



Aero Club of East Africa

IAOPA - KENYA

ISSUE No. 08/08 August 2008

AVIATION NEWS BULLETIN OF THE AERO CLUB OF EAST AFRICA

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COURT RULING ON KCARS: FIRST ROUND TO KCAA

The much awaited ruling by the High Court to have the implementation date of the new Kenya Civil Aviation Regulations delayed until the main case is heard, was read out today. The Court in its Ruling declined to vary its initially issued orders and grant the prayers sought of staying the implementation of the Kenya Civil Aviation Regulations pending the hearing and final determination of the suit, on the basis that such a variation of the orders might be detrimental to the interests of the public. So, the KCARS are now in force, with all its consequences for air operators and pilots.

NEWS ABOUT NAIVASHA "AIRSPRAY AIRSTRIP"

We have been asked to inform all pilots about the new status of Osirua Ltd Airstrip Naivasha (Airspray)

"As this strip is no longer rented out to Airspray Ltd we thought that we should clarify the status of this strip and its use . Please be aware that this is a private strip . You are all welcome to use the strip but we request that , out of courtesy, and so that we are aware of aircraft on the strip, you call, email or text either myself or Mike Higgins prior to landing or using the strip . Our numbers/ contacts are :

Billy : 0723 786003 : sales@ninitd.com

Mike : 0723 786002 : kijabe@africaonline.co.ke

AERO CLUB PROTESTS TO "THE STANDARD"

The Aero Club has voiced its concern to "The Standard" about its level of reporting aviation. The recent front-page article about allegedly sinister unscheduled night landings by US military aircraft at Wilson Airport triggered a response from Chairman Harro Trempenau who wrote to the paper on Monday: "I think you should stop digging up dirt where there isn't any.

If Prescott Air Services had something to hide or did something sinister, they would be much better off using JKIA than Wilson. On a 24 hour per day airport it would attract much less attention than "land after hours" at

Wilson. Many US military planes land at JKIA all the time, on their way to other places, or even to support US Forces in Kenya. Remember that Kenya and USA are military partners by treaty.

Your style of reporting, quoting 'unnamed sources' and rumours, is not good and we are getting tired of it. Try to stick to the facts. You just keep hurting the aviation and tourist industry by whipping up hysteria."

DISPENSATION ON PRIVATE AIRCRAFT TAXIING TO TERMINAL AT WILSON WORKING FINE

So far, the relaxation of the requirement for "Private Aircraft" to taxi to the Wilson Terminal for a 'security check' seems to be working well. The Tower is using the 'approved list' of eligible aircraft and, aside from some minor glitches and misunderstandings, the dispensation is running smoothly. Those Aero Club members who are owners/operators of "Private" aircraft, who for one reason or another are not on the list, please advise Chairman Harro Trempenau. A revised list will be submitted at the end of August to capture any errors or omissions. The list will be updated monthly thereafter.

It is hoped that the dispensation will soon extend to other hangars and departure places. For now, only the Aero Club has been cleared as a departure point, because it has met all conditions of the various Government agencies concerned with security. The other operators who have applied for, but not yet received, clearance for direct departures are CMC, ALS and Titan Hangar. We'll keep you updated.

TSA ISSUES NEW SECURITY RULES FOR GA AIRCRAFT ABOVE 5700 KG ALL UP WEIGHT

The Transportation Security Agency of the USA will soon issue new regulations that will tighten Security for General Aviation Aircraft with an all up weight exceeding 5700 kg. Aircraft under that weight are not subject to any security regulations at the 20 odd thousand airports that serve private aviation in the USA. According to USA Today (http://www.usatoday.com/travel/flights/2008-08-10-charter-planes_N.htm), the new measures will include background checks for flight crew members, parking aircraft in secure areas and inspecting aircraft (randomly, it would seem). It's not clear if passengers will also be screened but it seems unlikely that any kind of on-airport security regime for private aircraft passengers is being considered. "We've worked very closely with industry to garner as much input with respect to what is operationally feasible," TSA general aviation security chief told USA Today. That could also be why reaction from bizav groups is cautious instead of strident.

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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