11 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 12 October, the air rally will continue, back to Nairobi.

It is hoped that all private aircraft operators, flying schools and charter companies will provide at least one or two entries. Please circle your calendars for this aviation delicacy of 2009. Entry fees will be announced shortly, whilst the team of Dean Hardisty, Ashif Lalani and Alex Galley use all their combined powers of connivance to design a route that will put even the most seasoned air rally aficionados 'off track'.

SHELL STOPS SALE OF FUEL AT KISUMU

Kenya Shell has announced that it is no longer supplying aviation fuel at Kisumu airport. In a Bulletin sent to aircraft owners, Joel Mukoya of Shell wrote:

"We would like to bring to your attention that due to the ongoing rationalizing of our activities, effective 1st June 2009 we will be ceasing aviation operations for the supply of bulk and packed aviation products at Kisumu Airport".

This move will have serious repercussions for GA aircraft that fly from Kenya to Uganda and Tanzania and relied on Kisumu for a tech stop to refuel.

JAIL FOR PILOT WHO PRAYED DURING PANIC:

A Tunisian pilot who paused to pray instead of taking emergency measures before crash-landing his plane, killing 16 people, has been sentenced to 10 years in jail by an Italian court, along with his co-pilot.

The 2005 crash at sea off Sicily left survivors swimming for their lives, with some clinging to a piece of the fuselage that stayed afloat after the ATR turbo-prop plane splintered on impact. A fuel gauge malfunction was partly to blame, but prosecutors also said the pilot succumbed to panic, praying out loud instead of following the emergency procedures, and then opting to crash-land the plane instead of trying to reach a nearby airport. Another five employees of Tuninter, a subsidiary of Tunisair, were sentenced to between 8 and 9 years in jail, in verdict handed down last week. They were not in court and will not spend time in jail until the appeals process has been exhausted.

KCARS UNDERGOING DOMESTICATION

The joint KCAA-Stakeholder Committee looking into how the new KCARS can be better streamlined for domestic use, is hard at work. Already some very fundamental areas of concern have been identified and avenues are being discussed to amend certain of the regulations so that Kenyan operators of aircraft under 5700 kg AUW can keep flying, without breach of ICAO SARPS. Several experts are also at work, studying best practices and model regulations for recreational aircraft such as gliders, microlights, Non-Type Certificated Aircraft, Light Sport Aircraft, and Ballooning. Especially the area of Personnel Licencing for pilots wishing to fly recreational aircraft are being studied in depth. Self-regulation of certain aviation disciplines is also on the table. Kenya is one of the few countries in the world that has not adopted "Recreational Pilot Licences" and Light Sport Aircraft as an economical way to get young people into the air.

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

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