

Kenya

Northern Corridor Transport Improvement Project Aviation Component

Anil S. Bhandari
Senior Advisor
World Bank Transport Forum
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Objective and Scope

Objective

- **Obtain Category 1 clearance from the Transportation Security Administration (FAA, USA) to allow direct flights to and from USA and code sharing with US Airlines.**

Scope

- **Aviation Safety and Security Regulation:** Harmonize regional regulations; enhance safety and security oversight and build capacity for safety inspections
- **Physical Capacity Expansion and Reconfiguration of Major Airports:** Jomo Kenyatta International Airport (JKIA); Kisumu and Wilson Airports – separation of arriving and departing passengers, securing sterile areas, efficient passenger and baggage handling systems, install adequate surveillance and safety resolution systems and crisis centers
- **Enhance Safety and Security Measures:** Provision of equipment for safety, search and rescue, flight information system, communication, perimeter surveillance; preparation of approach charts and training and capacity building at EA School of Aviation

Components

Strengthening Kenya Civil Aviation Authority (\$10.3 m)

- **TA For Provision of Inspectors:** Eleven (11) inspectors – airworthiness and flight safety inspections, licensing of aircrafts and pilots, training of local staff
- **TA for institutional Capacity Building of KCAA:** Review and improve the institutional structure and management framework of the newly created Kenya Civil Aviation Authority – includes financial management system, HR policies, Procurement training and MIS.
- **Improve Regulatory Framework:** In collaboration with Safe Skies for Africa Program (FAA) harmonize regional regulations and create appropriate oversight body – Civil Aviation Safety and Security Oversight Agency (CASSOA) with powers to ground aircrafts and abort flights for safety and security reasons; Enable financial autonomy
- **Build Capacity of the East African School of Aviation:** Supply of lab and IT equipment including simulator for air navigation and traffic control training, training of trainers and library materials
- **GNSS/GPS Based Navigational Approach Charts for four Regional Airports**

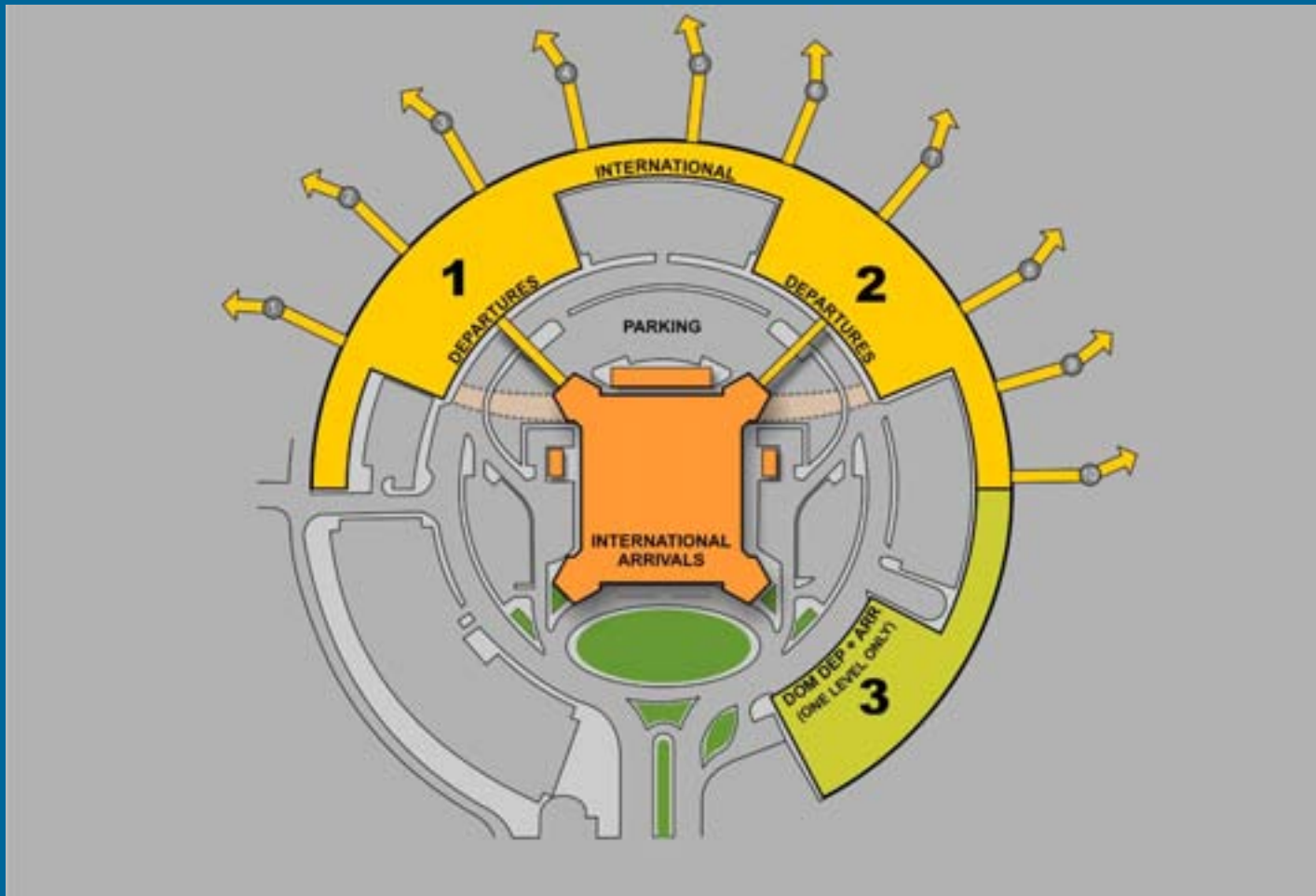
Components

Expansion and Reconfiguration of Jomo Kenyatta International Airport, Nairobi



Components

Expansion and Reconfiguration of Jomo Kenyatta International Airport, Nairobi



Components

Expansion and Reconfiguration of Jomo Kenyatta International Airport, Nairobi (\$206.1m)

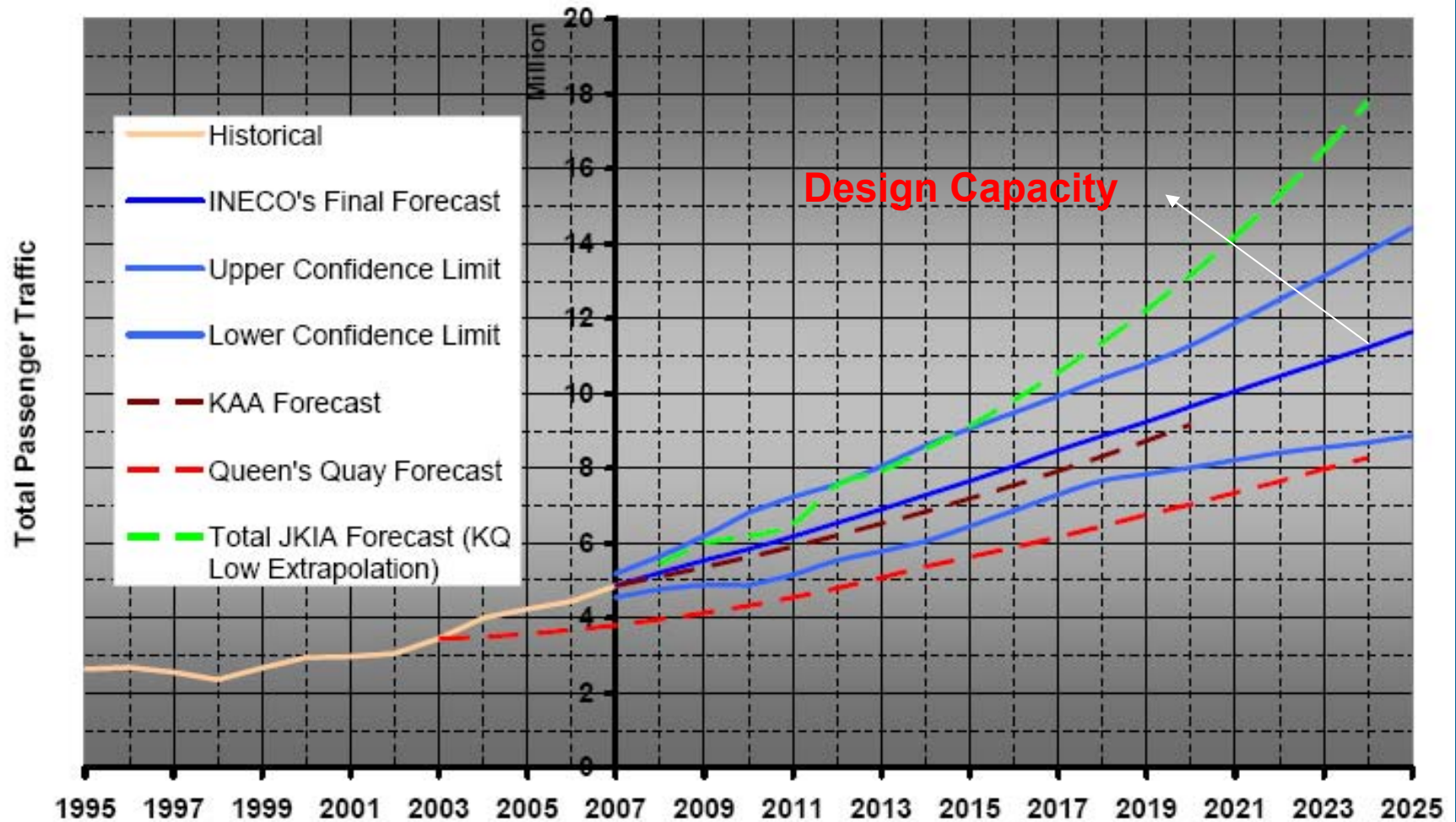
Growth: 2004 study projected growth of 3% pa for domestic passengers from 2005 to 2024 and for International 4.3% to 2009, 5% 2010 - 2019; and 4.5% long term with 8 million total in 2024; Simulation study in 2008 projected total of 11 million in 2024.

Design Capacity of New Terminal: 10 million passengers pa.

Aircraft Movements: 310 per day; peak hour 23 movements.

Current Situation: Design Capacity is 2.5 m passengers pa; actual traffic is 4.5 million passengers pa

Traffic Forecast (JKIA)



New Design



A new face to arrivals and direct connections to the parking garage





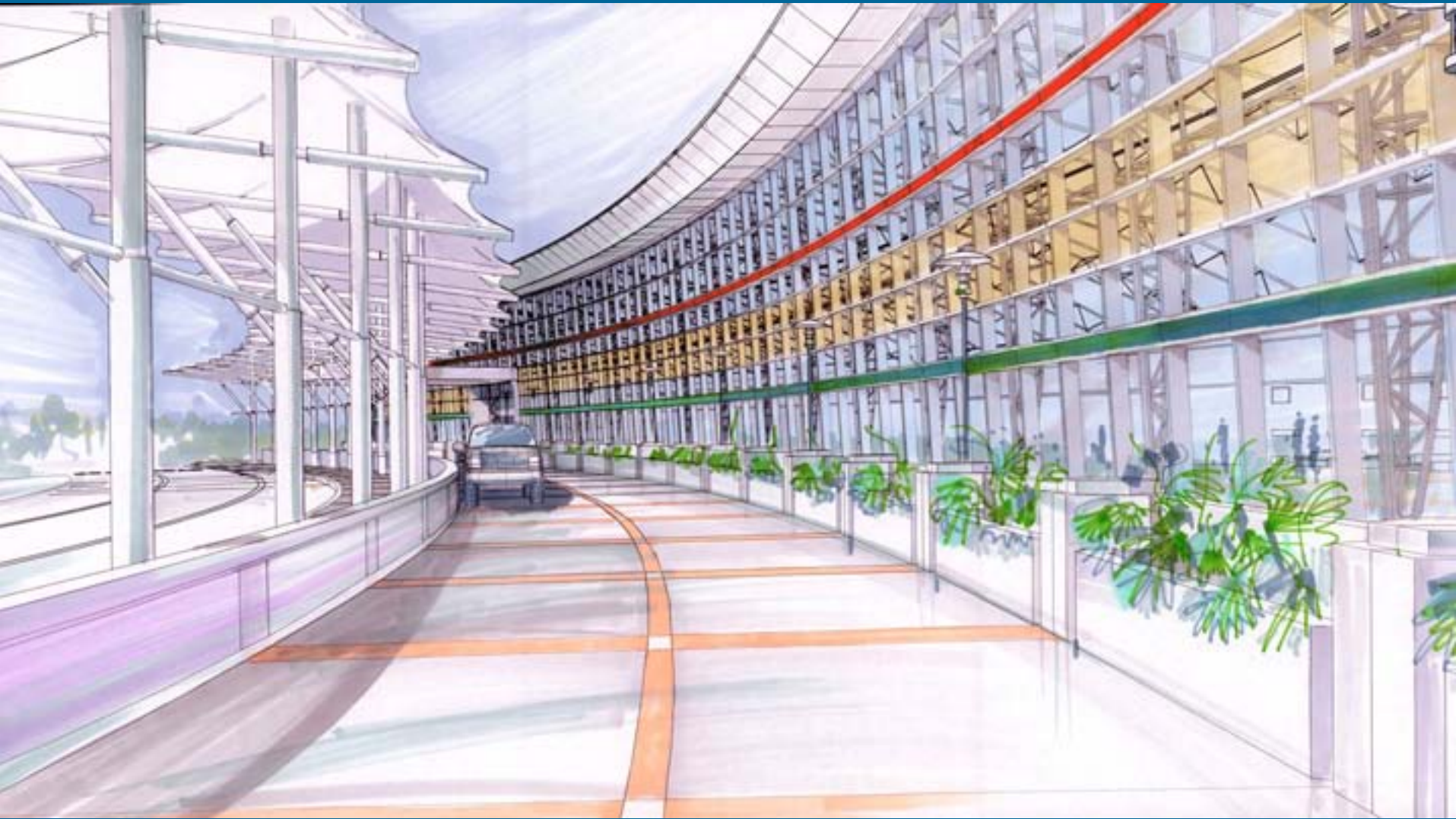
**New 1500 Car (5 level) Parking Structure
400 new surface positions**



T4 (New Domestic/ International) Terminal



New “Island” Departures Curb



Land Side Road and Security Wall



Ticketing and Departures Lobby



“Fritted” images on reflective gold glass



J.K.I.A. SOUTH LANDSCAPING PERSPECTIVE



Components

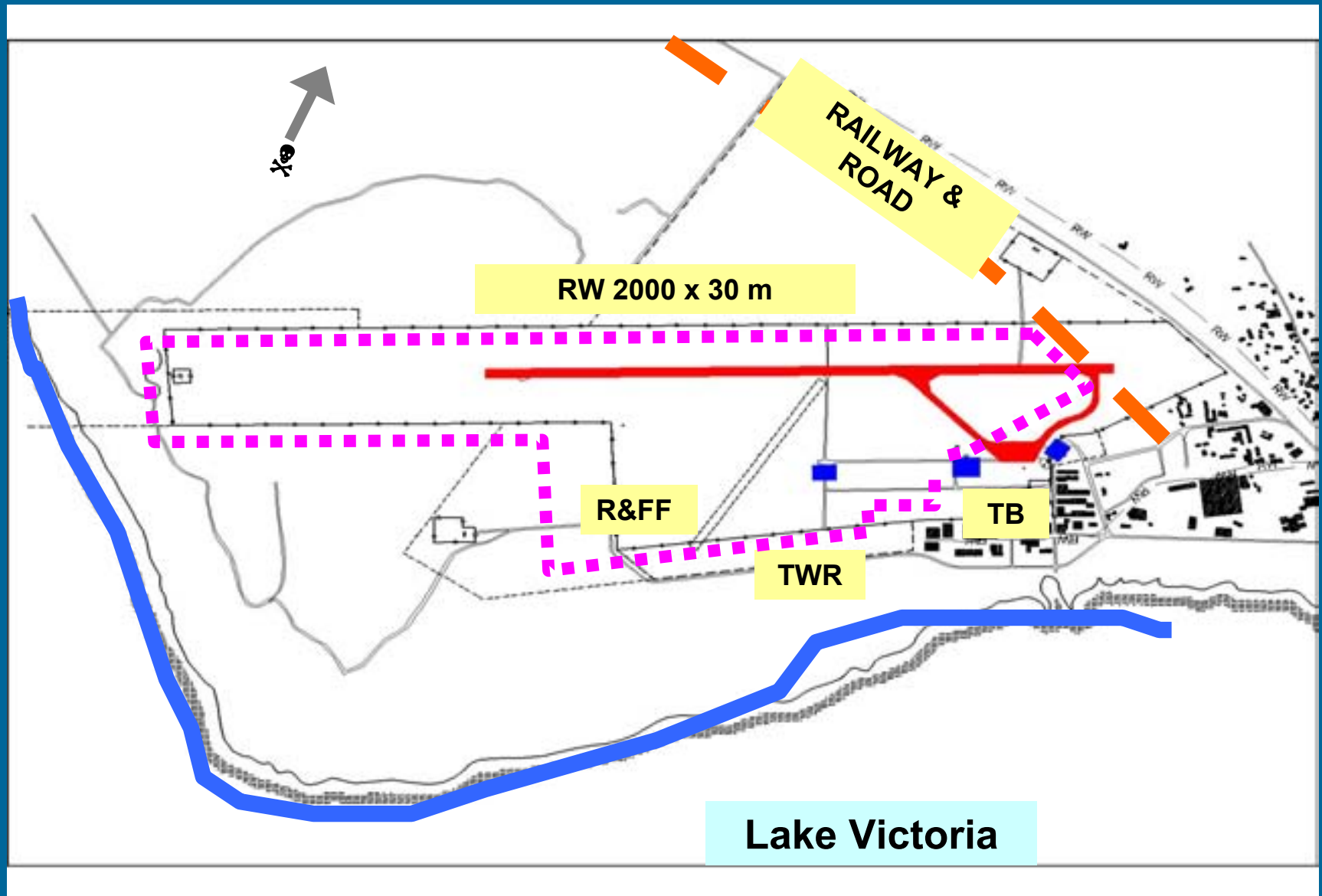
Expansion of Kisumu Airport (\$ 50.1 m)

Projected Domestic Movements to 2015

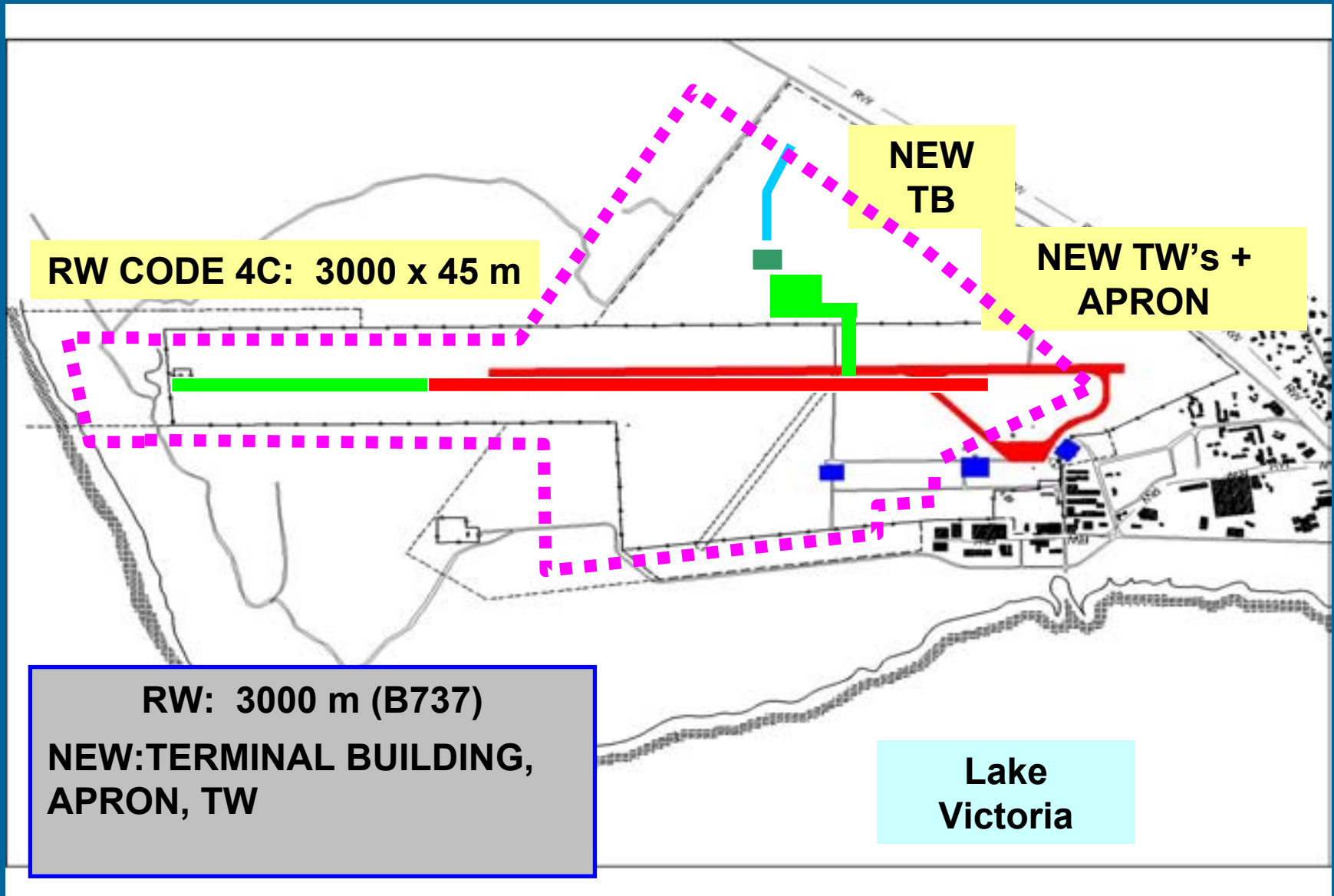
No. of flights	DC 9 (80 seater)			B737 (116 seater)		
	L	M	H	L	M	H
In	1,500	1,650	1,815	1,033	1,140	1,250
Out	1,500	1,650	1,815	1,033	1,140	1,250
Total	3,000	3,300	3,630	2,066	2,280	2,500
Peak month = 10%	300	330	363	207	228	250
Peak day = 4.0% of peak month	12	14	15	9	10	10
In	6	7	8	4.5	5	5
Out	6	7	8	4.5	5	5

Peak Hour: 139 arriving and 139 departing Passengers

KISUMU EXISTING LAYOUT



KISUMU PROPOSED DESIGN







Components

KAA Safety and Security Equipment and Training (\$21.7m)

Safety and Security

- Security Personnel placed under KAA instead of Police
- Training of staff by FAA and secondment of Security Officer to KAA
- Airside and Perimeter Fencing at major airports
- Security screening, baggage, access control and surveillance equipment and training
- Flight Information Display systems
- Perimeter lighting and detection systems
- Communication equipment, vehicles and support to Emergency Operations Centers
- Fire engines

Design, Feasibility and Construction Supervision TA

Financing Arrangement (\$m)

Item	Cost	IDA	GoK	KAA	Local Banks	EIB/ AFD
Expansion of JKIA	206.1	14.0	-	92.1	30.0	70.0
Kisumu Airport	50.1	-	-	50.1	-	-
Perimeter Fencing	2.2	2.1		0.1		
Security, safety & IT equipt.	7.7	7.6		0.1		
Fire Tenders	2.6	2.5		0.1		
KAA Design, supervision	7.9	7.7		0.2		
Training	1.7	1.7				
KCAA	10.3	10.0	0.3			
Total	288.6	45.6	0.3	142.7	30.0	70.0

Concluding Remarks

- **Africa has the highest air crashes rate per million-kms in the World**
- **Kenya - first major airport project financed by IDA in Africa after recent re-engagement in aviation sector**
- **Most crucial elements are enabling KCAA and KAA retain some or all of the user charges instead of going to general revenue – long term financial autonomy**
- **PPIAF grant has been used to develop options for private sector involvement in operating and maintaining airports**
- **PPIAF financed study also underway to obtain Credit Rating for KAA which will help it raise funds in the capital markets**
- **Excellent opportunity to benefit from USA treaty based on Africa's Growth Opportunity Act; direct flights to USA will increase export of horticulture including cut flowers and increase tourism in the region.**

THANK YOU
