



INTERNATIONAL CIVIL AVIATION ORGANIZATION  
AFI PLANNING AND IMPLEMENTATION REGIONAL GROUP  
THIRTEENTH MEETING (APIRG/13)

(Sal, Cape Verde, 25-29 June 2001)

- 
- 
- Agenda item 3:** Review and follow up of APIRG/12 conclusions and decisions including AFI7/RAN outstanding recommendations
- Agenda item 5:** Shortcomings and deficiencies in the air navigation field in the AFI region

**REPORT ON THE STATUS OF IMPLEMENTATION IN KENYA**

*(Presented by Kenya)*

**1. INTRODUCTION**

In the intervening period since APIRG/12, Kenya has made significant progress in the implementation of conclusions and Decisions of APIRG and Recommendations of AFI 7/RAN meeting. This information paper presents the status of implementation of each conclusion of APIRG/12 incorporating AFI 7/RAN recommendations. Where the process of implementation is not complete, action currently being undertaken is indicated in the appropriate column.

2	CONCLUSION	TITLE	ACTION BY KENYA
2.1	12/1	PUBLICATION OF ACAS	Implemented on 29.5.2001
2.2	12/3	PLANNING OF EN-ROUTE ALTERNATE AERODROMES	No change to table AOPin AFI7/RAN
2.3	12/5	IMPLEMENTATION OF VISUAL AIDS	Preventive maintenance for Visual Aids is in place at all International Airports.  New airfield lighting has been installed in Mombasa International Airport
2.4	12/6	AERODROME EMERGENCY PLANNING	Implemented in full at all International Airports
2.5	12/9	BRAZZAVILLE/NAIROBI MAIN AFTN CIRCUIT	Implementation of this conclusion is in progress.
2.6	12/12	AFI AFTN CIRCUITS AVAILABILITY	Requirement of 97% availability has not been achieved due to unreliable leased circuits.  Regional offices have been provided with Monthly Reports on availability

2	CONCLUSION	TITLE	ACTION BY KENYA
2.7	12/13	UPGRADING THE DATA RATE FOR MAIN AFTN CIRCUITS	A new AMSC capable of higher speeds have been installed. Discussions are going on with PTT to have the speeds
2.8	12/15	IMPLEMENTATION OF THE ATS/DS CIRCUITS PLAN	<p>ATS/DS Circuits have been implemented using LTF as follows:</p> <p>Nairobi/Dar es Salaam, Nairobi/Entebbe, Nairobi/Kilimanjaro,</p> <p>Nairobi/All Domestic Airports.</p> <p>Further, Nairobi/Seychelles, Addis Ababa, and Khartoum are connected using PSTN. However, the use of Satellite Dialing System is being considered.</p>
2.9	12/17	AVAILABILITY OF EN-ROUTE VHF FACILITIES	Requirement to inform ICAO Regional Office has not yet been complied with. However, statistics on the same are readily available
2.1	12/19	IMPLEMENTATION OF ATS ROUTES	<p>UM 220 - Not yet implemented, coordination between Sudan and Kenya necessary for effective implementation.</p> <p>UM 997 - Has been implemented as an ATS route.</p> <p>UB 612 - Malakal-Nakuru-Losin.</p>
2.11	12/20	PROVISION OF AREA CONTROL SERVICE	Implemented
2.12	12/21 AFI7/RAN REC S/25	REPORTING AND INVESTIGATION OF ATS INCIDENTS	<p>Procedures for investigation of causes and circumstances concerning ATS incidents are in place.</p> <p>Procedure for timely reporting of incidents are documented. Reports from flight crews are very regular and timely, however, reporting by ATC is rare.</p> <p>Notification of results of investigations to all parties is being carried out, although there is much room for improvement. Every effort is being made to comply fully with this conclusion.</p>
2.13	12/22	ATC REFRESHER COURSES	Implementation in progress

2	CONCLUSION	TITLE	ACTION BY KENYA
2.14	12/23	UNIFORM APPLICATION OF ATS PROFICIENCY ASSESSMENT AND STANDARD AUDITING PROCEDURES	Implementation in progress
2.15	12/25 AFI7/RAN REC. 12/4 12/23 CONCL. 12/9 12/10	DISTRIBUTION OF CRITICAL AIS INFORMATION	<p>Compilation of AIP in new format is complete. The process of printing and distribution has commenced.</p> <p>Printing and distribution of AIP Supplements and AICs is regular.</p> <p>Pre-flight information service is automated at Aerodrome Units in major Airports. The service is to be brought nearer to the consumers at Airport Terminal Buildings.</p> <p>Notam and Trigger Notam are disseminated on a timely basis, though occasional delays are experienced due to AFTN failures</p>
2.16	12/26	RESPONSIBILITY FOR THE PRODUCTION OF CHARTS - ICAO 1:1,000,000	No action required
2.17	12/27	DISSEMINATION OF AIS PRODUCTS	The use of Internet in dissemination of AIS products is being considered subject to any policy guidelines from ICAO
2.18	12/30	PROVISION OF SEARCH AND RESCUE SERVICES	<p>Kenya has an established SAR organization and a national SAR plan based on ICAO SARPS.</p> <p>SAR legislation is being pursued in accordance with ICAO recommendations.</p>
2.19	12/31	INCLUSION OF TABLE MET 7 OF AUTHORIZED SADIS USERS IN THE AFI FASID	<p>Table MET 7 was amended during MET/SG/5 to include the SADIS system located at Mombasa, Moi International Airport Meteorological Watch Office as follows:</p> <p>Access - approved</p> <p>Equipment - installed and the station is operational.</p>
2.2	12/32	AFI REQUIREMENTS FOR WAFS PRODUCTS - FINAL PHASE OF WAFS	

2	CONCLUSION	TITLE	ACTION BY KENYA
2.21	12/33	AFI TRANSITION PLAN AND PROCEDURES TOWARDS THE WAFS FINAL PHASE	<p>Transition procedures have commenced: a meeting between WAFC - London and RAFC - Nairobi was held on 2 June 2000 at the Kenya Meteorological Department.</p> <p>Working papers on the following issues will be presented:</p> <p>Medium Level SIGWX charts for AFI</p> <p>Training - Capacity building; and operation and maintenance of equipment</p>
2.22	12/34	FEEDBACK ON SIGWX CHARTS TO LONDON WAFC	Not yet implemented
2.23	12/38	TECHNICAL AND FINANCIAL COMMITMENT TO SADIS	Kenya Meteorological Department agrees with the basic principle of sharing costs of SADIS. However, Kenya has not yet effected cost recovery for Aeronautical Meteorological Services and is, hence, not yet in a position to participate in this activity.
2.24	12/39	OPMET DATA FOR THE AFI REGION	SADIS OPSG/6 meeting recommended that the fifth two-way VSAT station be installed in Nairobi, with the understanding that Kenya would be responsible for the cost resulting from transportation and installation of the VSAT in Nairobi. Kenya will present a working paper on this subject.
2.25	12/40	TRAINING IN THE PREPARATION AND ISSUANCE OF VOLCANIC ASH ADVISORIES AND SIGMETS	Not yet implemented
2.26	12/42	COST RECOVERY FOR AERONAUTICAL METEOROLOGICAL SERVICES PROVIDED TO AVIATION	Kenya has drafted a proposal on cost recovery. Discussions are on-going between Kenya Meteorological Department and other stakeholders in the Aviation Industry to have this document implemented.
2.27	12/44	LONGITUDINAL SEPARATION	Implemented with effect from 1.10.2000.

3. **AGENDA ITEM 5 - SHORTCOMINGS AND DEFICIENCIES IN THE AIR NAVIGATION FIELD IN THE AFI REGION**

	FACILITY	SHORTCOMING/ DEFICIENCY	STATUS	ACTION BY KENYA
3	AOP			
3.1. 1	Mombasa Power Supply	Mains Power unreliable, Secondary Power Supply deficient	D	Primary Power is now reliable following a major rehabilitation programme commissioned in November 2000. The Kenya Power company has upgraded its generation capacity. Kenya Airports Authority has installed two 1000 KVA standby generating sets. Consequently, secondary power is now reliable.
4 4.1	COMS/CNS Brazzaville/ Nairobi AFTN circuit	Affects all traffic between the two centres to and fro	S	SATCOM is being considered for this circuit.
4.2	Nairobi/ Johannesburg circuit	Affects all traffic between the two centres.		SATCOM is currently being used. However, the speed is inadequate and will be up-graded
4.3	Nairobi/ Mogadishu	SITA OP between FICs LTT being considered.	S	Circuit implemented
	ATS/DS			Implemented using PTT. Other reliable alternatives are being considered.
5 5.1	Nairobi/ Mombasa	PTT in use	D	
5.2	Nairobi/ Addis-Ababa	To be implemented from Nairobi. PTT in use	S	Currently use is being made of PSTN. However, SATPHONE is being considered for improved reliability
5.3	Nairobi/ Dar-es-salaam	To be implemented from Nairobi. PTT in use	S	Implemented using PTT. Other reliable alternatives are being considered.
5.4	Nairobi/ Kilimanjaro	PTT in use	S	Implemented using PTT. Other reliable alternatives are being considered.
5.5	Nairobi/ Entebbe	PTT in use	S	Implemented using PTT. Other reliable alternatives are being considered.

	<b>FACILITY</b>	<b>SHORTCOMING/ DEFICIENCY</b>	<b>STATUS</b>	<b>ACTION BY KENYA</b>
5.6	Nairobi/ Khartoum	PTT in use	S	Implemented using PSTN. SATPHONE is being considered for improved reliability.
5.7	Nairobi/ Mogadishu	PTT in use to implement LTF circuit	D	HF communication is being used for ground / ground communication with CACAS Somalia offices.
5.8	Nairobi/ Seychelles	PTT in use	S	Connected through PSTN
6 6.1	AFI/7 REC. 10/4 Mandera VOR/DME		S	Kenya will request for a review of this requirement since it is practically not cost effective to install and maintain a VOR in Mandera.
6.2	All Nav aids	Frequently not available e.g. MOV VOR, GV, TV, should improve maintenance and power supply	D	There is a marked improvement in availability of Navigation Aids. Maintenance Schedules are being adhered to. Discussions are going on for improvement of quality of power supply.
6.3	Mombasa VOR/DME	Improve maintenance and power supply. Unreliable	D	Maintenance Schedule is being adhered to. In the meantime, discussions are going on with the power company to improve quality of power supply.
7 7.1	ATM UM220 Lodwar/Abu Simbel	Aircraft subjected to fly non-economic routes	S	Kenya is ready to implement as an ATS route. Coordinated implementation has not been possible due to failure of the two states concerned to meet - Kenya/Sudan.
7.2	UM 997 Wajir/Dire Dawa/Djibouti	Aircraft subjected to fly non-economic routes	S	Implemented as an ATS route.
7.3	Provision of ATC 150 NM concept	Non-provision of ATC services 150 NM of Mombasa, delayed descent for arrival and steep climb for departure	D	Implemented. Kenya provides ATC services as required.

	<b>FACILITY</b>	<b>SHORTCOMING/ DEFICIENCY</b>	<b>STATUS</b>	<b>ACTION BY KENYA</b>
7.4	Airspace management P2 R10 D20	Non-availability of direct routing, withdraw these areas.	D	Discussions are going on in the Civil/Military coordination committee to withdraw or have coordinated joint use of the mentioned airspaces.
7.5	Airspace Management provision of ATS	Inadequate airspace management between Nairobi Approach and Wilson Airport. Frequent ATS incidents in the area, attributed to Airspace Management.	D	Airspace restructuring and review of procedures are currently being undertaken. Some new procedures have been introduced in the airspace, including the mandatory carriage of SSR transponders by all aircraft. Trials are going on to introduce full radar environment.
8 8.1	SAR SAR Agreements	Causes delay to conduct SAR operations	D	Proposed SAR Agreements are currently being discussed between Kenya, Uganda and Tanzania. The same will be extended to Sudan, Ethiopia, Somalia and Seychelles.
8.2	SARSAT ELT 406, 121.5 MHZ	Delay to conduct SAR operations	D	SPOC has been provided to ICAO.  Mandatory carriage of ELT on 406 MHZ and 121.5 MHZ for homing not yet implemented.
	SAR Legislation	Provide legal framework for the SAR Authority.  Lack of legal authority could delay SAR efficiency.	D	Kenya is working on SAR Legislation.
9	AERONAUTICAL INFORMATION SERVICES (AIS) ANP Part III	Irregular distribution of AIS Package.  Non-availability of latest status of information	D	Irregular distribution of AIS Package.  Non-availability of latest status of information

#### 4. ACTION BY APIRG

##### 4.1 APIRG is invited to:

Take note of the contents of this information paper and comment where necessary.