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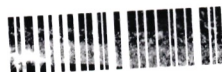


**NAIROBI AIRPORT
ANNUAL REPORT
1961**

KENYA NATIONAL ASSEMBLY

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NAIROBI AIRPORT ANNUAL REPORT, 1961

INTRODUCTION

Review of the Year

The rate of expansion in the Airport's activities, which was experienced in its first three years of operation, became accelerated during 1961. This was due to a normal annual increase in passenger flow being associated with further heavy jet re-equipment programmes. With their faster speeds and high utilization rates resulting in an almost even spread of schedules between day and night, full and effective manning of all the Airport's facilities was required throughout the 24 hours of each day.

To keep pace with this expansion and to meet new and emerging requirements for the operation of an International Airport, further installations and additions had to be effected. These included the provision of Radar, an Instrument Landing System, additional rest room accommodation, an extension to the Administrative Section of the Terminal Building, a large capacity deep-freeze chamber, additional Engineering Stores, air conditioning in the Control Tower, new Bonded Stores, and the construction of a building to house additional stand-by electrical generating equipment due for delivery early in 1962. At the same time, work was commenced on an extension to the runway and an order placed for Runway Visual Approach Slope Indicators.

During the November floods, when road and rail links between Nairobi and the Coast were severed, the Airport, due to its all-weather characteristics, played a vital role in the transfer of passengers and perishable commodities between the two places. Likewise, the Airport was able to provide facilities for military aircraft engaged in famine relief food drops at a time when the runway at Eastleigh was unserviceable due to wet weather conditions.

Associated with R.A.F. operations at the Airport was the completion of a bitumen-surfaced link road between R.A.F. Eastleigh and the Airport ; reducing the distance between the two airfields to seven miles.

Excluding military personnel engaged in full-time duties at the Airport, the total number of staff employed by all organizations within the boundary of the Airport was 2,727 at the end of the year.

Statistical data, compiled for the year 1961, and contained in the Appendices to this Report, show that, compared with 1960, there was a 6.5 per cent increase in civil aircraft movements, a 25.7 per cent increase in passengers handled, an 11.7 per cent increase in mail, and a 21.5 per cent increase in freight.

PART I—WORK OF THE DEPARTMENT

1. Operations

(a) GENERAL

By the end of the year over 83 per cent of all scheduled International Aircraft Movements operated through the Airport were being flown with propeller/jet and pure jet aircraft. Despite this almost overnight change from the piston engined services of the years immediately prior to 1961, experience in the handling of the new type of aircraft has shown that the ground handling techniques evolved in advance of their introduction have been more than adequate in meeting airlines' operational requirements.

(b) RUNWAY/APRON/TAXIWAYS

To satisfy the take-off requirements of the large jets when fully loaded and operating in moderately high temperature conditions, work was commenced on 14th August on an extension of the runway to 13,500 feet. It is anticipated that the project which was held up by the unprecedented heavy rains in the last quarter of the year, will be completed by mid-1962. Additionally, further grass planting has been undertaken on the verges to the taxiways, to minimize the risk of jet engine ingestion of dust. A telephone was installed at the 06 end of the runway over which it is intended to pass to the Air Traffic Controller, Runway Visual Range measurements.

(c) AIRCRAFT SERVICING

Although the year was marked by a further swing from piston engined to jet aircraft operations, it was found that engineering services required for the latter type of aircraft was well within the scope of aircraft servicing facilities available at the Airport. Whenever heavy repair facilities were required by airlines not based at Nairobi Airport these were made available by East African Airways. During the year work was put in hand for the construction of new Engineering Stores, consisting of 10 bays and associated offices and lock-ups for technical spares. Their completion, scheduled for the end of November, was delayed owing to the excessive rains occurring towards the end of the year.

(d) FUELLING

With the introduction of further heavy jet aircraft there followed an upsurge in the amount of aviation fuel being uplifted. By the end of the year this was averaging almost 1,250,000 gallons per month. Whereas in 1959 and 1960 the amount of aviation turbine fuel (paraffin) accounted for about 49 per cent of the total of all fuels dispensed; in 1961 this percentage had jumped to almost 80. In connexion with the quantity of fuel uplifted by the heavy jets, it will be of interest to note that the full fuel load alone of a Boeing 707 weighs about 49,000 lb. more than a fully loaded Super Constellation, and about 43,000 lb. more than a DC7C in a similar condition.

During the year the satellite tank farm pumping system, which was hitherto started and stopped manually, was fitted with automatic controls. Thereby the pumps in the farm start up automatically as soon as a demand for avtur is created at the apron fuel hydrants.

Following the disruption caused in early November to road and rail communications between Nairobi and Mombasa by floods, supplies of aviation fuel on the Airport fell to alarmingly low levels. To eke out stocks it became necessary on 17th November to impose a number of restrictions on supply. These were notified to all concerned in a Notice to Airmen. All restrictions on the availability of fuel were not lifted until 30th November.

Oil companies providing fuel uplift facilities at the Airport to enable them to meet the fuelling requirements of their airline customers now consist of Messrs. Shell, Stanvac, Caltex and Ozo.

(e) APRON SERVICES

Responsibility for the smooth and efficient running of apron services is vested in Government Apron Marshals who maintain continuous watch-keeping duties throughout each and every 24-hour day. Hitherto, one Apron Marshal per shift was considered sufficient to exercise the degree of control then required. When peaks in the number of aircraft movements gave warning that the services of more than one Marshal at a time would be required, steps were undertaken to introduce a training scheme for future Marshalls. The first intake under this scheme commenced their training in August.

An indication of the degree of responsibility resting with Apron Marshals was demonstrated at 09.00 hours on 5th July when seven Britannias, two Comet IVs, two Canadairs, one Victor, one Valiant and one DC4 were all parked on the Terminal Apron at the same time. A conservative estimate places the value of these aircraft at nearly £17,000,000.

(f) PASSENGER HANDLING

As present traffic tendencies are for international services to stage through Nairobi Airport in the mid-morning and late evening hours, clashing in the arrivals and departures of aircraft in these periods taxed passenger-handling facilities to the utmost. In this connexion passenger densities averaging more than 200 at a time, were occurring daily in the Transit Lounge where, on 30th June, 332 passengers had to be accommodated in the lounge at the same time.

Coincidental with the needs of such large numbers of passengers in the Transit Lounge were those of the incoming passengers. This can be illustrated by mentioning that within the space of two and a half hours on 25th September one airline company alone handled more than 740 passengers.

A study undertaken during one of the busiest months of the year and spread over 56 international flights revealed that an average of 26½ minutes elapsed between the arrival of an aircraft and the time when the last of its passengers had been cleared through the Immigration and Customs formalities.

(g) BAGGAGE HANDLING

Coincidental with the handling of greater numbers of passengers at any one time is the need to contend with greater quantities of baggage during such periods. This requirement was not outside the scope of the baggage equipment employed, but to meet the demand for labour, an additional 30 porters had to be recruited early in January. By the end of the year the volume of passengers' baggage, freight and mail to be handled had increased to such an extent that steps were taken to engage a further 36 porters.

To ensure that baggage-handling equipment when unattended and lying in proximity to aircraft is not set in motion by the blast created by running engines, steps were taken to have all baggage trollies fitted with parking brakes.

During the year a study of baggage-handling procedures for international flights showed that an average of 10½ minutes elapsed between the time when each aircraft was parked and all the baggage belonging to passengers disembarking at Nairobi Airport had been received in the Customs Baggage Hall.