



**Combined ASIOACG 10/INSPIRE 6 Meeting 2015
Madagascar, 17th -19th November 2015**

Agenda Item 2: Update from ANSPs

Organizational Update - Kenya Civil Aviation Authority

SUMMARY

Update on Kenya's airspace upgrade and implementation plans for CPDLC

1. INTRODUCTION

This working paper highlights the developments that have taken place within the Nairobi FIR (HKNA FIR) since the last ASIOACG/INSPIRE meeting held in Dubai.

2. DISCUSSION

Performance improvement Areas – Airspace restructuring is on-going; the airspace has been implemented as a full radar environment in the enroute phase since 1st July 2015.

There are **two enroute sectors** namely Area North and Area South. To facilitate this environment the Terminal areas around Nairobi and Mombasa have been reduced as follows; Nairobi TMA now has a lateral dimension made up of circle of 50 nm radius centered at the NV VOR/DME and vertical limit of FL195, while Mombasa TMA is now a race track made up of two half arc of 45nm radius centered at MOV VOR and MLD VOR enjoined with a vertical limit of FL145.

A **new TMA** have been drafted around Wajir airport to enable positive control for flights coming into/out of the Mogadishu FIR. **PBN routes** for

the same airport have also been drafted. Implementation of both is pending feedback from stakeholders.

Performance improvement Areas – Routes: A number of STARs and SIDs have been drafted into/out of Nairobi to provide for CDO/CCO and are currently with stakeholders for feedback. The numerous STARs and SIDs currently in use will be reduced to a manageable number after harmonization of conventional and PBN routes.

Performance improvement Areas - RNP 4 - implementation is still on hold pending the completion of the airspace restructuring and the implementation of CPDLC/ADS-C

Performance improvement Areas - CPDLC/ADS-C – The pending training of air traffic controllers is on-going; 4 Trainers completed the ICAO GOLD training in September 2015, a further 6 operational controllers and 3 supervisors undertook training provided by ICAO/FAA in October 2015 and an OJT training provided by the ATM system supplier is scheduled to take place on 23-27 November 2015. Following this, training of all ATCOs will commence in December 2015 and expected to be completed in January 2016. Tests will then be carried out; LOA signed with neighbouring FIRs, policies developed and AIP supplement issued as well as safety assessment done. Full implementation is expected by end of June 2016. Once implemented the remaining Oceanic portion of the HKNA FIR will be covered both in terms of surveillance and communications.

Performance improvement Areas - Free routing Airspace: This is still on hold until communication improves with neighbouring FIRs.

Performance improvement Areas - AIDC: The ATM system provider is currently in Nairobi working on connectivity, once this is done agreement will be signed with Neighbouring FIRs with capability for exchange of messages.

Performance improvement Areas – VHF Coverage: implementation of extended VHF coverage is on-going; implementation of two extra relay stations at Malindi and Nairobi has improved VHF coverage to the Eastern part of the country. Two more stations for the western part of the FIR are still pending.

Future Plans: There are plans to implement ADS-B and Multi-lateration at various airports to improve the surveillance and accessibility into areas without ILS. The procurement of these facilities is at an advanced stage.

3. ACTION BY MEETING

3.1 The meeting is requested to accept this report as information on Kenya