



KENYA CIVIL AVIATION AUTHORITY

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Patrick G. Gichohi, CBS

Clerk of the National Assembly,
Parliament Buildings,
P.O. Box 41842-00100

NAIROBI



Dear

MEETING WITH THE PARLIAMENTARY COMMITTEE ON TRANSPORT, PUBLIC WORKS AND HOUSING

We acknowledge receipt of your letter Reference No KNA/DC.L/CORR/2011/(77) dated 10th April 2012 regarding the meeting with the Parliamentary Committee on Transport, Public Works and Housing on Tuesday 17th April 2012.

BACKGROUND ON KCAA MANDATE

The Kenya Civil Aviation Authority (KCAA) was established in October 2002 through an Act of Parliament, the Civil Aviation (Amendment) Act 2002 to plan, develop, manage, regulate and operate a safe, economical and efficient civil aviation system in Kenya. In the performance of this mandate, the KCAA is guided by the provisions of the Civil Aviation Act, Cap 394 and the provisions of the Convention on International Civil Aviation, Kenya being a signatory to the Convention and a contracting State of the International Civil Aviation Organization (ICAO).

One of the roles of KCAA under this mandate is to carry out safety oversight of aerodromes in Kenya as guided by the minimum standards and recommended practices established in Annex 14 (Aerodromes) to the Convention. The Authority has in this regard established a safety oversight regime that aims at ensuring the safety at aerodromes through establishment and implementation of the critical

elements of safety oversight as defined by ICAO in as far as they relate to aerodromes operations. These critical elements include:

1. Establishment of a legal basis for overseeing safe operations of aerodromes in the primary Act
2. Establishment of aerodromes operating regulations
3. Establishment of a system for safety oversight of aerodromes
4. Ensuring training and qualification of technical personnel to carry out aerodromes safety oversight functions
5. Development of technical guidance material and provision of aerodrome safety-critical information
6. Carrying out licensing, certification, authorizations and approvals related to aerodromes
7. Conducting surveillance of aerodromes and aerodrome facilities
8. Resolution of identified safety concerns at aerodromes

The Civil Aviation Act, Cap 394 establishes the legal basis for overseeing safe operations of aerodromes in Kenya. The regulations governing operation of aerodromes is established through Legal Notice No 131, the Civil Aviation (Aerodromes) Regulations, 2008. Detailed requirements for operation and maintenance of aerodromes and specifications, characteristics and siting of aerodrome facilities are prescribed by the KCAA through the Manual of Aerodrome Standards. Additionally, the Authority has developed the required technical guidance material in the form of Orders to guide KCAA inspectors and Advisory Circulars to guide the industry in the area of aerodromes operations. The KCAA has further established in its structure, the necessary systems and mechanisms to ensure effective implementation of critical elements 6 to 8 above.

STATUS, SAFETY AND OPERATIONS OF AERODROMES IN KENYA

The ownership and operation of aerodromes in Kenya currently fall into three categories:

1. Aerodromes that are operated by the Kenya Airports Authority
2. Aerodromes that are owned/operated directly by the Government of Kenya and other Government agencies
3. Aerodromes that are operated privately by organizations and individuals

In operating their aerodromes, operators are required to comply with the provisions of the Civil Aviation (Aerodromes) Regulations 2008. The regulations specify requirements for construction, licensing/certification, maintenance and operations of aerodromes in Kenya. The role of the KCAA is to enforce these requirements and notify for general information, those aerodromes that are considered to be unsafe for aircraft operation.

AERODROMES OPERATED BY THE KENYA AIRPORTS AUTHORITY

Kenya Airports Authority (KAA) operates the 8 major airports in Kenya namely; Jomo Kenyatta (Nairobi), Moi (Mombasa), Eldoret and Kisumu International Airports, and Wilson, Malindi, Wajir and Lokichoggio Airports. These airports are fully maintained by KAA. The KCAA has continuously conducted inspections and continuous surveillance of these airports to ensure that they are operationally safe and meet the minimum safety requirements.

In addition to the 8 airports mentioned above, KAA also operates 5 other aerodromes namely; Lamu, Ukunda, Kakamega, Kitale and Lodwar all of which are fully operational. The KCAA carries out continuous surveillance on these aerodromes and ensures that identified safety concerns are communicated to KAA for resolution.

The list and operational status of aerodromes operated by the Kenya Airports Authority is herewith attached as **ANNEX I**.

AERODROMES OWNED/OPERATED DIRECTLY BY THE GOVERNMENT OF KENYA AND OTHER GOVERNMENT AGENCIES

The list and operational status of aerodromes operated by the Government and other Government agencies is attached as **ANNEX II**.

The Government currently owns/operates 212 aerodromes. Of these, 30 are operated by the Kenya Wildlife Services while 6 are Military aerodromes. 9 government aerodromes namely; Gai, Garbatula, Itigururu, Lake Bogoria, Larsens Camp, Loreng, Finno, Kilgoris and Kinamba are disused. Rehabilitation of government aerodromes has been on-going by KAA through funding from the Ministry of Transport (MOT). According to the Integrated National Transport Policy developed by the MOT, the National Government will ensure properly

maintained, equipped and manned aerodromes in each of the 47 Counties. In this regard, it is expected that some of the existing aerodromes will be considered for upgrading by the Government.

AERODROMES PRIVATELY OPERATED BY ORGANIZATIONS AND INDIVIDUALS

Aerodrome data on private aerodromes as published in the Kenya AIP is attached as **ANNEX III**.

Information published in the Kenya Aeronautical Information Publication (AIP) indicates that there are a total of 213 airstrips privately operated by organizations and individuals. The introduction of the aerodromes regulations in October 2008 has seen progressive improvement on the safety and operational status of private aerodromes as operators begin to comply with regulatory requirements.

The KCAA conducts inspections and surveillance of those private aerodromes that have been licensed. Private aerodromes that have met the licensing requirements are generally safe and well maintained.

CHALLENGES

- (a) Land uses within and around Kenyan airports and airstrips have in the past not been compatible with stipulated civil aviation standards and recommended practices thereby impacting on safety. Efforts to mitigate the problem are on-going albeit with some challenges.
- (b) Availability of oversight fees to KCAA for inspection and continuous surveillance of government aerodromes is a challenge.
- (c) The Authority is expected to continually improve on its structures and mechanisms in order to cope with the vibrancy and growth of the civil aviation industry in Kenya. A lot has been achieved by the KCAA; however, in its endeavor to implement the requisite improvements, the Authority faces certain challenges as described in **ANNEX IV**.

CONCLUSION

The Kenya Civil Aviation Authority is committed to continual improvement of the civil aviation system in Kenya. The Authority therefore wishes to assure the Parliamentary Committee on Transport, Public Works and Housing that the KCAA does and will continue to work closely with aerodromes operators with the objective of ensuring that aerodromes safety standards are enhanced and that safety concerns identified by the Authority are resolved.

Yours

Col (rtd) Hilary K Kioko, MBS, OGW
DIRECTOR GENERAL



ANNEX I

Aerodromes Operated by the Kenya Airports Authority

ANNEX I –AERODROMES OPERATED BY THE KENYA AIRPORTS AUTHORITY

No	Name of Aerodrome	Co-ordinates (WGS 84)	Aerodrome elevation (ft)	Aerodrome Category	Runway(s) Orientation	Runway(s) Dimensions and Slope	Runway Type and Strength	Operator	Safety/ Security Status	County /District
1.	Jomo Kenyatta International Airport (JKIA) Nairobi	S01°19'09.26" E036°55'39.9"	5327	A	06/24	4117 x 45	Tarmac	CAA	Safe & fully operational	Nairobi
2.	Moi International Airport (MIA) Mombasa	S04°02'06.5" E039°35'39.6"	196	A	03/21 15/33	3360 x 46 1260 x 36	Bitumen	CAA	Safe & fully operational	Mombasa
3.	Eldoret International Airport (EIA)	N00°24'16.05 E035°14'20.15	6848	B	08/26	3500 x 45	Tarmac	CAA	Safe & fully operational	Uasin Gishu
4.	Kisumu International Airport	S00°05'15.1" E034°43'39.1"	3965	B	06/24	3300 x 45	Tarmac	CAA	Safe & fully operational.	Kisumu
5.	Wilson Airport	S01°19'18.4" E036°48'52.9"	5536	B	07/25 14/32	1463 x 24 1558/24	Bitumen	CAA	Aerodrome is fully operational. Falling paved surfaces under repair	Nairobi
6.	Malindi	S03°13'43.9" E040°06'06.0"	80	B	17/35 08/26	1402 x 30 1128 x 30	Bitumen	CAA	Aerodrome operational but with dilapidated fence. Ant hills in the strip. Runway 08 requires rehabilitation. Apron is not marked and surface failing. There are no taxiways and part of the apron is in the strip	Kilifi
7.	Wajir International (Military/civil)	N01°44'37.0" E040°05'04.4"	840	B	15/33	2810 x 30	Bitumen	CAA	Aerodrome is operational but paved areas require rehabilitation to remove loose stones.	Wajir

8.	Lokichoggio Airport	N04°12'15.7" E034°20'22.5"	2082	B	09/27	1800 x 23	Bitumen	KAA	Aerodrome operational but Apron is within the runway strip with no taxiways.	Turkana
9.	Lamu (Manda)	S02°14'46.7" E040°54'36.3"	20	C	08/26 16/34	1010 x 30 500 x20	Tarmac, Murram & earth	KAA	Aerodrome operational but runway strip has bushes. Animals and people criss-cross the runway due to lack of fence	Lamu
10.	Ukunda	S04°17'39.1" E039°34'16.2"	98	C	18/36	1190 x 15	Bitumen	KAA	Operational but awaiting rehabilitation after relocation of the primary school	Kwale
11.	Kakamega	N00°16'20.8" E034°47'36.2" and N00°16'13.3" E034°46'58.3"	1536	C	08/26	(1200 x 18)m	Tarmac	KAA	Operational but with controlled gates to allow locals to cross from one side of the runway to the other	Kakamega
12.	Lodwar	N03°07'22.9" E035°37'04.3" and N03°07'21.1" E035°36'47.4"	1680	C	09/27	(900 x 20)m	Bitumen	KAA	Operational with recent rehabilitation of runway, taxiway and apron & construction of fence	Turkana
13.	Kitale (Kambimiwa)	N00°58'01.1" E034°57'15.8" and N00°58'37.4" E034°57'45.8"	6026	C	04/22	(1460 x 25)m	Tarmac	KAA	Operational but under rehabilitation	Trans Nzoia

ANNEX II

Aerodromes operated by the Government and other Government Agencies

ANNEX II: AERODROMES OPERATED BY GOVERNMENT AND OTHER GOVERNMENT AGENCIES

No	Name of Aerodrome	Co-ordinates (WGS 84)	Aerodrome elevation (ft)	Aerodrome Category	Runway(s) Orientation	Runway(s) Dimensions and Slope	Runway Type and Strength	Operating Authority	Safety/Security Status	County / District	Remarks
1	Angata Baragoi	S01°22'35.1" E034°46'24.9"	6136	D	12/30	1050 x 40		DC-Transmara	TBC	Trans Mara	
2	Arabia	N03°31'49.1" E041°30'03.5"	1191	D	04/22	1000 x 18	Murram	DC - Mandera East	<ul style="list-style-type: none"> - Runway surface repaired and compacting needed. - There is need to have the failed sections of the fence fixed to control access of animals and people - There is need to have appropriate runway markings in place. - Need to work on the drainage to ensure that the runway is not flooded when it rains. - There is need to have a wind-sock fitted. 	Mandera	
3	Banisa	N03°56'52.9" E040°21'15.1"	3000	D	04/22	1000 x 20	Murram	DC- Mandera West	TBC	Mandera	
4	Baragoi	N01°46'43.4" E036°48'25.1"	4200	D	09/27	1200 x 40	Murram	DC- Samburu	TBC	Samburu	
5	Baragoi West	N01°48'24.0" E036°40'36.0"	4500	D	09/27	700 x 20	Sand	DC - Samburu	TBC	Samburu	
6	Barricho	TBC		D	18/36				TBC	Kilifi	Land no longer used as an airstrip
7	Barsaloi (Parsaloi)	N01°20'27.0" E036°51'23.6"	3600	D	13/31	700 x 20	Sand, Murram & grass	DC - Samburi	TBC	Samburu	
8	Bomet (Itembe)	S00°46'51.4" E035°18'58.3" and S00°46'20.4" E035°19'13.50"	6000	D	02/20	(1000 x 14)m	Tarmac	DC- Bomet	-Runway surface has pot holes and very narrow	Bomet	Gravelling of the runway, repair of fence, installation of wind sock was to be done by KAA
9	Buna	N02°51'00.0" E039°28'59.0"	1705	D	11/29	900 x 22	Sand, Murram & grass	DC-Wajir	<ul style="list-style-type: none"> - Caution to pilots on the high ground on approach runway 29. - There is need to have the broken sections in the fence repaired. - There is need to have a wind-sock fitted. - There is need to acquire more land for the strip and for approached to ensure they are secured from encroachment in future. 	Wajir	Gravelling of the runway, runway markers, fencing, installation of wind sock was to be done by KAA
10	Bungoma	N00°34'43.3" E034°33'33.6"	4725	D	07/25	(685 x 20)m	Tarmac	DC- Bungoma	- Rwy surface has pot holes -Vehicles, motor cycles and	Bungoma	

11.	Bura East	S01°05'54.2" E039°56'57.6"	296	D	15/33	800 x 20	Sand	DC-Tanariver	<p>locals criss-cross the Rwy strip</p> <ul style="list-style-type: none"> -Tail trees adjacent to Rwy strip -No fence, no wind sock, no markings -Residential houses in the approach and climb-out areas -Residential houses at the edge of the runway strip -One end of the runway is adjacent to the main road 	Tana River	Operating authority to be confirmed
12.	Bura West	S01°11'07.8" E039°48'49.8"	250	D	17/35	1200 x 25	Murram	DC-Tanariver	<ul style="list-style-type: none"> - The airstrip is overgrown with shrubs and bushes and is unsafe for aircraft operation. - There is a building within the runway strip that needs to be removed. - It is recommended that the airstrip undergo rehabilitation before it can be considered for licensing. 	Tana River	Operating authority to be confirmed
13.	Busia	N00°27'08.4" E034°08'02.8" and N00°27'27.8" E034°07'36.2" Elevation 1211m	4000	D	13/31	(1000 x 25)m	Murram	DC-Teso	<p>The Strip is overgrown with shrubs. There are buildings on both sides of the runway.</p>	Teso	Closed for relocation
14.	Bute	N03°20'13.47" E039°24'52.1"	1900	D	14/32	1200 x 22	Hard packed Sand & Murram	DC-Wajir	<ul style="list-style-type: none"> - Caution to pilots on the high ground on both approaches. - There is need to have a fence in place to control access of animals and people. - There is need to have a wind-sock fitted. - There is need to level the 	Wajir	Operating authority to be confirmed

15	Chuka (Ndagani)	TBC	4643	D	09/27				320 x 30	DC-Meru South	TBC	runway surface to make it even and safe for operations. - There is need to consider having an apron in place. - There is need to acquire more land for the strip and for approached to ensure they are secured from encroachment in future.	Meru South	
16	Criticos (Taita/Taveta Sisa)	S03°25'08.7" E037°38'03.0"	768	D	06/24	Murram			1060 x 30	DC-Taita/Taveta	-in good condition and well maintained	Taita Taveta		
17	Dadaab (Hagadera)	N00°03'26.3" E040°19'05.9"	490	D	13/31	Tarmac			1100 x 20	DC-Garissa	-Good surface condition	Garissa	Runway re-sealing, cleaning the runway strip, installation of runway markers, installation of wind sock was to be done by KAA	
18	Dif	N00°59'37.7" E040°57'31.7"	332	D	12/30	TBC			TBC	DC - Wajir South	TBC	Wajir South		
19.	El Wak	N02°48'54.1" E040°55'59.0"	1295	D	01/19	Murram			1000 x 20	DC - Mandera	- There is need to acquire land for future to safeguard approaches and control the developments coming up too close to the airstrip fence. - There is need to have the failed sections of the fence fixed to control access of animals and people - There is need to address the effects of the hospital that exists near the airstrip and safety of people accessing the hospital crossing the approach funnel too close to the threshold. - There is need to have a wind-sock fitted.	Mandera		
20	E Iwak South	TBC	1295	D	14/32				1000 x 18	DC - Mandera	Airstrip overgrown with shrubs and trees and is unuseable.	Mandera		
21	Eldoret Airstrip	N00°32'11.4" E035°16'32.7" and N00°32'14.8" E035°17'09.7"	7046	D	08/26	Tarmac			(1130 x 22)m		-Cracks on the runway -Overgrown grass obscuring runway edge markings and encroaching onto the runway -Agricultural activity at the airstrip(maize)	Uasin Gishu	Currently used by Moi university	
22.	Eliye Springs	N03°14'10.6" E035°58'38.6"	1395	D	09/27	Sand			(680 x 22)m	DC- Turkana	- The runway surface is sand.	Turkana		

23	Embu (Kagunda)	S00°34'32.9" E037°29'59.9"	4197	D	14/32	(1000 x 18)m	Tarmac	DC - Embu	- There is no fence at the aerodrome. - Windsock is not available. - There are markers available which need painting and the sand covering some of them to be cleared. - There is an apron at the aerodrome.	Embu	Widening the runway and extending the length, construction of a taxiway by KAA on going
24	Ferguson's Gulf (Kalokol)	N03°29'22.1" E035°50'25.9" and N03°29'38.34" E035°49'57.5"	1245	D	12/30	1010 x 21	Tarmac	DC- Turkana	-Windsock not available -Runway strip overgrown with bushes shrubs and trees -Trees on final approaches to the airstrip -No apron	Turkana	
25	Finno (Colonial)		1490	D	08/26	1000 x 20	TBC	DC - Mandera	-Very uneven surface with thorny bushes	Mandera	Closed
26	Flourspar Kerio Valley (Chepsire)	N00°19'23.5" E035°39'52.5" and N00°18'52.3" E035°39'53.5"	4325	D	18/36	(1000 x 18)m	Murram	DC-Elgeyo Marakwet	-Runway in poor condition with no markings -Trees and shrubs on the runway strip -Sections of the runway and runway shoulders eroded -There is no fence -No windsock -No apron -Power lines 100m from the threshold runway 36 -Airstrip situated in an area surrounded by high ground	Elgeyo Marakwet	
27	Gai	TBC	2969	D	15/33	1350 x 40	Sandy loam soil	DC - Mwingi	-Airstrip not usable - Requires major rehabilitation -Rocks outcrop to the north west of the airstrip -Rehabilitated in 2009	Mwingi	Disused
28	Gaitu (Kaongo)	S00°01'09.5" E037°43'46.4"	3923	D	07/25	1080 x 15	Dry murram			Meru	Operated privately on concession to MS Alpine Express for 15 years with effect from 1 Nov 2006
29	Galana Ranch	S02°24'43.9" E039°19'48.0"	500	D	17/35	900 x 20	Sand	DC- Malindi	TBC	Malindi	
30	Garbatulla	N00°30'55.5" E038°30'52.2" and N00°31'39.2" E038°31'05.0"	2000	D	02/20	(1400 x 26)m	Sand	DC- Isiolo	The strip has potholes and has a tell mast of 80metres located 100metres from the threshold.	Isiolo	Closed and earmarked for relocation
31	Garissa	S00°27'50.7" E039°38'53.6"	475	C	17/35	1200 x 22	Tarmac		- Need to be rehabilitated - There is need to have a fence put in place to control access by humans and animals. - There is need to acquire	Garissa	Runway resealing, cleaning the runway strip, installation of runway markers, installation of wind sock

32.	Garsen	S02°15'54.3" E040°05'24.6"	53	D	13/31	1010 x 20	Murram	DC-Tana River	<ul style="list-style-type: none"> - The airstrip runway is overgrown with mathenge weed and needs urgent rehabilitation. - It is recommended that during the rehabilitation the following to be addressed: <ul style="list-style-type: none"> i. Wind sock to be installed ii. Airstrip to be fenced iii. Appropriate markers to be put in place iv. A security fence to be put in place v. Drainage system to be addressed 	Tana River	
33.	Giriftu	N01°59'53.9" E039°45'05.5"	1000	D	15/33	370 x 60	Soft soil	DC-Wajir	-Airstrip severely encroached upon by the town	Wajir	Airstrip to be relocated
34.	Gurar	N03°17'58.6" E039°32'35.4"	2490	D	11/29	732 x 18	Loose sandy soil	DC- Wajir		Wajir	
35.	Habaswein	N01°01'06.8" E039°30'05.4"	800	D	12/30	1020 x 26	Murram	DC- Wajir	<ul style="list-style-type: none"> - There is need to have the runway compacted and appropriate markings put in place. - There is need to control drainage. - There is need to acquire more land to ensure approaches are safeguarded. - There is need to have a windsock fitted. 	Wajir	
36.	Hola (Galole)	S01°31'17.1" E040°00'13.5"	195	D	18/36	960 x 18	Murram	DC-Tana River	TBC	Tana River	
37.	Homabay (Kabunde)	S00°35'25.5" E034°28'44.9" and S00°35'03.1" E034°28'25.5"	4280	D	14/32	(1000 x 20)m	Tarmac	DC- Homabay	<ul style="list-style-type: none"> - The runway is surface tarmac but have grass encroaching onto the runway. - The aerodrome has no security fence. - There is a wind sock at the aerodrome. - There is an Apron at the aerodrome though overgrown with grass. - Runway marking available but obscured by overgrown grass and vegetation. - There are tall trees and aerial mast within 	Homa Bay	

38.	Hulughu	S01°08'44.3" E041°02'35.2"	490	D	13/31	1200 x 20	Dry white gravel on black cotton soil	DC- Ijara	<ul style="list-style-type: none"> - approach RWY 32. - The runway has massive trenches and needs urgent rehabilitation. - There is a power line on approach runway 31. - It is recommended that the airstrip undergo rehabilitation before it can be considered for licensing. The following to be factored in the rehabilitation: <ul style="list-style-type: none"> i. Runway resurfacing ii. Runway markings iii. Windsock iv. Fencing 	Ijara	Gravelling of the runway, runway markers, installation of wind sock
39.	Ijara (New)	S01°35'38.5" E040°30'30.3"	TBC	D	16/34	1000 x 20	Dry white gravel on black cotton soil	DC - Ijara	<ul style="list-style-type: none"> - The runway to be cleared of the vegetation growing on it. - There is need to have appropriate runway markers in place at the airstrip - There is need to have a fence in place at the airstrip to control access of animals and humans. 	Ijara	Gravelling of the runway, runway markers, installation of wind sock
40.	Illeret Main	N04°16'27.8" E036°16'17.8" and N04°17'15.2" E036°15'50.1"	1705	D	15/33	(1700 x 20)m	Sand	DC- Turkana	<ul style="list-style-type: none"> - The runway surface is sandy. - There are runway markers available which are faded and are above the surface of the runway. - There is no fence at the aerodrome. - Windsock is available. - There are trees and a steel structure within the runway strip. - There are drums on the runway end markers which should be removed. - There is no apron at the aerodrome. - There is no fence and hence footpaths crisscross the runway 	Turkana	Gravelling of the runway, runway markers, installation of wind sock
41.	Illeret Town	N04°18'15.8" E036°14'04.8"	1350	D	13/31	700 X 15	Sand	DC- Turkana	TBC	Turkana	
42.	Isiolo	N00°20'21.5" E037°35'23.7"	3748	C	16/34	1000 x 30	Tarmac	DC- Isiolo	Airstrip is under rehabilitation and upgrading to regional airport. Currently closed to traffic.	Isiolo	Security and boundary fence construction, re-construction of runway and apron, construction of passenger terminal building being done by

43.	Itigururu	S00°25'09.6" E037°43'03.1"	3761	D	09/27	(700 x 20)m	Grass	DC- Meru	-Approach to Rwy 09 is over Itgururu town -Runway strip does not exist -Airstrip has complete farming activities with crops and trees -Land allocated to farmers by the county council -Airstrip totally unusable	Meru	KAA	Closed
44.	Kabarnet Kapchomuswo	N002718.3 E0355413.7 and N002753.6 E0355359.0	6205	D	16/34	(1200 x 18)m	Tarmac	DC-Baringo	-Trees and shrubs on the runway strip -No fence -No wind sock -Runway markings faded and not upto standards -Underground water sipping onto the surface -No runway end safety area on either runway -Access road to the aerodromes leads to the apron without warning -No fence	Baringo		
45.	Kacheliba (Kongelai)	N01°30'31.9" E035°00'25.0" and N01°30'05.2" E035°00'26.7"	1312	D	18/36	(830 x 16)m	Dry gravel	DC-West Pokot	-The runway has been eroded and has deep ruts and gullies - There are bushes/trees/power lines/ a hill on Rwy approaches -No markings, no fence -Poor drainage	West Pokot		Site clearance, grading of runway, spot graveling, wind sock installation and fencing was to be done by KAA
46.	Kajiado	S00°06'34.1" E037°47'15.3" and S00°06'34.1" E037°47'51.3"	1729	D	08/26 15/33	(1010 x 18) 920 x 18)m	Murram & grass	DC-Kajiado	-An hills on the runway surface -People and animals cross the runway -No fence -Vehicles using the runway as a road -There is a road crossing the runway - No windsock -Runway markers are faded -Staff criss-cross the runway	Kajiado		
47.	Kakuma	N03°42'6.9" E034°52'34.2" and N03°42'30.7" E034°51'58.0"	605	D	12/30	(900 x 20)m	Murram	DC-Turkana	Strip made of Murram. Operationally ok People and animals crossing the strip.	Turkana		
48.	Kalacha Town (North)	N03°08'00.4" E037°25'36.6" N04°55'48.8"	1300	D	15/33	750 x 20	Sand	DC-Chalbi	TBC	Chalbi		
49.	Kamathia	E035°23'03.0"	TBC	D	03/21	1200 x 80	Dry Bitumen	DC-Turkana	TBC	Turkana		
50.	Kampi ya Samaki (Lake Baringo)	N00°36'23.4" E036°00'53.0" and N00°35'54.7"	3246	D	02/20	(976 x 22)m	Murram	DC- Baringo	-Grass on the runway -Trees and shrubs on the runway strip -No windsock	Baringo		

51	Kangetet	E036°00'39.8" N01°58'58.6" E036°06'21.7"	1705	D	11/29	780 x 90	Sandy gravel	DC-Turkana	TBC	Turkana	
52.	Kapedo	N01°10'13.8" E036°05'14.2"	2500	D	02/20	900 x 20	Sand	DC-Baringo	TBC	Baringo	
53.	Kapenguria (Kisaunet)	N00°32'11.4" E035°16'32.7" and N00°32'14.8" E035°17'09.7"	2046	D	08/26	(1130 x 22)m	Murram	DC- West Pokot	-No runway markers -Poor drainage -Trees just before threshold runway 23 -No apron -Ant hills developing	West Pokot	
54.	Kapiti Plains (Konza)	TBC	5616	D	08/26	530 x 15		DC- Kajiado	Overgrown with shrubs and tress.	Kajiado	
55	Kaputir (Nakwamoru)	N02°03'04.1" E035°25'20.7"	3000	D	16/34	800 x 15	Dry earth	DC-Turkana	TBC	Turkana	
56.	Karawa (Tana Delta/Kurawa	S02°33'15.5" E040°20'25.6"	100	D	09/27	900 x 20	S TBC and, Murram & grass	DC-Tana River	TBC	Tana River	
57.	Kataboi	TBC	1250	D	03/21	Not known	Tarmac	DC-Turkana	TBC	Turkana	
58.	Katilu	N02°23'19.1" E035°38'50.7"	2200	D	09/27	1067 x 40	Sand	DC-Turkana	TBC	Turkana	
59	Keekorok	S01°35'12.3" E037°47'15.3" And S00°06'34.1" E037°47'51.3"	5800	C	09/27	(1500 x 16)m	Murram	Narok County Council	TBC	Narok	
60	Kehancha	S01°10'28.8" E034°38'34.6" and S01°11'00.9" E034°38'40.5"	4718	D	17/35	(1000 x 22)m	Dry murram on black cotton soil	DC-Kuria	- There is a high ground on approach RWY17. - There is no fence at the aerodrome. - Windsock is not available. - Storm water could wash away sections of the runway at threshold35. - There is an apron at the aerodrome.	Kuria	Gravelling of the runway, runway markers, installation of wind sock was to be done by KAA
61.	Kericho (Kerenga)	S00°23'38.3" E034°14'20.5" and S00°23'07.8" E034°14'44.1"	6525	D	04/22	(1200 x 22)m	Grass	DC-Kericho	- The runway surface has some potholes with water when wet making it very slippery. - There is a trench that has developed between the runway and the apron that makes access to the apron impossible. - There are bushes within the runway strip. - The runway is overgrown with grass. - The drainage of the aerodrome is very poor hence causing water	Kericho	Closed for rehabilitation

62.	Khorof Harar	N02°12'39.6" E040°44'55.7" S00°38'11.4" E037°52'40.3"	1000	D	16/34	1260 x 15	Gravel	DC-Wajir	Wajir	logging on the runway. Operations into aerodrome will require a lot of hydroplaning if the aerodrome surface remains the way it is now.	
63.	Kiambere	N05o17'48.9" E035o48'51.1"	2450	D	02/20	1050 x 20	Murram	DC-Embu	Embu		Gravelling of the runway, runway markers, installation of wind sock was to be done by KAA
64.	Kibish Wells (Relocated)		1421	D	16/34	1220 x 18	Quick sand	DC- Turkana	Turkana		
65.	Kiboko	S02o12'36.4" E037o42'55.5"	3025	D	08/26	(900 x 20)m	Dry Bitumen	DC-Machakos	Machakos	-No fence -People and animals criss cross the runway -No windsock -Power line runs parallel to the runway 40 meters from the edge of the runway -Trees on final approach about 100m from the end of the runway -Buildings on the southern end of the runway on the runway strip -Pot holes and loose chippings on the runway	
66.	Kilgoris (Mutenkuar)	Not determined	5610	D	05/23	930 x 36	Not determined	Disused	Trans Mara		Closed. GSU Camp/Prison
67.	Kinamba		6779	D	09/27	1670 x 40	Dry earth	Closed	Laikipia		Closed
68.	Kipini	S02°30'55.6" E040°31'17.8"	98	D	18/36	650 x 20	Dry earth	DC-Tana River	Tana River	Located within a swamp and flooded during wet season	
69.	Kipsin		3000	D	09/27	800 x 20	Sand	DC- Laikipia	Laikipia		
70.	Kisii (Suneka)	S0040'19.3" E03441'11.5" and S0040'23.0" E03441'43.3"	4905	D	10/28	(1000 x 18)	Tarmac	DC-Kisii	Kisii	TBC	
71.	Kitui (Ithookwe)	S01°22'31.1" E037°58'29.4"	3741	D	05/23	(930 x 18)m	Tarmac	TBC	Kitui	-Loose chippings on the runway surface -People and animals crossing the runway -Runway used as driving school training ground -Power line on final approach runway 23 -No security fence -There is a road transiting the airstrip near the threshold runway 23 -Foot paths across and along	

72.	Kiunga	S01°44'36.9" E041°29'01.7"	33	D	14/32	850 x 18	Hard sand	DC-Lamu	Lamu	TBC	the runway	
73	Kokuro	N0440'17.3" E03542'46.9" and N0440'45.2" E03542'37.4"	1300	D	15/33	(900 x 20)m	Dry hard gravel	DC-Turkana	Turkana	TBC		
74	Laisamis	N0134'54.7" E03748'35.9" and N0134'23.4" E03748'40.0"	1800	D	17/35	(950 x 25)m	Sand	DC- Marsabit	Marsabit		-Fence very close to the threshold runway 35 -Fence very close to the runway edge and is within the strip -Windsock is very close to the runway edge and is within the strip -Markers are painted black and white instead of only white -Wrong colour of markings	
75	Lake Bogoria	N00°20'42.0" E036°04'25.2"	3200	D	14/32	800 x 15	Sand	DC-Baringo	Baringo		Disused	Disused
76	Larsens Camp (Samburu North)	N0035'25.8" E03734'59.9" and N0035'00.2" E03735'26.8"	2800	D	07/25	900 x 20	Murram	DC-Samburu	Samburu		-Runway surface poor, rutted with car tracks in the centre -Weeds and shrubs -No windsock	Unusable
77	Liboi	N00°20'48.6" E040°52'56.3"	310	D	14/32	1000 X 20	Dry gravel on loose sand	DC- Garissa	Garissa		Strip is very uneven and needs rehabilitation to be operational	Gravelling of the runway, runway markers, installation of wind sock was to be done by KAA
78	Liter	N011649.9 E0353700.0	TBC	D	Not known	Not known		DC-West Pokot	West Pokot		The airstrip land at coordinates N01.1649.9 E0353700.0 has been sub-divided to private owners and buildings constructed at the sites	
79	Logologo	TBC	1556	D	15/33	920 x 20	Dry murram	DC - Marsabit	Marsabit	TBC		
80	Loitokitok (Loitokitok)	S00°54'22.3" E037°31'17.0"	5445	D	14/32	(1700 x 20)m	Dry murram	DC- Kajiado	Kajiado		-People and animals cross the runway -Part of the runway is waterlogged with storm water that flows into the runway strip -Grass has grown into the runway -No windsock -A school adjacent to the runway with children cross crossing the runway	
81	Lokichar	N0223'16.9" E03539'12.1" and N0223'20.5"	2508	D	09/27	(1000 x 18)m	Sand	DC-Turkana	Turkana		The runway surface tarmac for 1000m and murram 500m. The condition of the runway is satisfactory but	

82.	Lokitaung (Kachoda)	TBC	2000	D	09/27	1000 x 40	Dry gravel	DC - Turkana	TBC	<p>there needs some work to level out the area between the tarmac areas and the murrum.</p> <ul style="list-style-type: none"> - There are stones within the runway strip. - The aerodrome markings are available but not adequate as one can only tell where runway 09 begins but not the threshold 27. - There is a windsock at the aerodrome. - There is a fence but pedestrians and animals still crisscross the runway. - There are a lot of loose pebbles on the runway that should be cleared. 	Turkana	Gravelling of the runway, runway markers, installation of wind sock was to be done by KAA
83.	Lokitaung (Main)	N041949.0 E0354203.0	1805	D	12/30	1097 x 30	Dry hard alluvial soil	DC - Turkana	TBC	Turkana		
84.	Lokitaung (Police)	N04°22'47.3" E035°39'33.3"	1805	D	18/36	750 x 30	Sand	DC - Turkana	TBC	Turkana		
85.	Lokomorinyan	N045408.8 E0353303.0	4265	D	09/27	1130 x 20	Dry gravel	DC - Turkana	TBC	Turkana		
86.	Lokori	N01°57'57.2" E036°01'21.5" and N01°58'17.6" E036°00'45.6"	2000	D	17/35 12/30	970 x 15 (1300 x 20)m	Sand	DC - Turkana	TBC	Turkana		
87.	Lolgorien (Paka Nyeusi)	S011209.4 E0344102.8	5050	D	10/28	1140 x 40	Dry murrum on black cotton soil	DC - Transmara	-Airstrip not usable -Ant hills all over the airfield	Trans Mara		
88.	Loreng	N03°30'45.4" E034°35'09.4"	Not determined	D	Not determined	Not determined	Loose soil	DC - Turkana	-Rwy edges/ends not determinable -The Rwy surface has loose soil, gullies and bushes -No wind sock, no fence, no markers	Turkana	Runway not usable. Neglected and bushes all over. Needs proper rehabilitation.	
89.	Lorugum	N02°53'18.7" E035°15'39.5" and N02°53'30.8" E035°16'01.9"	1705	D	06/24	(800 x 15)m	Dry light sandy loam	DC - Turkana	TBC	Turkana		
90.	Lowarengak/Loarengak	N04°17'01.6" E035°52'00.0" and N04°17'06.0" E035°52'11.46"	1300	D	10/28	(600 x 15)m	Dry hard sandy gravel	DC - Turkana	TBC	Turkana		

91	Loyangalani	S02°46'05.5" E036°42'58.2" and N02°45'32.7" E036°43'13.7"	1300	D	15/33	(1100 x 23)m	Bitumen	DC-Marsabit	TBC	Marsabit	
92.	Lunga Lunga	S04°32'08.5" E039°09'03.2"	200	D	06/24	950 x 30	Dry grass on murrum	DC- Kwale	TBC	Kwale	
93.	Macalder Mines	S00°57'26.6" E034°18'11.3" and S00°57'28.2" E034°18'11.3"	3900	D	09/27	1090 x 25	Dry grass	DC- Migori	- The runway surface was murrum but is overgrown with grass and shrubs and therefore not usable. - There is no fence at the aerodrome. - Windsock is not available. - There is no apron at the aerodrome.	Migori	
94	Mackinon Road	S03°44'08.7" E039°02'03.2"	1180	D	12/30	1200 x 30	Dry grass on firm sand	DC- Kwale	TBC	Kwale	
95	Mado Gashi	N00°43'10.3" E039°10'47.5"	1000	D	15/33	1070 x 20	Dry gravel	DC- Garissa	TBC	Garissa	Gravelling of the runway, runway markers, installation of wind sock was to be done by KAA
96	Maikona	N02°55'45.6" E037°38'03.0"	1200	D	12/30	600 x 30	Sand	DC- Marsabit	TBC	Marsabit	
97.	Makindu	S02°17'14.9" E037°49'18.8"	3280	D	14/32	(904 x 22)m	Sand on loam soil	DC- Makueni	-Loose chippings on the runway surface -Fence vandalized -No windsock -power line 300m from the end of the runway -Runway surface overgrown with vegetation	Makueni	
98	Malkamari	TBC	2510	D	07/25	Not known	Dry grass	DC- Mandera	TBC	Mandera	
99	Manyani (Prisons)	S03°06'19.2" E038°29'35.6"	1800	D	17/35	1000 x 20m	Sand	DC – Taita Taveta	-Aerodrome disused -Mango trees and other crops on the runway -High tension power line crossing the runway	Taita Taveta	
100	Mara Serena	S00°27'18.3" E035°54'13.7" and N00°27'53.6" E035°53'59.0"	4800	D	09/27	(1000 x 18)m	Murrum	DC-Narok	TBC	Narok	Operating authority to be confirmed
101	Maralal Boma	N01°02'42.6" E036°41'17.5" and N01°02'29.8" E036°41'40.2"	6300	D	12/30	(800 x 20)	Murrum	DC – Samburu	-Tall grass and shrubs on the runway -Rwy surface has loose stones and eroded -No windsock -Homesteads encroaching onto the final approach tunnel	Samburu	
102	Maralal Kisima	N00°56'58.3" E036°45'16.8" and N00°56'53.3" E036°45'45.5"	5940	D	10/28	(900 x 20)m	Grass on murrum	DC- Samburu	-There is overgrown grass on the runway strip -Holes on the fence allowing domestic animals and wild animals in the airstrip -Mushrooming shops and	Samburu	

103.	Marigat Kimaliel	N00°27'18.3" E035°54'13.7" and N00°27'53.6"6E 035°53'59.0"	4395	D	16/34	(1200 x 18)m	Sand	DC- Baringo	houses on final runway 28 -Power line and a road about 230m from threshold runway 28 -Shrubs and trees on the runway strip -Runway overgrown with grass - No fence -No windsock -No apron -Power line about 300m from threshold runway 34	Baringo	
104.	Marigat Urban Landing Strip -	N00°29'21.6" E035°59'23.3" and N00°29'26.7" E035°59'36.5"	4407	D	02/20 07/25	(610 x undetermined)m 530 x undetermined		DC- Baringo	-Runway shoulders and strips are massively eroded -Runway in a disused state -High buildings and trees on approach to runway 02 -High grounds on take-off runway 25 -No windsock -No apron	Baringo	
105.	Marsabit Boma	N02°20'22.9" E038°00'10.9" and N02°20'53.3" E037°59'44.5"	4395	D	13/31	(1200 x 20)m	Bitumen	DC- Marsabit	- The runway surface is tarmac and in good condition. - There are pebbles and stones on the runway and within the runway strip. - The aerodrome markings are available but faded. - There is a windsock at the aerodrome. - There is a fence but pedestrians and animals still crisscross the runway. - There are a lot of loose pebbles on the runway that should be cleared.	Marsabit	
106.	Marsabit Segel	02 32.671N 037 56.651E	2200	D	14/32	(1330 x 20)m	Sand	DC- Marsabit	TBC	Marsabit	Gravelling of the runway, runway markers, installation of wind sock was to be done by KAA
107.	Masalani	01 43.723S 040 10.379E	195	D	18/36	(600 x 20)m	Dry gravel	DC- Tana River	TBC	Tana River	Gravelling of the runway, installation of wind sock was to be done by KAA and completed by 21/7/2010
108.	Masinga	00 53.018S 037 36.399E	3501	D	03/21	(1000 x 20)m	Bitumen	DC- Machakos	TBC	Machakos	
109.	Mbalambala	00 03.174S 039 04.062E		D	12/30		Sand	DC- Tana River	TBC	Tana River	
110.	Merrle	01 25.397N 037 43.648E	1976	D	11/29	(800 x 20)m	Sand	DC- Samburu	TBC	Samburu	

111.	Merti (Oil Rig Strip)	N01°05'600" E038°35'650"	1200	D	11/29	(1100 x 25)m	Sand	DC- Isiolo	TBC	Isiolo	
112	Mfangano Island (Sena)	S00°28'00.5" E034°03'49.7" and S00°27'30.7" E034°03'39.1"	3750	D	16/34	(1000 x 10)m	Dry Grass	DC-Suba	<ul style="list-style-type: none"> - The runway surface is soil and under construction. - There is a high ground abeam the runway. - There is no fence at the aerodrome. - Windsock is available. - There are trees, power-lines and school toilets and manholes within the runway strip - Storm water could wash away sections of the runway due to poor drainage. - Runway width only 10meters. 	Suba	
113	Migori (Suna)	S01°06'47.8" E034°28'55.1" and S01°07'07.2" E034°29'22.6"	4547	D	12/30	(1000 x 22)m	Bitumen & murrum	DC-Migori	<ul style="list-style-type: none"> - The runway surface is tarmac and murrum. - The tarmac section has loose chippings. - Both approaches are clear. - There are over grown grass and shrubs on the murrum section of the runway - The aerodrome has a fence but it's broken in several places. - Windsock is not available. - Good drainage. - The runway markers do not confirm to the provisions of the Manual of Aerodrome Standards. - There is an apron at the aerodrome. 	Migori	Bush clearing of runway strip and fencing done (Works to be confirmed)
114	Mitunguu	S00°06'34.1" E037°47'15.3" and S00°06'34.1" E037°47'51.3"	3286	D	08/26 15/33	(1010 x 18)m (940 x 20)m	Murrum	DC- Meru	<ul style="list-style-type: none"> - Runway surface not in good shape. Grass overgrows into the runway. - No centerline markings. - No runway edge markings. - No windsock. - There are two buildings next to threshold runway runway 15 and 33. 	Meru	Closed for rehabilitation
115.	Mkokoni (Kiwayu Mainland)	S01°57'49.9" E041°17'39.5"	50	D	04/22	1000 x 25	Grass on silty clay	DC- Lamu	TBC	Lamu	
116	Mkunumbi	S010150.0 E0494003.4	27	D	02/20	970 x 20	Dry grass	DC - Lamu	TBC	Lamu	

117.	Mokowe	S02°13'46.9" E040°50'43.4"	10	D	10/28 17/35	870 x 20 1420 x 23	Dry murram on sand	DC - Lamu	TBC	Lamu	Gravelling of the runway, runway markers, installation of wind sock was to be done by KAA
118.	Moyale Boma	N03°30'52.3" E039°02'52.0"	3510	D	16/34	(900 x 20)m	Dry murram	DC - Moyale	<ul style="list-style-type: none"> - The runway surface is murram but part falls in Ethiopia and there are no procedures for entering written down, hence unable to land. - There are no aerodrome markings. - There is no windsock at the aerodrome. - Encroachment of aerodrome land noted - A lot of development within the runway strip 	Moyale	
119.	Moyale Lower (Odda)	N03°28'12.0" E039°06'3.8"	2790	C	14/32	(1300 x 20)m	Bitumen	DC - Moyale	<ul style="list-style-type: none"> - The runway surface is tarmac but there are loose pebbles which should be compacted for safety of aircraft operations. - The aerodrome markings are available but have faded. - There is a windsock at the aerodrome but the cloth is torn. - There is a fence but pedestrians and animals still crisscross the runway. - There are bushes on the runway strip that should be cleared. 	Moyale	Runway re-sealing, cleaning of the runway strip, installation of runway markers, installation of wind sock was to be done by KAA
120.	Mt. Elgon	N01°02'23.1" E034°47'17.6" and N01°02'24.7" E03°44'29.7"	TBC	D	08/26	800 x 61	TBC	DC-Mt Elgon	<ul style="list-style-type: none"> -Rwy surface is undulating grass with goal posts and holding pen for horses on the Rwy -Runway not delineated and runway/ strips and stopways cannot be determined -Animals and human Traffic criss-cross the runway - No space for parking of aircraft -Obstacles on both ends of the runway -No wind sock 	Mt. Elgon	
121.	Mtito Andei	S02°42'35.3" E038°11'22.5"	2475	D	13/31	(1600 x 18)m	Dry red soil	DC-Makueni	<ul style="list-style-type: none"> - The runway surface is murram and grass 	Makueni	

122	Muranga (Kambirwa)	TBC	3885	D	07/25	800 x 25	Dry grass on red soil	DC- Muranga	TBC	<ul style="list-style-type: none"> - There are anthills within the runway strip. - The aerodrome is not fenced. - There is no windsock at the aerodrome. - There are no runway markers. - The runway strip is overgrown with grass. - There are bushes within the runway strip. 	Muranga	
123	Musara (Governor's Camp)	S01°17'52.6" E035°04'09.2" and S01°17'57.8" E035°03'29.1"	5200	C	08/26	(1200 x 18)m	Bitumen	Narok county council	<ul style="list-style-type: none"> - The runway, runway shoulders and runway strip in good shape except for a muddy section towards threshold 26. - There is need to cut the over grown grass on the aerodrome. - The aerodrome has no fence. - Poor drainage. - Windsock is available. - There is an apron at the aerodrome. - Runway markings are available. 	Narok		
124	Mutomo	S01°50'49.8" E038°12'16.9"	2900	D	17/35	890 x 20	Sand	DC - Kitui	TBC	Kitui		
125	Naiwasha (Karigita)	S00°46'59.2" E036°26'02.3" and S00°47'34.8" E036°25'58.5"	6380	D	18/36	(1120 x 22)m	Bitumen	DC- Nakuru	<ul style="list-style-type: none"> - No fence -Runway badly eroded with numerous gullies -No runway edge and centreline markings -Runway shoulders eroded -Runway strip and final approaches encroached with buildings -pit sand harvesting on the runway strip -No windsock -Trees and power lines on approach runway 18 	Nakuru		
126	Namanga	S02°34'34.0" E036°54'58.5"	4065	D	05/23	(1100 x 20)m	Murram	DC-Kajiado	<ul style="list-style-type: none"> -No windsock -No apron -people and animals crossing the runway -Grass on the runway 	Kajiado		
127	Narigina	TBC	3967	D	02/20	610 x 20	Murram	DC- Busia	TBC	Busia		
128	Nanyuki Cwil	S00°04'00.77"	6250	C	03/21	(1400 x 20)m	Bitumen		-Metal poles mounted along	Lakipia		

135.	North Port	TBC	1395	D	14/32		Sand	DC -Marsabit	TBC		Marsabit	
136	Nyahururu (Thompson's Falls Main Strip)	S00°00'46.5" E036°21'58.4" and S00°00'12.1" E036°22'16.7"	7600	D	02/20	(1200 x 20)m	Bitumen	DC-Nyandarua	-Broken fence allowing access of animals and persons -No wind sock -No runway markings -Trees on approach runway 02 -People, bicycles, animals criss-crossing the runway		Nyandarua	
137.	Nyahururu Old	N000° 252.9 E036 ° 20'53.9"	7720	D	02/20	TBC	Grass	DC-Nyandarua	-Runway ends cannot be determined -The airstrip is swampy with tall grass and shrubs -Encroachment of building on final approach Rwy 02 - Power line on final approach R02 -No fence and animals and people criss-cross the airstrip		Nyandarua	
138.	Nyeri Nyaribo	S00°06'34.1" E037°47'15.3" And S00°06'34.1" E037°47'51.3"	5830	D	6/34	(920 x 20)m	Bitumen & murram	DC-Nyeri	- Aerodrome well fenced. - Windssock available. - Runway has loose chippings. Both gravel and bitumen have surface vegetation. - Pending KAA to acquire land for runway extension including the approaches. - Need to control structures at Nyaribo town.		Nyeri	Re-construction of the runway, construction of taxiway and apron, security fencing and caretaker house, installation of windsock on going
139	Nzoia	N00°35'15.7" E034°39'39.9" and N00°34'37.3" E034°39'40.3"	TBC	D	18/36	(1200 x 20)m	Sand & grass	DC- Nzoia	-Runway in disused state -Runway used as a road by tractors -Runway overgrown with grass -No fence -No windsock -No markings -Bushes within the runway strip -waste water from staff quarters seeps onto the runway		Nzoia	
140	Olkombobo	S01°24'29.10" E035°06'55.3" and S01°24'33.50" E035°06'17.5"	TBC	C	08/26	(1200 x 26)m		TBC	- The runway, runway shoulders and runway strip in good shape. - There is need to cut the over grown grass on the aerodrome. - The aerodrome has no fence. - Windsock is available. - There is an apron at the aerodrome. - Runway markings are		Narok	

147	Sabarlei	TBC	2200	D	14/32	900 x 15	Sand	DC-Marsabit	markings at the aerodrome.	Marsabit
148	Samburu North (Koitogo)	N00° 35'25.8" E037° 34' 59.9"	2805	D	07/25 13/31	823 x23 915 x 30	Sandy clay loam	Samburu county council	-The length and width of the runway cannot be determined -There are bushes on the runway strip -The strip is not defined -There are no runway markers and no windsock -There is tall grass on the runway and runway surface is uneven -There is a road on the runway -Poor drainage	Samburu
149	Samburu Oryx		3100	D	17/35	1000 x 25	Murram	Maralal County Council		Samburu
150	Samburu Range	TBC	2900	Military	11/29	1000 x 30	Murram	DOD		Samburu
151	Samburu South (Buffalo Springs)	N00°32'09.9" E037°31'44.4" and N00°31'55.3" E037°32'06.3"	3400	D	12/30	(1000 x 30)m	Bitumen	Isiolo County Council	-Licensed and serviceable	Isiolo
152	Sedar (South Horr Two)	N02° 19'24.0" E036° 54'12.0"	2850	D	09/27	800 x 25	Dry murram	DC- Taita Taveta		Taita Taveta
153	Sega	N00°13'58.8" E034°13'36.6" and N00°14'27.3" E034°13'46.0"	4131	D	02/20	940 x 35	Dry murram on red coffee soil	DC- Siaya	-Runway surface overgrown with vegetation -Runway generally in disused state -No fence -No windsock -No apron -Used as a road by the locals -There are shrubs and small bushes within the runway strip -Homesteads on all approach -Water pond 50 metres to the left of the threshold runway 20	Siaya
154	Serolewi	TBC	2445	D	09/27	650 x 20	Sand	DC-Samburu	TBC	Samburu
155	Seven Forks (Kindaruna) Kanburu	S00° 47'09.5" E037° 47'03.1"	3384	D	03/21	780 x 20	Bitumen	DC-Embu	TBC	Embu
156	Shaba Sarova	N00° 39'24.3" E037° 41'46.0"	2685	D	07/25	1000 x 16.5	Sand on lava stone	DC-Isiolo	TBC	Isiolo
157	Siaya (Gombe)	N00°05'59.6" E034°17'22.8" and S00°05'23.6" E034°17'22.8"	4000	D	18/36	(1200 x 24)m	Murram	DC- Siaya	-Runway surface overgrown with vegetation obscuring markings -No fence -No windsock -No apron -Trees on final runway 36 -Homesteads and school within 100m of the runway	Siaya

158.	Sigor (Marich Pass)	N01°34'47.6" E035°28'35.4" and N01°35'03.7" E035°27'54.2"	3000	D	11/29	(1370 x 18)m	Murram on sandy soil	DC- West Pokot	-Rwy surface sandy murram overgrown by grass -Part of the Rwy used as a road by vehicles -Merchants selling charcoal on the runway -Strip overgrown with shrubs, bushes and ant hills -Several foot paths cross the runway -No wind sock and no markers -No fence -Temporary buildings on the Rwy strip -Rwy width not commensurate with standard requirements	West Pokot	
159.	Sololo	S03°33'31.7" E038°38'37.4"	2274	D	18/36	1260 X20	Silly sand	DC-Moyale	TBC	Moyale	
160.	South Horr (Karungu)	N02°10'17.4" E036°54'24.0"	2900	D	18/36	800 x 25	Sand	DC- Marsabit	TBC	Marsabit	
161.	Takabba North	N03°25'31.3" E040°13'49.9"	2100	D	03/21	1590 x 20	Gravel on red coffee soil	DC-Mandera	- Caution to pilots on the building within the approach funnel and the power-line poles to be removed. - There is need to have the fence fixed in order to control access of animals and people. - There is need to eliminate the road that drives through the runway for safety and security. - There is need to have appropriate runway markings. - There is need to have a wind-sock fitted. - There is need to acquire more land for the strip and for approached to ensure they are secured from encroachment in future.	Mandera	
162.	Taveta (Town)	TBC	2490	D	07/25	1060 x 30	Grass & sand	DC- Taita Taveta	TBC	Taita Taveta	
163.	Taveta Sisal	S03°25'08.7" E037°38'03.0"	2525	D	03/21	1000 x 30	Murram	DC-Taita Taveta	TBC	Taita Taveta	Graveling of the runway to be done by KAA
164.	Todonyang/ Todenyang	N04°31'45.6" E035°55'07.8" and N04°32'09.2" E035°55'32.2" N01°12'16.9"	1300	D	01/19	800 x 30	Murram	DC- Turkana	TBC	Turkana	
165.	Tot	N01°12'16.9"	3500	D	05/23	(810 x 23)m		DC- Elgeyo Marakwet	-Runway surface is sandy	Elgeyo	

		and S00°41'48.2" E037°22'15.7"		07/25	(690 x 18)m	Murram		<ul style="list-style-type: none"> -Farming activities on the runway strip -Fence broken down -Runway/ is disused with people and animals crossing -Trees on approaches to all the runways -There are houses on the runway strip -Kilast for flag within the runway strip -Power line on final approach runway 30 -Houses on approach runway 12 -Water pipes across the runway 	Bungoma	
174.	Webuye (Broderick Falls)	N00°35'49.0" E034°43'32.9" and N00°36'00.6" E034°44'06.3"	4300	07/25	(1100 x 25)m	Bitumen	DC-Bungoma	<ul style="list-style-type: none"> -Runway is cracked and potholes developing -No fence -Homesteads and tall trees within the runway strip -Trees on final runway 07 -High aerial masts on final approach runway 25 	Bungoma	
175.	Witu	S02°22'59.7" E040°26'28.2"	50	18/36	780 x 30	Grass	DC-Lamu	TBC	Lamu	
176.	Yatta	TBC	Not known	13/31	Not known	Not known	DC - Kitui	TBC	Kitui	

MILITARY AERODROMES

No	Name of Aerodrome	Co-ordinates (WGS 84)	Aerodrome elevation	Aerodrome Category	Runway(s) Orientation	Runway(s) Dimensions and Slope	Runway Type and Strength	Operating Authority	Country/ District
177	Doi Doi (Dondoi)	N00°21'52.5" E037°08'43.6"	5700	D	13/31	950 x 50	Sand	DOD	Laikipia
178	Manda Bay – Camp Manda Magogoni	S02°09'51.6" E040°53'41.2"	26	D	16/34	1010 x 30	Bitumen	DOD	Lamu
179	Mandera (Military)	TBC	805	C	25/23	1100 x 23	Bitumen	DOD	Mandera
180	Moi Airbase (MAB) Eastleigh	S01°16'36.3" E036°51'47.9"	5380	Military	06/24	2438 x 46	Bitumen	DOD	Nairobi
181	Nakuru (Lanet) Military	S00°17'56.2" E036°09'33.2"	6200	Military	13/31	Not known	Dry grass	DOD	Nakuru
182	Laikipia (Military)	TBC						DOD	Laikipia

AERODROMES OPERATED BY KWS

No	Name of Aerodrome	Co-ordinates (WGS 84)	Aerodrome elevation	Aerodrome Category	Runway(s) Orientation	Runway(s) Dimensions and Slope	Runway Type and Strength	Operating Authority	Safety/Security Status	Country/ District
183	Alia Bay Sibiloi	TBC	1250	D	11/29	750 x 80	Murram	KWS	TBC	Marsabit
184	Amboseli Main	S02°38'43.5" E037°14'51.2"	3755	D	08/26	(1200 x 18)m	Tarmac	KWS	-Airstrip good but susceptible to flooding during rainy season	Kajiado
185	Aruba	TBC	1490	D	15/33	1000 x 30	Murram	KWS	TBC	Taita Taveta
186	Bachuma KWS (Bachuma Gate)	TBC	1250	D	02/20	1000 x 40	Murram	KWS	TBC	Taita Taveta
187	Baomo (Wenje South)	TBC	200	D	14/32	1000 x 20	Sand, murram & grass	KWS	- Fence but broken -Part of the runway used as a road from a village to Wenje town	Tana River
188	Chogoria	TBC	TBC	D	14/32		Dry grass	KWS	TBC	Meru
189	Cottars Tsavo Safari Camp	TBC	1700	D	16/34	700 x 20	Murram & grass	KWS	-Trees at the end of the runway -Lodge constructed at the end of the runway -Not serviceable	Kitui
190	Ithumba	TBC	1700	D	16/34	1200 x 30	Murram	KWS	TBC	Kitui

191	Lake Jipe	TBC	2400	D	16/34	1000 x 25	Murram	KWS	TBC	Taita Taveta
192	Kamboyo (T'savo West Park HQ)	S02°45'18.6" E038°07'31.5" and S02°45'29.2" E038°07'10.7"	2800	D	02/20 12/30	(1200 x 30) (876 x 25)m	Murram	KWS	-Runway surface has poor drainage -No runway markers -Runway strip has tall grass	Kidwezi
193	Kasigau Gate	TBC	2000	D	07/25	500 x 60	Red soil	KWS	TBC	Taita Taveta
194	Kilgumi Lodge (Serena)	S02°53'56.5" E038°04'24.5"	2600	D	16/34 02/20	800 x 10 (1070 x 30)m	Red soil Tarmac & murram	KWS	-No runway markers -Tall grass on the runway strip	Taita Taveta
195	Koobi For a (Camp Strip)	TBC	1200	D	12/30	320 x 20	Sand	KWS	TBC	Marsabit
196	Koobi Fora 6 Mile Strip	TBC	1200	D	12/30	750 x 30	Murram	KWS	TBC	Marsabit
197	Kora (Geo Adamson)	TBC	1200	D	17/35	600 x 37	Dry grass	KWS	TBC	Garissa
198	Luggard Falls North	TBC	1100	D	16/34	800 x 20	Sand	KWS	TBC	Taita Taveta
199	Luggard Falls South	TBC	1100	D	02/20	1000 x 20	Murram	KWS	TBC	Taita Taveta
200	Maktau Gate	TBC	3500	D	18/36	1100 x 15	Murram	KWS	TBC	Taita Taveta
201	Manyani KWS	S03°05'45.0" E038°28'49.6" and S03°05'56.1" E038°28'32.6"	3000	D	09/27 10/28 01/19	700 x 15 (2000 x 30) (920 x 20)m	Murram Murram Murram	KWS	-Poor drainage -No runway markers -Road crosses the runway	Taita Taveta
202	Meru Kinna (Meru HQ) Ndlandaya	N00°09'59.1" E038°11'30.9" and N00°09'25.5" E038°11'48.9" AND N00°09'24.0" E038°11'37.4" and N00°09'56.3" E038°11'41.2"	2000	D	15/33 01/19	(1200 x 16) (1000 x 15)	Tarmac & Murram	KWS	-Runway 15/33 is unserviceable -Drainage at the threshold runway 01 is poor -Tall trees on short final approach runway 01 -There is obstructing vegetation on the runway strip	Meru
203	Meru Mulika (Lodge)	N00°14'04.3" E038°10'04.0" and N00°13'34.7" E038°10'24.2"	2230	D	15/33	(1100 x 17)m	Tarmac & Murram	KWS	TBC	Meru
204	Naishi - Lake Nakuru	TBC	TBC	D	18/36	1400 x 15	Tarmac	KWS	TBC	Nakuru
205	Naro Moru (KWS)	TBC	7500	D	14/32	800 x 25	Grass	KWS	TBC	Laikipia
206	Ngulia KWS (Ngulia Safari Lodge)	TBC	2500	D	12/30	1000 x 25	Murram	KWS	TBC	Taita Taveta
207	Ruma (Lambwe)	S00°38'55.2" E034°18'32.5"	3800	D	03/21 10/28	1000 x 25 (1000 x 12)m	Murram Grass on black cotton soil	KWS	-Relocated	Homa Bay

	Valley)	and S00°38'23.1" E034°18'39.6"											
208.	Sala Gate	TBC	600	D	14/32	1000 x 30	Murram	KWS	-No windsock -Trees at the threshold Rwy 32	Taita River			
209	Satao (Mukwaju) (Torben Rune)	TBC	1185	D	15/33	1200 x 15	Dry Murram	KWS	TBC	Taita Taveta			
210	Shimba Hills (Kwale Town)	TBC	1200	D	10/28	900 x 20	Dry grass on sand	KWS	-Not serviceable	Kwale			
211	Tsavo Gate (Tsavo River Main Road)	TBC	TBC	D	16/34			KWS	TBC	Taita Taveta			
212.	Voi Park Strip (Voi KWS)	TBC	1700	D	06/24 02/20 15/33	1372 x 30 914 x 30 732 x 30	Dry red sand	KWS	TBC	Taita Taveta			

ANNEX III

Aerodromes operated privately by Organizations and Individuals

ANNEX III – PRIVATELY OPERATED AERODROMES

NO	AERODROME COORDINATES ELEVATION & TEMPERATURE	RWY ORIENTATI ON DIMENSION (M) & SLOPE (%)	RWY STRENGTH AND SURFACE	GROUND SERVICE	STATUS	AUTHORITY SUPERVISING THE AD AND REMARKS
1.	BAMBURI 035808.6S 0394303.2E 78FT/28°	18/36 1000×20 08/26 695×20	Up to 5700Kg, 18/36 Tarmac 08/26 Grass	First aid, water, fuel and fire extinguisher	Temporari ly Closed	Private
2.	BUFFALO (MARA) 010809.3S 0350702.8E 5500FT 22°	18/36 1400×19	Up to 5700Kg Murrum Grass	First aid, water, fuel and 5 fire extinguisher	Operationa l	Private
3.	COTTARS CAMP 012909.2S 0352502.8E 5350FT	12/30 1075×30	Up to 5184Kg 0.31mpa Dry, Grass on Gravel	CFS , rescue equipment and first aid		Private
4.	FIG TREE (MARA) 012000S 0351300E 542FT	08/26 1000×18	Up to 5700Kg Murrum Grass	First aid, fire extinguisher		Private
5.	OLKIOMBO 012509.3S 0351002.8E 5800FT	09/27 1500×30	Up to 5184Kg 0.31MPa, Dry Tarmac	CFS and Rescue equipment	Operationa l	Private
6.	ALALE 021549.6N 0350202.9E 5220 FT/26°	07/25 740×25	5700Kg 0.31MPa Dry Gravel	First Aid at dispensary .Water		Private
7.	ALLIA BAY 0342301.0N 0361517.17E 1250FT	11/29 750×80	Gravel	Nil		Private
8.	AMAYA 005149.9N 0362803.0E 5200FT /26°	02/20 660×20	Grass	water		Private
9.	ARROKET 003709.5S 0350402.8E	18/36 1000×21	Grass	Water		Private, power lines 75M North of the RWY

	5600FT					
10.	ARSIM 014649.7N 0371203.2E 2900 FT	18/36 537×19	Sand	Nil		Private
11.	BALESA 033849.1 N 0372103.1E 2000FT/37°	10/28 1000×40	Murrum	Water		Private
12.	BARINA 000809.6S 0360102.9E 5600FT	05/23 1300×15	Up to 5700Kg Grass	Nil		Private
13.	BARTON 004809.5S 0361702.9E 6200FT	10/28 850×16		Nil		Private
14.	BISSEL 020609.1S 0364803.0 5000FT/18°	07/25 760×20	Grass	Nil	Operationa 1	Acacia trees approach RWY 09 Private
15.	BLACK MARLIN 043008.4S 0392803.2E 15FT	12/30 200×20 06/24 150×20	Earth and Grass	Nil		Private
16.	BOGANI 9887837.92S 760670.33E 5700FT	11/29 910X30	Grass	Nil	Operationa 1	Private
17.	BOMET 004709.4S 0351902.8E 6000FT	03/21 740×20	Grass	Nil		Private
18.	BORANA 001350.1N 0371703.0E 6100FT/25°	03/21 1000×35	2500Kg Dry Black cotton soil	Nil	operationa 1	Private
19.	BUBISA 034424.2N 0380404.5E 2000FT/35°	10/28 800×30	Murrum Sand	First Aid and Water		Private
20.	CHAGAIK 002009.6S 0352202.8E 6850FT/20°	730×30	Grass	Nil		Private

21.	CHANGOI TEA ESTATE 002837S 0351432E 6100FT/20°	09/27 950×60	5700Kg 0.31MPa Dry Murrum	First aid at estate dispensary		Private
22.	CHEMASINGI 002809.5S 0351802.8E 6600FT	15/33 800×25	Grass	Nil		Private
23.	CHEMOSET (SOY) 004250.0N 0365203.0E	08/26 1400×30	Grass	Nil		Private
24.	CHEPGOIBEN 002309.6S 035200.28E	09/27 1200×33	Grass	Nil		Private
25.	CHURO 004609.5S 0362602.9E 5400FT/30°	08/26 870×20	Gravel	Nil		Private
26.	COLCHECCIO 003850.0N 0365003.0E 5600FT°	08/26 800×20	Up to 7500Kg Soil	Nil	operationa l	Private
27.	CONGRIEVE (DELAMARE) 003109.5S 0360802.9E 6500FT/18°	16/34 800×20	Up to 2000Kg Dry Grass	Nil	Operationa l	Private
28.	CRESENT ISLAND 004509.5S 0362400.9E 6200FT	16/34 800×27	Earth and Grass	Nil		Private
29.	CROCODILE CAMP 030408.8S 0391403.2E 500FT	10/28 1000×23	Up to 5700Kg Murrum	Nil		Private
30.	DANISA (ALARA RANCH) 030408.8S 0392003.2E 500FT/32°	15/33 800×30	Murrum	Nil		Private
31.	DELAMARE CAMP 001509.6S 0361502.9E 5800FT	16/34 1000×50	Up to 3000Kg Dry Grass	First aid BCF fire extinguisher		Private

32.	DIDIMA BULE 022209.0S 0393703.3E 500FT/32°	18/36 1000×20	Murrum	Nil		Private
33.	ELAND DOWNS 0009N 3649E 4940FT/21°	TBN	5000Kgs Grass	Nil		Private
34.	ELANWATA ENTERIT 013509.2S 0360302.9E 4000FT	14/32 700×20	Murrum	Nil		Private
35.	EL KARAMA 001150.1N 0365503.0E 5700FT	17/35 900×12	Grass	Nil		Private
36.	EMAKOKO 012409.3S 0365103.0E 5250FT	10/28 750×17	Grass	Nil		Private
37.	EMBORI FARM 000350.2N 0372100.0E 8500FT/10°	03/21 1400×30	Grass	Nil		Private
38.	FINCH HATTONS 025608.9S 0375403.1E	16/34 1200×30	Murrum	CFS		Private No markings
39.	FUNZI 043426.4S 0392648.6E sea	18/36 900×19	Grass Coral gravel	Nil	operationa l	Private
40.	GAME RANCHING Ltd 013009.3S 0371203.1E 1500FT	09/27 1200×30	Grass and Murrum	Water	Operationa l	Private
41.	GATAB LOWER 023749.4N 0365703.1E 4150FT/22°	TBN		Nil		Private
42.	GATAB UPPER 023749.4N 0365603.1E 5200FT/22°	13/31 510×4 0	Grass	Fuel 100LL		Private
43.	GEORGE SMITH FARM 0037N 03518E 6880FT	08/26 3600×60	Grass	Nil		Private
44.	GREEN PARK	01/19				

	004000S 0361830E 6791FT	1000×30	Grass	Nil		Private
45.	HALL HALL 0056N 03704E 6000FT	06/24 900×20	Grass	Nil		Private
46.	HARRIS HILLS 0325N 3746E 4300FT	09/27 1000×25		Nil		Private
47.	HALL STRIP 025549.3N 0370403.1E 6000FT	06/24 900×20	Grass	Nil		Private
48.	HEAD OFFICE DELAMERE ESTATES 0028S 0361300E 6500FT/18°	18/36 1000×25	3000Kg A.U.W Dry Grass	Nil		Private
49.	IBIS FARM 000250.2N 0371203.0E 7000FT/20°	13/31 1000×25	Grass	Water		Private
50.	ILKEK 003609.5S 0362202.9E 6350FT/20°	14/32 1000×20	Up to 5700Kg 0.31MPa Dry Grass	Nil		Private
51	ILLE 0313N 3601E 1250FT/32°	12/30 807×15	Sand	Nil		Private
52.	ILLERET NORTH 041749.0N 0361403.0E 1350FT	640×1 5	Sand	Nil		Private
53.	IL NGWESI 001150.1N 0372803.1E	07/25 1000×20	Grass and Soil	Nil		Private
54.	ILOLO 042648.9N 0361403.0E 1250FT	08/26 700×30	Sand	Nil		Private
55.	IMPALA FARM 0022N 03655E 5500FT /25°	09/272000×35	Murrum	Nil		Private
56.	ITONA RANCH 010809.3S 0345002.8E 5500FT	01/19 1200×15	Grass	Nil		Private

57.	JENNINGS FARM 0030N 03644E 6000FT/25°	06/24 8	1000Kg Murrum	Nil		Private
58.	JOLLAI DELAMERE 0032090.5S 0361302.9E 6600FT /18°	12/30 800×2 0	Grass	Nil		Private
59.	KABURU 031444.25S 0381054.4E	01/19 814 X 20	Gravel	Nil	Operationa l and licensed	Private
60.	KAMOK 000050.2N 0364803.0E	1200×10	Grass	Nil		Private,
61.	KAMWAKI FARM 000750.2N 0370903.0E	10/28 950×2 5	Grass	Nil		Private
62.	KALACHA 030900.3N 0372703.1E 1300FT/35°	15/33 600×15	Gravel	Fuel, First Aid and Water		Private
63.	KALACHA SOUTH 030112N 0372654E 1000FT/35°	12/30 1500× 20	Sand	Nil		Private
64.	KALAMA 76798.56N 345664.00E 6300FT	07/25 1200X15	Murrum	Nil	Operationa l	Private
65.	KAMBU 023509.0S 0381803.1E 1750 FT	17/35 800×25	Grass	Water		Private
66.	KAPSUMBEIWA NANDI 000850.2N 0351302.8E	13/31 920 × 45	Up to 5700Kg 0.31MPa Dry Concrete	Water First aid, Estate dispensary	operationa l	Private Markings at RWY ends
67.	KAPENGANI 025008.9S 0393803.2E 500FT	15/33 800×25	Murrum	Nil		Private
68.	KARIMBUNI 0050S 03605E 9300FT/14°	05/23 1000×18	Grass	Nil		Private
69.	KARIOTAS 005809.2S 0353802.9E 7000FT/17°	08/26 700× 18	Grass	Nil		Private

70.	KENDU HOSPITAL 002409.5S 0344102.0E 4000FT	16/34 615×40	Grass	Nil		Private
71.	KIAMBERE 003809.5S 0375303.1E 2450FT/36°	02/20 1000 × 20	Up to 5700Kg 0.31MPa Dry Murrum 200M Bitumen paved 800M	Nil		Private
72.	KICHWA TEMBO 011600S 0350200E 5360FT	08 × 26 1200×20	Up to 26000lbs Murrum	Nil	Operationa l	Private
73.	KIFUKU 000950.2N 0363503.0E 6000FT	04/22 800×30	Grass	Nil		Private
74.	KIJABE 005609.4S 0363403.0E 6700FT/26°	06/24 670×15	Grass	Nil		
75.	KILALINDA 023809.0S 0382033.1E 1700FT	16/34 800×45	Grass/Murrum	Water, first aid at camp		Private
76.	KILIFI PLANTATION FARM, 033808.7S 0394503.3E 49FT/27°	17/35 1300×30	Grass	Nil		Private
77.	KIPKEBE 003909.5S 03502032.8E 6800FT/20°	06/24 700×50	Murrum	Water		Private
78.	KISERIAN 003750.0N 0360802.9E 3200FT/30°	09/27 800×20	Gravel	First aid And water		Private
79.	KISIMA FARM 000250.2N 0372603.1E 7800FT/20°	02/20 1000× 45	Grass	Nil		Private
80.	KISIMA FARM 000250.2N 0372603.1E 7800FT/20°	02/20 1000× 45	Grass	Nil		Private
81.	KITURUNI 021349.5N 0375903.2E 3000FT	12/30 500×20	Grass	Nil		Private

82.	KIWAYU (MKOKONI) 015709.2S 0411803.4E 50FT/25°	04/22 1000×25	Grass	First aid And water		Private
83.	KOILS 005839.4S 0353502.8E 6500FT/20°	11/29 800×15	Grass	Nil		Private
84.	KOIWA 003509.5S 0351702.8E 6700FT/27°	600×30	Grass	Nil		Private
85.	KOKA 015503.5S 0360009.2E	06/24 855 x 16	Grass	Nil	Operationa l and licensed	
86.	KONGONI 005200S 0361400E 6600FT	15/33 1000×20	Earth/ Grass	Nil	Operationa l	Private
87.	KONGONI GAME VALLEY 005009.4S 0361502.9E 6500FT	09/27 750× 60	12500lbs Murrum	Nil		Private
88.	KOMAWAYU (TANKE) 025500.0S 0393303.3E 500FT/32°	16/34 900×30	Murrum	Fuel for private use only		Private
89.	KOMOFODO (GALAN RANCH) 023309.00S 0394003.3E 500FT/32°	15/33 1000×20	Murrum	Nil		Private
90.	KOMOK 000050N 0364800E 5920FT/32°	02/20 1100 ×30	5000kg Grass	First aid 3 KM away		Private
91.	KONE 021309.1S 0390603.2E 500FT	16/34 900×30	Grass	Nil		Private
92.	KORA 000809.7S 0384003.2E 1200FT	17/35 600 x 37		Nil		Kenya Government National Park
93.	KORE GALANA RANCH 024400S 0393200E 500/32°	1000×20	Murrum	Nil		Private

94.	KORR 015749.6N 0373103.1E 1600FT/32°	08/26 600× 20	Gravel	Nil		Private
95.	KULALU RANCH 0305S 03925E 500FT/30°	15/33 2000×20	Grass	Fuel Water and first aid		Private
95.	KURUNGU 021349.6N 0354002.9E 2950FT	01/19 800× 30	Sand	Nil		Private
97.	KUTI	06/24 800× 24 36/18 1000× 24	Grass	Nil		Private Crossing RWY at 0636 THR
98.	LABURRA 0018S,03657E	17/35 1000×12	Grass	Water		Private
99.	LAIKIPIA ENGELESHA 71548.66N 213759.24E 6174FT	08/26 1030X22	Murrum	Nil	Operationa l	Private
100.	LAIKIPIA MAIN 64496.61N 214170.64E 6451FT	12/30 1500X30	Grass	NIL	operationa l	Private
101.	LAIKIPIA RANCH 003500N 0362600E 6100FT/21°	09/27 1200×100	Murrum	Nil		Private
102.	LARAGAI 001550.1N 0371903.0E	07/25 600 × 15	Murrum	Nil		Private
103.	LALI GALANA 030808.8S 0391803.2E 500FT/32°	15/33 1000 ×30	Murrum	Nil		Private
104.	LARO 014833.8S 0360101.54637FT	16/34 1075 X 18	Grass &Murrum	Nil	Operationa l	Private
105.	LESILO 010749.9N 0363203.0E 7300FT	01/19 1200 × 10	Grass	Nil	Store and farm yard to the west	Private.
106	LEWA DOWNS 001050.1N 0372803.0E 5500FT/23°	07/25 1250 × 25 14/32 1200 ×25	5700kg 0.31MPa Dry Murrum	FUEL/ WATER		Private

107.	LOKICHAR ESTATE 022749.5N 0354802.9E 1300FT/30°	05/23 1400 × 35	Approx 6000kg Gravel	Nil		Private
108.	LOLDIA 004200S 0361900E 1970FT	01/09 1500 × 30	Earth	Nil	Operational	Private
109.	LOLOMARIK 000700N 0371600E 7500FT/21°	03/21 800 × 25	5700kg 0.31MPa Dry Grass	Fuel on request first Aid at house water	Operational Trees on approach Rwy 03	Private
110.	LOLOROI 003800N 0372300E 3000FT	09/27 1400 × 20	Gravel/Sand	Nil		Private
111.	LOMOLO 000300N 0355900E 5200FT	18/36 1500 × 40	Grass 5700KG/0.31MPa Dry	Nil		Private
112.	LONGONOT 005000S 0362900E 6200FT	06/24	Grass	First AID Water		Private
113.	LOPOROT 024400N 0361400E 1500FT	15/33 1300 × 25	Approx 5000Kg Sand	Nil		Private
114.	LOTHAGAH 030200N 0360300E 1600FT/32	10/28 1250 × 30	Approx. 5000Kg Sand	Nil		Private
115.	LOTUBAE 015900N 0360300E 1700FT	03/21 914 × 20 08/26 610 × 20	Sand	Nil		Private
116.	LUBARRA 0118S 03657E 6100FT/27°	18/36 1000 × 12	Grass	Fuel Water First Aid		Private
117.	MAGADI 015700S 0361800E 2100FT	02/20 1750 × 50	Up to 5700Kg 0.31MPa Dry Murrum	water Hosp. 5Km to the north		Private
118.	MAGURA 003800N 0350100E 6300FT	07/25 700 × 25	Grass/Murrum	Nil		Private
119.	MAJI MAZURI	08/26	Up to 500Kg Grass	First Aid,		Private

	005600N 0351000E 6980FT/19°	1100 ×30		Water		
120.	MAJI MINGI 004017.5S 0352702.8E 8000FT	09/27 800 ×20	Grass	Nil		Private
121.	MANDA POINT 021343.8S 0405816.75E 0FT/30°	11/29 700×20	Grass on coral surface	Nil		Private
122.	MANERA 004300S 0362400E	14/32 800×20	Grass	Nil		Private
123.	MANYATTA 002900S 0362001E 6400FT	12/30 950×20	Grass	Nil		Private
124.	MARANIA 000600N 0372700E 8000FT/18°	10/28 700×18	5700Kg 0.31 MPa Dry Grass	Fuel on request First aid at House Water and CFS	operationa l	Private
125.	MARA SHIKAR 010409.4S 0350302.8E 5500FT	17/35 1200 ×30	4000Kg Murrum	Nil		Private
126.	MASAI MARA CAMP 011209.4S 0350602.8E 5500FT/21°	08/26 1000 ×15	Grass	Nil		Private
127.	MASADARI 010309.4S 0353002.8E 6500FT/20°	09/27 700 ×15	Murrum	Nil		Private
128.	MASNAMI 0108S 03520E 5600FT/24°	07/25 1100×40		Nil		Private
129.	MAU MAU 010209.4S 0351502.9E 6500FT/18°	18/36 700×20	Grass	Water		Private
130.	MBARUK (DEL EST.) 002409.6S 0361202.8E	13/31 800 ×20	3000Kg Dry Grass	Water	operationa l	Private

	6000FT/18°					
131.	MENENGAI 0014 09.7S 036 00 02.9E 6650FT/21°	17/35 1400×22	5700 KG 0.31MPaDryGrass/S oil	Nil		Private
132.	MENENGAI (NIGHTGALE) 001400S 0355700E 6550FT	16/34 800×30	Grass	Water Fuel (in drums)		Private
133.	MFANGANO 002809.6S 0340302.7E 3750FT	16/34 900×15	Grass	Nil		Private
134.	MILGIS (LATAKWEN) 012809.3S 0370403.0E	03/21 850×15	Murrum	Nil		Private
135.	MOUNT ELGON ORCHARD 011246.1N 0344759E 6100ft/22°C	04/22 120020 Slope 5%	Murrum	Nil	Obstacle: Aerial Mast 60M AGL and 40M from end of RWY 04	Private
136.	MT. KENYA GAME RANCH 0002050.2N 0370903.1E 7000FT/22°	03/21 1400×60	1000Kg Grass	Water		Private
137.	MUGIE RANCH 0045N 03635 6150FT/28°	1000×30	Murrum	Nil	Operationa l	Private
138.	MURIDJO RANCH 003850.0N 0365103.1E 5800FT	08/36 950×20	Grass	Nil		Private
139.	MUSWANI 010809.3S 0352002.9E 5600FT/24°	07/25 1100×40		Nil		Private
140.	MUTUNYI 25965.09N 333106.85N 6300FT	12/30 1200x10m	Murrum	Nil	Operationa l	Private
141.	MWEIGA (MARRIAN'S) 002009.7S 0365503.1E 6298FT	13/31 1000×25	5700 kg 0.31 MPa Dry Grass on Murrum	Nil		Private
142.	NAIBOR 0041N	04/22	Grass	Nil	Operationa l	Private

	03636E 6000FT/20°	850×50				
143.	NAIKARRA 012509.3S 0353602.9E 6000FT	07/25 700×15	Grass	Nil		Private
144.	NAIROBI RANCH Coordinates-TBN 32°	15/33 900×30	Grass	Nil		Private
145.	NAKURIO 025349.4N 0360901.1E 1200FT	10/28 801×15	Sand	Nil		Private
146.	NAMPASO 010309.4S 0351402.8E 5500FT/18°	06/24 1100×20	Grass	Nil		Private
147.	NAMURU-PUTH / PERRO 030949.3N 0350202.9E 2500FT/30°	06/24 600×20	Gravel	Dispensary & Water within 1 KM		Private
148.	NANYUKI WEST 000809.7S 0365403.0E 600FT	1600×16	Grass	Nil		Private
149.	NARIOKOTOME Coordinates-TBN 1800FT/38°	07/25 450×20	Gravel	Nil		Private
150.	NDABIBI 004209.5S 0360902.9E 7100FT/16°	15/33 900×20	Grass	Water	Operationa l	Private
151.	NDOVU 020049.6N 0383803.2E 1150FT/30°	16/34 1450×35	Gravel/Sand	water		Private
152.	NDUME LANGA LANGA(GILGIL) 003109.5S 0362302.9E 6500FT/18°	16/34 1100×30	Earth/Grass	Water		Private
153.	NGARE NDARE 001350.2N 0372103.1E 55560FT/23°	07/25 880×25	2500Kg Dry, Murrum	Nil	Operationa l	Private
154.	NGERENDE 010809.4S 0351502.8E	01/19 1200 ×50	5700KG 0.31MPA Dry, Gravel	First AID at Camp	operationa l	Private

	5670FT/24°					
155.	NGELESHA 013102N,0361707E 6000FT	02/20 1400×23	Grass	Nil		Private
156.	NGILAI 010949.8N 0371503.1E 4000FT	15/33 700×20	Murrum	Nil		Private
157.	NGORARE RANCH 001950.1N 0363903.0E 6400FT/30°	12/30 1300×28	Murrum Grass	Nil		Private
158.	NGORE NGORE 010509.4S 0374703.1E 6290FT/24°	13/31 1350×23	5700Kg 0.31MPa Dry Gravel Murrum	First AID CFS Fuel	Operationa l	Private
159.	NGURUNIT(UNES CO) 015449.7N 0371803.1E 2300FT/30°	18/36 680×20		Nil		Private
160.	NJORO 002009.6S 0355502.9E 7100FT	17/35 1400×30	Grass	Nil		Private
161.	NKRETA 0101S 03550E 6700FT/18°	12/30 1000×20	Grass	Nil		Private
162.	NOREROS 0046S 03604E 9000FT/12°	05/23 750×18	Grass	Nil		Private
163.	MUNDUI 004809.5S 0361602.9E 6150FT/20°	18/36 850×25	Grass	Nil		Private
164.	NEYLAN'S (LANET PRAIRIES) 001709.6S 0360902.9E 6200FT	13/31 1000×20	Grass	Water		Private
165.	OLDONYO FARM 000550.2N 0371803.1E 7800FT	18/36 900×30	Grass	First AID Water		Private
166.	OLEKURTO 003509.6S 0355102.9E 8800FT/14°	750×20	Grass	Nil		Private
167.	OLELEREN 000050.2N	03/21	Up to 5000kg	First Aid		Private

	0365303.0E 5580FT/21°	3000×60	Grass	and water		
168.	OLERAI 005909.4S 0353302.9E 6500FT/20°	11/29 900×20	Grass	Nil		Private
169.	OLESHABANI 010009.4S 0354402.9E 6700FT/18°	15/33 900×20	Grass	water		Private
170.	OLJOGI RANCH 001550.2N 0365703.1E 5640FT/22°	04/22 1250×40	Murram	Fuel and Water Stored		Private
171.	OLKURRUK MARA 011609.3S 0345702.8E 6200FT	09/27 1260×20	Bitumen 5700`Kg	Nil		Private
172.	OLMAISOR 002000N 0363800E 5900FT/21°	03/21 900× 30	5500Kg Grass and Sand	Nil		Private
173.	OLOOITIKOSH 013452S 0364866E 5500FT	10/28 1200×15	4000KG Bitumen/ Murram	NIL	Operationa l	Private.
174.	OLPEJETA 000150.2N 0365403.E	02/20 1400×30	Grass	First Aid		Private House on approach RWY 20
175.	OSERONGONI 004914.3S 0361727.8E 5900FT/25°	07/25 1850×40	5700KG Grass	Fuel, Fire extinguisher and First Aid available	Operationa l Caution; Airstrip adjacent to L.Naivash a bird sanctuary, forest, hills in the vicinity and electric fence around the airstrip	Private
176.	OSERIAN NAIVASHA 005109.5S 0361602.9E 6350FT	09/27 1000×20	7000Kg Sand	Nil		Private
177.	OSEUR 013609.2S	09/27	Murram	Nil		Private

	035250.9E 5700FT	200×18				
178.	OSIRUA LONGONOT 004909.4S 0364702.6E 6200FT/18°	18/36 700×20 11/29 800×20	Grass Murrum	Water	Operational	Private,
179.	PINGUAN 003000N 0364100E	07/25 800×30	Earth	Nil		Private
180.	PURKO 003800S 0360000E 8700FT	03/21 800×20	Grass	Water	Unserviceable	Private
181.	ROCCO 004609.5S 0361702.9E 6200FT	18/36 800×15	Grass	Nil		Private
182.	RUSINGA ISLAND 002509.6S 0341202.8E 3800FT/27°	01/19 900×50	Grass on Murrum	Nil		Private
183.	RUTUNDU 002900S 0372800E 10200FT	08/26 1200×15	Murrum	Nil		Private
184.	SAMBURU SOUTH 003200.58N 0373158.06E	12/30 850×21	13m of Bitumen and the rest is gravel		New and licensed	Private
185.	SHIMBA HILLS 011408.5S 0392503.2E 1200FT/36°	09/27 932× 23 18/36		Windsock		Private
186.	SASAAB 70263.94N 37319919.28E 3284FT	1240X45 10/28	Grass & Murrum	Nil	Operational	Private
187.	SARARA 010300N 0372600E	05/23 1000×25	Sand	Nil	Caution livestock nearby	Private.
188.	SEISLUCHO 0422400N 0361300E 1350FT	09/27 1000×40	Up to 5700Kg Sand	Nil		Private
189.	TAITA HILLS LODGE 033008.7S 0381503.1E 3150FT/26°	TAITA HILLS LODGE 033008.7S 0381503.1E 3150FT/26°	04/22 1100×20 15/33	Up to 5700Kg 0.31MPa Dry Murrum	First Aid, BCF Fire extinguisher	Private
190.	SERGOIT					

	003900N 0352300E 7200FT/20°	06/24 920×23	Grass	Water		Private
191.	SIANA SPRINGS 012900S 0352500E 5350FT	1200×20	Max AUW 5700Kg, Gravel	Water and First aid		Private
192.	SIROCCO	1000×30	Grass	Nil		Private
193.	SITOI 10424.85N 739436.58E 6838FT	15/33 465X110	Tarmac &Murrum	Nil	Operationa l	Private
194.	SHEKIKO 023400S 0402100E SEA LEVEL	17/35 1100×20	Up to 5700Kg Grass Murrum	First Aid at Camp	Operationa l	Private
195.	SUKUTIEK 005209.4S 0360902.9E 8000FT	15/33 700×20	Grass	Nil		Private
196.	SWARE 010449.9N 037063.0E 4100FT/28°	09/27 800×15	3500Kg Murrum Grass	Nil		Private White stones markings, caution domestic animals
197.	SOLIO RANCH 001509.6S 0365703.1E	1360×100	Grass/ Murrum	Nil	Operationa l	Private
198.	ST. ANDREWS TURI	TBN	Grass	Nil	Operationa l	Private
199.	TADLITUM 020904.3S 0364902.8E 5000FT	06/24 1000×25	Up to 5700Kg Grass	Nil		Private
200.	TAITA HILLS LODGE 033008.7S 0381503.1E 3150FT/26°	04/22 1100×20 15/33	Up to 5700Kg 0.31MPa Dry Murrum	First Aid, BCF Fire extinguisher		Private
201	TAITA ESTATE 033300S 0393000E	1300×60	Murrum			Private
202.	TALEX 011827.56S 0362855.3E	17/35 700 x 22	Grass		Operationa l and licensed	
203.	TALU 010809.4S 0365503.0E	02/20 1150×22	Grass	Fuel		Private
204.	TAVETA SISAL 032508.7S 0373803.0E 2525FT	06/24 1000×30	Upto 6800Kg AUW, Dry sand/Murrum	First aid at Hospital		Private

205.	TAWI	1BN			Operationa 1	Private
206.	TINDERET 000100S 0352100E	1260×26	Grass	Water		Private
207.	TINOMOI 0017N 03552E 4850FT	18/36 720×40	Murrum			Private
208.	TITILLA 013200S 0391500E 600FT	17/35 840×30	Sand			Private
209.	TUUM 021000N 0364800E 4500FT	10/28 800×30	Up to 5700KG Soil/Grass	first AID at the centre		Private
210.	TURKWEL GORGE 015349.7N 0352302.9E 2625FT	03/21 1200×18	2000Kg Dry Murrum	Nil		Private
211.	VIPINGO ESTATE 035108.6S 0394703.3E	02/20 1000×20	Soil/grass	Nil	operationa 1	Private
212.	YOANI 015209.2S 0371503.0E 4600FT/20°	10/28 450×15	Grass	Water, First Aid at farm house		Private
213.	ZIWANI 031508.8S 0374803.0E 3025FT	09/27 1000×20	13600 Kg A.U.W Dry Sand	first AID and Water	Operationa 1	Private

ANNEX IV

Achievements and Challenges of the KCAA

ANNEX IV: ACHIEVEMENTS AND CHALLENGES

Introduction

Air transport is one of the safest modes of transport. As air traffic continues to grow, Kenya Civil Aviation Authority (KCAA) must implement the necessary initiatives to keep air travel safe and secure. KCAA is mandated to regulate the Air Transport industry, provide air navigation services and aviation training in Kenya.

The Authority is expected to promote a vibrant civil aviation system that contributes to the development of the country. Since its establishment in 2002, KCAA has effectively and consistently provided the required oversight and provided the services required for the growth of the industry. As a result the air transport has expanded and its share of contribution to national development increased over the period.

Expansion of the Air Transport Industry

Passenger numbers have grown from 7.5 million in 2010 to 7.9 million by the end of 2011. Aircraft traffic landing and taking off from Kenya's airports has also increased from 226,058 in 2010 to 232,840 in 2011.

The specific achievements are explained below:-

A: Legal and Institutional framework

1. Establishment an appropriate Regulatory Framework

- (i) The Primary Act – Civil Aviation Act CAP 394 is in place
- (ii) Civil Aviation Amendment Act 2002 established autonomous KCAA
- (iii) Amendment to this Act following the findings of the ICAO Audit of 2008 is awaiting approval by Parliament.

2. Regulations

Regulations related to all ICAO Annexes have been developed. Reviews have been undertaken to accommodate ICAO findings and new guidelines. Amendments to regulations on Air operators Certificate (AOC), Personnel licensing (PEL), Accident Investigation and Airworthiness are currently awaiting approval by Minister. Amendments on regulations on Aerodrome and Ground Aids (AGA) and ANS have been harmonized under CASSOA and are being domesticated before submission to the Minister.

3. Civil Aviation Oversight System

The restructuring programme for Kenya Civil aviation Authority was approved by the Government in May 2011 and a new organizational structure implementation was commenced from July 2012. A new staff remuneration was implemented in May 2011. Right sizing will commence after completion of job evaluation and skills audit. This is necessary in order to improve competitiveness of the Authority as an employer so as to attract the appropriate staff for improved service delivery as part of the ICAO corrective Action Plan

The KCAA Head Office construction is start in 2012 at site near the Jomo Kenyatta International Airport

4. Oversight Capacity

KCAA like other Civil Aviation Authorities have been facing challenges in attracting and retaining qualified Safety Inspectors primarily because of the competitive remuneration packages in the industry. After approval of a new structure and a remuneration scheme, KCAA has been able to recruit 12 safety inspectors and plans to recruit another 10 by the end 2012.

Training safety personnel is on- going with support for the Federal Aviation Agency (FAA) of the United States of America and the World Bank. This is part of the Corrective Action Plan to improve the safety oversight capacity.

5. Technical Guidance Materials (TGM's)

Technical Guidance Material related to all regulations to provide guidance to the industry and safety inspectors have been developed. The level of compliance with ICAO standards and recommended practices has improved due to application and use of the TGM.

6. Licensing Certification Obligations

Obligation on licensing, certification, authorization and approvals have also improved due to the development of regulations, TGM's, Recruitment and training of inspectors

7. Surveillance Obligations

The Surveillance services by the Authority are being improved through the amendment of the primary act to provide the appropriate framework for enforcement of regulations. Additionally, the increase in the number and the quality of safety inspectors will also contribute to increased surveillance.

8. Resolution of Complaints

For an effective system for complaints resolution a number of measures have been implemented, these include among others the computerization of examinations and the Installation of ICAO supported European coordination centre for Aviation Incident Reporting system (ECCAIRS) for safety incidents reporting by the industry . The CAA is also Training inspectors and industry on Safety Management Systems The implementation of the State Safety Policy and related SMS Materials is currently ongoing.

B: Air Navigation Services Aspects

The Authority modernized the air navigation services at a cost of Ksh.3.5 billion including the Installation of new equipment in new sites. The airspace has been re-organized from one to two approach sectors.

The Authority has enhanced ATC capacity through recruitment and training of 50 air traffic controllers over the last two years and an additional 20 will be recruited by June 2012.

C: Aviation Training

1. Modernization of facilities and training equipment

- (i) Installation of modern simulators for Air Traffic Controller training
- (ii) Equipping of workshops and laboratories for engineering training.
- (iii) Refurbishment of existing building to establish an examination and training centre

2. Courses and Instructor Training

- (i) Introduction of new courses including safety and security programmes in collaboration with ICAO and FAA.
- (ii) Recruitment of more instructors and training of instructors

3. Development of TRAINAIR PLUS Programme

Achievement of capacity under the TRAINAIR PLUS Programme to develop ICAO approved training programmes.

4. Expansion of Training Market

EASA has expanded its markets and is now able to attract students from all over Africa and even beyond.

D: Closure of ICAO Audit Findings

- (a) KCAA established a National Civil Aviation Security Committee chaired by the DG and developed the National Civil Aviation Security Programme.
- (b) The procurement of an advanced passenger information system and issuance of machine readable visa documents is on going in collaboration with the Ministry responsible for immigration.
- (c) KCAA is working with Kenya Airport Authority to ensure improved security at all the airports and the implementation of findings related to airport security. KAA has fenced the Airports, installed more screening equipment and recruited and trained more screeners who are now licensed by KCAA.
- (d) Amendments of Aviation regulations has been done to incorporate the findings of ICAO audit and forwarded to Government. This is awaiting promulgation by the Minister.

E: CHALLENGES

1. Hiring of Adequate Flight Safety Inspectors

The Government recently approved a revised organisational structure and pay structure for the Authority. The Authority is currently undertaking recruitment of technical staff to increase on the number of inspectors. KCAA is still facing challenges in identifying suitable safety inspectors compounded by the competitive pay structure in the industry. Further to the foregoing the Government circulars on freezing new employment will be an impediment to the implementation of the structure.

2. Implementation of right sizing

Inadequate funds to support this programme as a one off exercise. KCAA has therefore decided to implement in phases depending on the available funds.

3. Amendment of the Primary Act

During the ICAO Audit of 2008, the need to revise the Civil Aviation Act was identified as one of the issues that Kenya needed to correct. The proposals to the amendments which are aimed at ensuring that the Civil Aviation Act provides adequate provisions for the management of the industry in line with international practices were completed and submitted to MoT for onward transmission to Parliament for debate. This will require the support of the members of the Committee to ensure that amendments are passed by Parliament.

4. Grabbed Land and Houses

Some of the Authority's land parcels and houses have in the past been grabbed. The Authority has been able to recover a few of these houses in Mombasa. However, land parcels grabbed at the East African School of Aviation and in other places in Nairobi have affected the housing of our staff and expansion of services.

See details in appendix 1

5. Revenue Collection

- a. Support for the Regulator – Legal collection for passenger fee
- b. Problems with KRA collecting revenues on behalf of KCAA
- c. Support from Government for capital investments.

APPENDIX 1- LANDS REPORT

1. THE FORMER DCA CENTRAL STORES PARCEL OF LAND LOCATED ALONG LANGATA ROAD – LR. NO. 209/14372

- Measures about **0.7733** of an hectare (about **2 acres**)
- Situated along Langata Road and was till 2001 used as the Central Stores for the former Directorate of Civil Aviation (DCA) until some time in the year 2003 when the stores kept there were relocated in unclear circumstances.
- The site been earmarked for the development of the KCAA's headquarters.
- Illegally allocated to **Priority Limited** and **Monene Investment Limited** and a title issued to the two companies on 30th August 2002 (Grant Number I.R 89671).
- Later transferred to **Weston Hotels Limited** on 13th June 2007 at a consideration of Ksh. 10 million (Copy of title annexed and Marked **DOC 1**).
- Among the parcels captured in the Ndung'u Report as having been illegally and irregularly allocated to private persons.
- Hotel by the name **Weston Hotel** is being built and the same is an obstruction on flight path dedicated for helicopters.
- **Action:** KCAA has been following up with the Commissioner of Lands to invoke his powers under section 60 and or 65(1) (i) of the Registered Titles Act Cap. 281 and cancel title issued to **Priority Limited** and **Monene Investment Limited** and later transferred to **Weston Hotels Limited**, and issue a new title in favour of KCAA.

2) THE EAST AFRICAN SCHOOL OF AVIATION (EASA) PARCEL OF LAND

- The Authority through EASA is in occupation of all the 87 acres of land known as **L.R No. 39/1/R.**
- KCAA was however surprised when in 2006, it was issued with a title deed for a total of 55 acres at a time that no letter of allotment had ever been issued to KCAA.
- Thereafter a person claiming 15 acres of land one Mr. MacDonald Makaka sued KCAA seeking vacant possession of 15 acres of land out of the EASA parcel of land.

- KCAA defended itself successful till the claimant withdrew the case from the High Court.
- **Action:** KCAA has been following up the Commissioner of Lands to invoke his powers under section 60 and or 65(1) (i) of the Registered Titles Act Cap. 281 and cancel illegal titles in relation to this parcel alleged as of L.R Numbers, 9042/638, 9042/639, 9042/640, 9042/641, 9042/642, 9042/643, 9042/644, 9042/645, 9042/698 and issue a new title in favour of KCAA for all the 87 acres of land.

3) LAND PARCEL L.R. NO. 11933 – THE CENTRAL TRANSMITTING STATION (CTX) LOCATED ALONG NAIROBI-MOMBASA ROAD, AT MLOLONGO (L.R No. 11933)

- This parcel of land initially comprising of 160 acres was bought by the then East African Community from Syokimau Farm in 1968.
- Following plans to expand the Mombasa Road into a dual carriage-way sometimes in 1976, the Ministry of Roads then sought to use about eight (8) acres of this land as part of the road reserve.
- While this would have left the balance of the KCAA land to be between 150-152 acres, it appears that the original surrender of the grant from Syokimau to the East African Community, having been misplaced, a new allotment was made in 1989, in which KCAA's predecessor DCA was allocated 59.78 hectares (approx.132 acres) while eleven (11) other portions were carved out of the balance of the original parcels of land and given allotment numbers LR. NO. 25769-25779.
- **Action** - KCAA has been making follow up with the Commissioner of Lands to exercise the powers under section 60 and or 65(1) (i) of the Registered Titles Act Cap. 281 by withdrawing allotment letter reference 26006 for the 59.78 acres and restore the original ownership of the 160 acres subject to the portion utilized for the road expansion and issue title to KCAA.

4) AIRCRAFT FLIGHT BEACON PARCEL OF LAND AT BWAGAMOYO (UPPER MWAKIRUNGE) IN KILIFI DISTRICT PLOT NO. 405

- KCAA's predecessors purchased this parcel of land from the local community to erect the aircraft flight beacon in Mwakirunge to guide the safe landing of aircraft at Moi International Airport, Mombasa.

- Reconnaissance and preliminary survey was done and established that the plot lies within Mawesa adjudication section and is recorded as plot 405. The land adjudication officer Mr. Mwanzo informed our appointed surveyor that there were some errors which were being rectified and that the exercise is expected to be completed early next year.
- **Action.** Adjudication process in Kilifi District is still ongoing. KCAA expects to procure the title once the process is complete.

5) BAMBURI STAFF HOUSING ESTATE (13 HOUSES)

- The houses are occupied primarily by the KCAA senior officers in Mombasa (except for four (4) units presently in possession of third parties).
- The Minister for Lands on 21st November 2010 revoked all the illegal titles.
- **Action:** Processing of titles in KCAA's name titles in respect of L.R Numbers: MN/1/2396, MN/1/2397, MN/1/2398, MN/1/2400, MN/1/2402, MN/1/2403, MN/1/2404, MN/1/2405, MN/1/2406, MN/1/2407, MN/1/2408, MN/1/2409, MN/1/2410, MN/1/2411, MN/1/2414 is ongoing. KCAA has been following up.

6) NYALI STAFF HOUSING ESTATE, MOMBASA

- A Deed Plan No. 99242 was prepared for this parcel of land.
- KCAA after duly consulting with the Survey of Kenya got a certified copy of the Deed Plan which was delivered to the Ministry of Lands headquarters.
- **Action:** KCAA is following up on the titles

7) MIRITINI STAFF ESTATE IN MIRITINI MOMBASA PLOT NO. MN/V/538

- The Estate was developed by the then East African Community in 1974 for the staff of the Community Civil Aviation in the departments of Customs & Excise, Civil Aviation and Meteorology.
- KCAA was issued a letter of allotment in 2001 but at the same time the Kenya Revenue Authority (KRA) was also given another letter of allotment, which KRA used to amalgamate KCAA's parcel into a title deed for the whole estate issued in favour of the KRA.
- In 2006 KCAA was informed that there had been a mistake in issuing letter of allotment on the same parcel of land to two Government agencies.

- The Commissioner advised KCAA to consult the KRA with a view to agreeing on the distribution of this parcel of land, so that two title documents could be issued to KCAA and KRA respectively.
- **Action:** A consultative meeting was held on 24th January 2012 at the KRA offices between representatives of KRA, KCAA and Meteorological Department. The three parties agreed to have further meetings and site inspection visit on 20th and 21st February 2012 at the Miritini Estate, Mombasa to among others take stock of all the housing units, their current status and occupation and propose a solution to the ownership as well as management of the estate.

8) NGAI NDEITHYA SETTLEMENT SCHEME/161

- The KCAA is the registered holder of thirteen (13) acres of land, as per the current records available at the lands office at Mtito Andei.
- Preliminary survey of the property and the pickings of installations was done and the process of adjudication is still on going
- KCAA is following up on the on-going demarcation exercise and it is hoped that the lands office will give the letter of allotment of the thirteen (13) acres of land to KCAA when the letters are issued.
- **Action.** Adjudication process ongoing. KCAA is following up and once the process is complete will procure the title.

9) PARCELS OF LAND UPON WHICH KCAA'S STRATEGIC EQUIPMENT AND FACILITIES ARE LOCATED WITHIN THE KENYA AIRPORTS AUTHORITY(KAA) REGISTERED LAND PARCELS

a) The KCAA Receiver Station parcel of land at the Moi International Airport, Mombasa

- This parcel of land containing by measurement about twelve (12) acres of land is located within the KAA parcel of land No. MN/VI/3888. It is at this parcel of land that KCAA's strategic Receiver equipment is installed.

b) The KCAA Transmitting Station, Mombasa parcel of land

- This parcel of land measuring fifteen about (15) acres carrying KCAA Strategic Transmission equipment, which needs protection all the time.

c) The Malindi VOR Parcel of land

- This portion of land registered as LR. NO. 10691 is registered under KAA.

ii) Eldoret Radar Station parcel of land

- This parcel of land registered as No. Eldoret Municipality Block 10/925 and measuring 50 hectares is allocated to Kenya Airports Authority and title issued to it in 1997. A portion of about 1.1 hectares within the said parcel was allocated to KCAA and houses radar facility for the Eldoret International Airport.

d) The Parcels of land at the Jomo Kenyatta International Airport where the Radar station and the Tower are located.

- These two parcels of land located within the land registered under KAA require to be given either titles in the name of KCAA or long term sub-leases by KAA.

Action: KCAA Management has been following up with the KAA management on the execution of the sub-leases for the various KCAA Parcels of Land located within the Airports (on KAA Land). KCAA and KAA team held meetings on 22nd September 2011 and 4th October 2011. Although KAA has in principle agreed to the issuance of the sub-leases it is yet to issue the No Objection Letter and surrender their leases to facilitate KCAA forward the same to Lands office for processing of the sub-leases.

10. KCAA Land Parcels in Lodwar and Lokichoggio

- The Part Development Plans were gazette on 11th February 2011 under gazette Notice number **1486** and **1487** and letters of allotment were issued to KCAA on 28th June 2011.
- Fees of Ksh. 6922/- paid to the Commissioner of Lands for each land parcel to facilitate issuance of title.

Action KCAA has been following up on issuance of title but we are informed that the issuance of titles has been put in abeyance following ministerial directive issued in December 2012.

11. KCAA parcel of Land at Embakasi village (L.R No. 9042/26 & 28)

- KCAA junior staff has been staying in the houses on the two parcels of land.
- The two parcels were reserved for the East African Common Services by way of direct grant. KCAA has now obtained Survey plan FR 111/55 from the Director of Survey. At the same time the Land Officer has made an application

to the indent from the Director of Survey and is following up on the issue of the allotment letter before processing of the title in KCAA's name.

- KCAA also went to court in civil case number Nairobi HCC No. 185 of 2011 Kenya Civil Aviation Authority –vs.- City Council of Nairobi and obtained orders of injunction to restrain the City Council of Nairobi from the threatened eviction of staff.

12. Mua Hills Radar Head Station Parcel of Land Machakos/Mua Hills/ 123-Seven acres of Land

Title to this land was issued to KCAA and is in safe custody.

13. Stony Athi Parcel of land- Land Reference No. 12649- 5.2 Hectares

Title to this land was issued to KCAA and is in safe custody.