

**THE 26<sup>TH</sup> EAST AFRICAN CONSULTATIVE MEETING ON FACILITATION OF AIR  
TRANSPORT AMONG THE EAST AFRICAN PARTNER STATES HELD AT  
ZANZIBAR OCEAN VIEW HOTEL, ZANZIBAR, 29-31 JULY 2009**

**1.0 INTRODUCTION**

The Consultative meeting on Facilitation of Air Transport among the East African States was hosted by Tanzania from 29<sup>th</sup> – 31<sup>st</sup> July 2009 at Zanzibar Ocean View Hotel, in Zanzibar, Tanzania.

The meeting was attended by representatives from Government Ministries, Civil Aviation and Airport Authorities, Airlines, Revenue Authorities, from the Partner States of Tanzania, Kenya, Uganda, Rwanda and a representative from the East African Community (EAC) Secretariat. Burundi did not send representatives to the meeting.

The list of participants is attached as Appendix 1.

**2.0 ADOPTION OF THE AGENDA**

The following provisional agenda was adopted:

1. Visit to Zanzibar International Airport
2. Official opening of the Meeting
3. Adoption of the agenda and Working Programme
4. Election of Office Bearers
5. Consideration of the Report of the 25<sup>th</sup> Consultative Meeting and Matters Arising
6. Any Other Business
7. Date and Venue of the 27<sup>th</sup> Consultative Meeting
8. Adoption of the Report of the 26<sup>th</sup> Consultative Meeting
9. Closure of the Meeting

### **3.0 OPENING OF THE MEETING**

The outgoing Chairperson Mr. Benjamin K. Enyenze invited the Guest of Honour, Hon. Machano Othman Said, Minister of State for Communications and Transport, Zanzibar to give opening remarks and officially open the meeting.

#### **3.1 Opening Remarks by the Guest of Honour**

The Guest of Honour welcomed all the participants in general and particularly from Kenya, Uganda and Rwanda to Zanzibar Islands. He urged the participants to spare time to visit various attractions in the Islands, including beaches.

Pointing out some deficiencies at Zanzibar International Airport, the Guest of Honour admitted that the present airport infrastructure, which was installed at the airport in 1970s were meant for the aircraft up to B737 and while the runway was later expanded to accommodate B767, the terminal building has remained the same since then. He pointed out that plans are underway to improve the infrastructure and build a new terminal building. The Government of Zanzibar has an intention to make the airport an autonomous authority.

He urged the members to implement the recommendations made in the 25<sup>th</sup> EAC FAL meeting held in Mombasa in December 2008 and pointed out that factors affecting the implementation should also be addressed in this meeting.

The Guest of Honour urged the States to focus on strengthening airlines and improving airport infrastructure so as to increase the number of passengers flying into East Africa. The Opening Remarks by the Guest of Honour is attached as Appendix 2.

#### **3.2 Opening Remarks by the Heads of Delegation**

The leader of the delegation from Kenya thanked the Government of the United Republic of Tanzania for hosting the 26<sup>th</sup> Consultative Meeting and for the warm welcome extended to their delegation since arrival in Zanzibar. He appreciated the

well organized tour which gave him and his delegation an opportunity to explore the historic town of Zanzibar. He underscored the need to deliberate issues raised in the previous meetings with a view to achieving their implementation.

The leader of the Ugandan delegation thanked Tanzania for the warm welcome accorded to them. He underscored the good opportunity they had to visit impressive historic town of Zanzibar. He further emphasized on the importance of these meetings that provide an avenue for the Partner States to share experiences through interaction and socialization.

The leader of the Tanzanian delegation welcomed all participants to the 26<sup>th</sup> Consultative Meeting particularly Rwanda which was participating for the second time. He noted the appreciation by other Heads of Delegations and the good preparations for the meeting made by the Revolutionary Government of Zanzibar, Department of Aviation and wished the participants fruitful deliberations.

In his opening remarks, the Head of Delegation of Rwanda, thanked Tanzania for the warm welcome extended to him. He underscored inadequate representation of Rwanda in these meetings and assured his counterpart Heads of Delegations good representations in future.

#### **4.0 ELECTION OF OFFICE BEARERS**

The office bearers were elected as follows:

- Mr. Daniel Malanga – Chairperson (Tanzania)
- Mr. Emanuel Butera – Vice Chairperson (Rwanda)
- Mr. Ntandu Mathayo – Rapporteur (Tanzania)

The outgoing Chairperson thanked the Member States and the entire team for the cooperation extended to him and his team during their tenure. He wished the incoming office bearers success.

## **5.0 CONSIDERATION OF THE REPORT OF 25<sup>th</sup> EAST AFRICAN CONSULTATIVE MEETING AND MATTERS ARISING**

### **5.1 STANDARDIZATION AND HARMONIZATION OF ANIMAL AND PLANT QUARANTINE PROCEDURES IN EAST AFRICA**

Kenya reported that procedures are inline with international standards and awaiting circulation to the concerned parties.

Uganda reported that a Memorandum of Understanding on standardized and harmonized animal and plant quarantine and fish and Sanitary Standards (SPS) is being organized for EAC Partner States.

Tanzania and Uganda further reported that they don't have facilities for animal holding at Entebbe and Julius Nyerere International airports respectively.

#### **Recommendation FAL 24/1**

States were urged to implement Council decision on animal and plant quarantine procedures once they have been published.

#### **Recommendation FAL 24/2**

Uganda and Tanzania were urged to establish comfortable animal holding facilities at Entebbe and Julius Nyerere International Airports respectively.

### **5.2 CLEARANCE TO OPERATE NON-SCHEDULED ADHOC INTERNATIONAL FLIGHTS**

Uganda reported that air operators still experience difficulty in obtaining clearance from Kenya.

Rwanda reported that they are issuing permits for ad-hoc flights on 24 hours basis.

Kenya reported that they are at an advanced stage to start issuing clearances on 24 hours basis. The issuance of ad hoc clearances has been automated and awaits commissioning.

### **Recommendation FAL 19/1**

Kenya was urged to further report progress on ad-hoc flights clearing process at the next meeting.

### **Recommendation FAL 24/3**

Kenya was urged to improve on the service delivery to ensure that ad-hoc flight requests are responded to expeditiously.

### **5.2.1 HARMONIZATION OF CHARGES/FEEES ON CLEARANCE TO OPERATE NON-SCHEDULED ADHOC INTERNATIONAL FLIGHTS**

The meeting noted that the charges/fees levied within the Partner States are yet to be harmonized. However, the issue had been forwarded to EAC Secretariat.

The meeting further noted that the harmonization of charges/fees levied within the Partner States has taken long to be implemented.

### **Recommendation FAL 26/1**

The East African Community Secretariat was urged to ensure that the matter is addressed.

## **5.3 TRAVEL DOCUMENTS**

### **5.3.1 East African Passport**

The meeting noted that the East African Passport is still not popular because it is only caters for travel within the East African Community States.

The EAC Secretariat reported that the immigration chiefs are working on modalities to enable internationalization of the East African Passport.

### **Recommendation FAL 24/5**

States were urged to examine the underlying factors that hinder the popularization of the passport.

### **Recommendation FAL 26/2**

States were urged to follow up with the EAC Secretariat for progress.

### **5.3.2 Interstate Pass**

The meeting noted that no substantial progress has been made by States

### **Recommendation FAL 24/6**

States are urged to expedite the process of issuing the Interstate Pass.

### **Recommendation FAL 26/3**

The meeting recommended that the issue be forwarded to East African Community Secretariat for consideration.

### **5.3.3 One stop visa shop for East Africa**

The meeting noted that the issue was discussed at the EAC meeting but is yet to be concluded.

### **Recommendation FAL 26/4**

The meeting urged the EAC Secretariat to follow up and report progress at the next meeting.

## **5.4 EMBARKATION/DISEMBARKATION CARD**

The meeting noted that Embarkation/Disembarkation Card presently used by Tanzania, Kenya and Uganda does not conform to the ICAO format. Rwanda reported

that the Card in use conforms to the recommended ICAO format. It was re-emphasised that member states adopt the universally used colour (white) for the Card.

#### **Recommendation FAL 25/2**

The States were urged to adopt white color for the Embarkation/ Disembarkation Card.

#### **Recommendation FAL 26/4**

East African Community Secretariat was urged to follow up the adoption of the recommended ICAO format with the Immigration Chiefs and report the progress at the next meeting.

### **5.5 PILFERAGE AT AIRPORTS**

Tanzania and Rwanda reported no incidents of pilferage at their international airports, for the period December 2008 – July 2009. Kenya reported 10 cases while Uganda reported 3 cases of pilferage.

All countries reported that various surveillance measures have been taken to ensure eradication of pilferage. These measures include installation of CCTV, establishment of Task Forces and prosecution of those involved in pilferage.

#### **Recommendation FAL 17/6**

- (i) The Airports Authorities, Airlines and Ground Handling companies should establish mechanism of exchanging information on the pilferage at the E.A Airports;
- (ii) All Agencies at airports should enhance their efforts to eradicate pilferage;
- (iii) The Regulatory Authorities should make efforts to continuously get data on pilferage in the region so as to monitor and advise on measures of curbing the vice.

### Recommendation FAL 23/4

The meeting urged the Handling companies and airlines to enhance communication to address the issue of unattended baggage which may attract pilferage.

### Recommendation FAL 24/8

States were urged to study the underlying causes of pilferage in order to treat the cause rather than the symptom.

### Recommendation FAL 25/3

States were urged to exchange information captured on the pilferage reporting form.

### Recommendation FAL 25/4

States were urged to continue to report cases of pilferage in absolute figures and percentage.

## 5.6 AIRPORT TRAFFIC DATA

### AIRPORT TRAFFIC DATA FOR TANZANIA

Tanzania presented comparative traffic data for international airports for the periods of January to December 2007 and 2008 as follows:

#### 1. Traffic at Julius Nyerere International Airport (JNIA)

Year	Aircraft Movement			International Pax			Domestic Pax			Cargo (Tons)		
	Dom.	Int.	Total	Emb.	Disemb.	Total	Emb.	Disemb.	Total	Unloaded	Loaded	Total
2008	50,120	11,851	61,971	422,549	400,849	823,398	293,974	310,224	604,198	17,436.40	5,413.70	22,850
2007	45,042	10,596	55,638	391,810	362,682	754,492	278,031	303,025	581,056	13,275.60	4,580.20	17,856
Change (%)	11	12	11	8	11	9	6	2	4	31	56	28

- *International aircraft movements increased by 12 and international passengers increased by 9%. This was due to increasing weekly frequencies by foreign carriers operating into and out of Tanzania. Weekly frequencies increased from 86 in 2007 to 100 in 2008.*
- *Domestic aircraft movements and passengers increased by 11% and 4% respectively. This was due to the introduction of air services by other air operators such as Community airlines*

- 28% increase in cargo was due to the increasing trade between Dar es Salaam and Middle and the Far East Countries such as Dubai, China, Singapore and India.

## 2. Traffic at Kilimanjaro International Airport

Year	Aircraft Movements			International Pax			Domestic Pax			Cargo (Tons)		
	Dom.	Int.	Total	Emb.	Disemb.	Total	Emb.	Disemb.	Total	Un-loaded	Loade d	Total
2008	9,660	7,103	16,763	99,796	151,163	250,959	101,278	83,792	185,070	1,118	2,748	3,867
2007	12,392	10,107	22,499	106,192	137,186	243,378	110,382	90,100	200,482	1,327	3,070	4,397
Change (%)	-30	-22	-25	-6	10	3	-8	-7	-8	-16	-10	-12

- 25% decrease in aircraft movements at airport was due to resumption of Arusha airport operations after completion of the rehabilitation that resulted into domestic operators to operate into Arusha airport rather than KIA. Decline in aircraft movements also was due decline in number of tourists as result of economic crisis.
- A slight increase in international passengers by 3% as compared to the previous years was due to global economic crisis that has reduced the number of tourists coming into the country.
- Domestic passenger traffic decreased by 8% as result of resumption of the Arusha airport operations that made it possible for the air operators previously operated into KIA to shift their operations into Arusha airport
- 12% Cargo decrease was due to inadequate demand of cut flower exports in the world market due to global economic crisis.

## 3. Traffic at Zanzibar international Airport

Year	Aircraft Movement			International Pax			Domestic Pax			Cargo (Tons)		
	Dom.	Int.	Total	Emb.	Disemb.	Total	Emb.	Disemb.	Total	Unloade d	Loaded	Total
2008	31,313	3,835	35,148	105,618	101,432	207,050	144,584	147,511	292,095	320.80	103.70	424.50
2007	29,471	4,104	33,575	114,094	107,246	221,340	147,378	153,091	300,469	559.10	6.70	565.80
change	6	-7	5	-7	-5	-6	-2	-4	-3	-43	1448	-25

- Total aircraft movements increased by 5%, which is slight increase as compared to the trend in the previous years.
- International passenger traffic decreased by 6% due to decreasing number of tourists visiting the Isles due to global economic crisis.
- Domestic passenger traffic decreased by 3%. This was due to competition between air transport and water transport particularly between Dar es Salaam and Zanzibar.

## AIRPORT TRAFFIC DATA FOR KENYA

Kenya presented airport traffic data for international airports, covering the period from January to December 2007 and 2008 as follows:

### 1. Traffic at Jomo Kenyatta International Airport

Year	Aircraft Movement			International Pax			Domestic pax			Cargo (Kgs)		
	Dom.	Int.	Total	Emb.	Disemb.	Total	Emb.	Disemb.	Total	Un-loaded	Loaded	Total
2007	23,480	49,212	72,692	1,043,802	2,016,667	3,060,469	395,125	454,960	850,085	60,125,149	216,756,168	276,881,317
2008	25,086	51,187	76,273	944,889	1,931,334	2,876,223	433,476	458,861	892,337	60,152,047	240,584,935	300,736,982
%change	6.8%	4.0%	4.9%	-9.5%	-4.2%	-6.0%	9.7%	0.8%	4.9%	0.04%	11.0%	8.6%

### 2. Traffic for Moi International Airport

Year	Aircraft Movement			International Pax			Domestic pax			Cargo (Kgs)		
	Dom.	Int.	Total	Emb.	Disemb.	Total	Emb.	Disemb.	Total	Un-loaded	Loaded	Total
2007	17,500	5,537	23,037	310,363	294,230	604,593	323,011	326,665	649,676	1,422,849	7,873,420	9,296,269
2008	13,632	3,184	16,816	118,917	116,360	235,277	285,398	285,282	570,680	1,070,168	5,090,530	6,160,698
%change	-22.1%	-42.5%	-27.0%	-61.7%	-60.4%	-61.1%	-11.6%	-12.7%	-12.1%	-24.8%	-35.3%	-33.7%

### 3. Traffic for Eldoret International Airport

Year	Aircraft Movement			International Pax			Domestic pax			Cargo (Kgs)		
	Dom.	Int.	Total	Emb.	Disemb.	Total	Emb.	Disem	Total	Un-loaded	Loaded	Total
2007	3,963	340	4303	24	33	57	26,166	25,446	51,612	11,641,484	249,209	11,890,693
2008	5,851	307	6,158	21	120	141	44,634	40,408	85,042	8,635,090	13,000	8,648,090
%change	47.6%	-9.7%	43.1%	-12.5%	263.6%	147.4%	70.6%	58.8%	64.8%	-25.8%	-94.8%	-27.3%

#### Notes

##### Jomo Kenyatta International Airport

- Increase in aircraft movements was attributed to new scheduled carriers (Air Arabia and Virgin Atlantic) and expansion of domestic fleet (Fly 540 and Jetlink)
- Decline in international passengers was due to the following reasons
  - a. The post election violence of 2007
  - b. Global economic downturn
  - c. Increased regional competition for tourist destinations
- Domestic passenger had only slight growth due to economic downturn and decline in tourism

##### Moi International Airport

- The airport experienced a marked drop in aircraft movements, passenger and cargo traffic due to the bad publicity the country was receiving after the post election violence of 2007.

##### Eldoret International Airport

- Eldoret International Airport experienced a tremendous growth in passenger traffic due to increased flights to the airport. Decline in cargo was due global economic downturn.

## AIRPORT TRAFFIC DATA FOR UGANDA

Uganda presented comparative data for the period from January to December 2007 and 2008 as shown below:

### ENTEBBE INTERNATIONAL AIRPORT

#### Traffic at Entebbe International Airport for January to June 2007 and 2008

##### Entebbe International Airport

Year	International Passengers			Domestic Passengers			Cargo (tons)		Aircraft Mov't
	Emb	Dis	Total	Emb	Dis	Total	Exports	Imports	
2007	389058	392370	781428	12196	13703	25899	40837	22882	21892
2008	465787	470397	936184	10867	12205	23072	37693	21297	23847
% Growth	19.7	19.9	19.8	-10.9	-10.9	-10.9	-7.7	-6.9	8.9

#### ***Reason for international passenger growth***

- *35<sup>th</sup> session of council of ministers of OIC held in Kampala during the quarter*
- *The HIV/Aids global implementers' meeting hosted by Uganda*
- *International conference ground water and climate changes*
- *ADB Workshop*
- *The Afro Asia Youth Summit hosted in Uganda during the period*
- *Opening of the Grand Mosque which attracted a large and high profile participation*
  
- *Growth in Tourism*

#### ***Reasons for cargo decline***

- *Decline in export volumes of fish*

#### ***Reason for growth in Aircraft movement***

- *Increased frequency by South African Airways and Rwanda Air respectively from 4 to 7 and 5 to 7 per week*
- *Introduction of new routes by Air Uganda*
- *Introduction of flights by Fly 540*

## **5.7 OPERATION OF FREE AIRPORTS/FREE ZONES**

All States reported no progress on the establishment of free airports/ free zones. However, they have land for free airports/free zones and they are looking for strategic partners for investment.

### **Recommendation FAL 24/9**

States were urged to establish airport free zones in accordance with the provisions of East African Community Customs Management Act (EACCMA).

## **5.8 FACILITIES FOR PHYSICALLY CHALLENGED/SPECIAL CATEGORIES OF PASSENGERS**

Uganda reported that facilities for physically challenged passengers are available at Entebbe International Airport and they are in the process of acquiring an ambulift.

Tanzania reported that necessary facilities for physically challenged passengers will be incorporated in the expansion programmes at all airports. It was further reported that Julius Nyerere International Airport (JNIA) has acquired an ambulift whereas Kilimanjaro and Zanzibar International Airports do not have one.

Kenya reported that facilities for physically challenged/special categories of passengers exist. Ambulifts have been provided and efforts are being made to increase them. Additional facilities are incorporated in the ongoing expansion and rehabilitation at major airports.

Rwanda reported that under the ongoing rehabilitation and expansion programme, the necessary facilities for physically challenged passengers will be incorporated.

### **Recommendation FAL 25/5**

The Member States were urged to continue considering and incorporating appropriate facilities in their airport development programmes.

### **Recommendation FAL 26/5**

Airport authorities were encouraged to partner with ground handling agents in order to acquire ambulifts, while taking into account the justification of the investment.

## **5.9 INADMISSIBLE PASSENGERS**

Tanzania and Rwanda reported that their international airports have inadequate facilities for inadmissible passengers. However, there are plans to incorporate the facilities in their expansion programmes. Kenya has a facility for inadmissible passengers at JKIA. However there is a need to establish one at Moi International Airport. Uganda reported that there are adequate facilities for inadmissible passengers at Entebbe International Airport.

All States reported that inadmissible passengers are treated humanely.

The meeting noted that States are complying with ICAO SARPs in relation to the handling of inadmissible passengers.

### **Recommendation FAL 19/7**

Airport Authorities were urged to provide for adequate and comfortable facilities.

### **Recommendation FAL 21/6**

The air carriers and the states were urged to treat inadmissible passengers humanely while being responsible for their custody and care.

### **Recommendation FAL 23/6**

States were urged to incorporate ICAO SARPS especially Annex 9 to the Chicago Convention in their Statutes to assist in handling inadmissible passengers.

## **5.10 TRANSIT PASSENGERS**

All states reported inadequate facilities for transit passengers. It was further reported that passengers on transit for longer hours are allowed to go to hotels outside the

airport on request. All countries reported that they plan to incorporate adequate facilities in their airport expansion programmes.

The meeting re-emphasized the need for airlines and State Authorities to work together to facilitate transit passengers and make their transit period more comfortable.

**Recommendation FAL 26/6**

States were urged to continue improving facilities for use by transit passengers by providing other options including allowing transit passengers to go to hotels outside the airport.

**5.11 ASSISTANCE TO VICTIMS OF AIRCRAFT ACCIDENTS**

The East African Community Secretariat reported that the Draft Memorandum of Understanding for operationalization of the EAC Agreement on Search and Rescue has been completed and circulated to all States for comments.

**Recommendation FAL 22/6**

East African Community Secretariat was urged to ensure that the meeting of experts also considers the issues related to assistance to victims of aircraft accidents as recommended by the Divisional FAL 12.

**Recommendation FAL 26/7**

Partner States were urged to circulate the draft Memorandum of Understanding to Air Operators Associations for their comments.

## **Recommendation FAL 26/8**

The East African Community Secretariat was urged to ensure that the Draft Memorandum of Understanding for Search and Rescue is finalized and put into force.

### **5.12 SIMPLIFICATION AND STANDARDIZATION OF CUSTOMS REQUIREMENTS AND PROCEDURES**

Tanzania reported that with effect from 11 March 2009 the Revenue Authority introduced Asy-scan facility at Julius Nyerere International Airport as pilot project. The project has been extended to other regions in the country. The facility allows importers to lodge all their customs declarations directly from their remote locations, get their tax assessment and arrange for payment of duties with their banks without having to visit Customs offices. The importers will only visit customs offices for collection of their goods.

Effective implementation of this facility is expected to reduce congestions at the Customs offices and reduce the possibility of unscrupulous businessmen to collude with customs officers.

Uganda reported the following initiatives:

#### **1. Integrity initiatives by Uganda Revenue Authority**

- Customs operational standards have been provided and circulated, They include time for clearing through the red, yellow, green and blue lanes for cargo using a ASYCUDA system;
- Periodical staff meetings
- Prosecution policy in place to deter fraud

## **2. Modernization reforms**

- Automated System for Customs Data (ASYCUDA) system is in place and operational
- Prepayment and self assessment system is in place
- Clearly marked lanes-red and green for passengers entering Customs area in baggage Hall
- Interface between airlines and ground handlers, system with ASYCUDA++ system has been initiated

## **3. Service Excellence**

- Provision for pre-entries for perishables and urgent cargo is in place
- Information to clients provided and circulated through plasma screen at baggage hall, leaflets, information desk, information magazines and on pillars at baggage hall, passenger terminal etc;
- Client Service standards provided to clients;
- Use of body check and baggage scanners;
- 24 hour Customs operations at the airport enabling processing of urgent cargo;
- Capacity building for staff in airport passenger and cargo operations done and still ongoing to adopt world best practices.

## **4. Strategic Partnerships**

- Taxpayers days, radio talk shows instituted
- Periodic stakeholder meetings and corporation

Kenya reported that:

Kenya Revenue Authority has established a project team that is handling the 18 projects under the reform programmes. These projects are condensed into four (4) clusters as follows:

## **Business Automation**

- Harmonization of East African Customs Management Act EACMA Regulations;
- KRA has been ISO certified leading to improved record management;
- Business process mapping has been carried out at JKIA;
- Capacity building in terms of training staff at the Airport on service delivery. More than 40% of staff has been trained;
- Departmental procedure instruction manual in process and at an advanced stage;
- Introduction of Form 88 for declaration by passengers on what they are carrying before reaching the customs counter;
- The department is developing a valuation database which is currently under testing and will soon be rolled out.

## **Enforcement**

- Four scanners have been installed; two for JKIA, one for Eldoret Airport and one for Moi International Airport;
- K9 unit is continuously being strengthened. Four officers received training at the US Customs and Border Protection Front Royal Canine Training Centre, Virginia. In addition, Kenya reported that had received 3 more detector dogs;
- Raddex system – for data interchange with other Revenue Authorities is in place. Full implementation with URA has been done.

## **Client Service**

This involves granting of green channel treatment to clients who are found compliant. This is under the Authorised Economic Operator (AEO) concept. Currently, 20 companies and 11 clearing agents are operating under the programme.

Rwanda reported that good procedures for simplification of Customs requirements are in place.

### **Recommendation 18/10**

States were urged to continue with the efforts of simplification and standardization of customs requirements and procedures.

### **5.13 HANDLING OF OUTBREAKS OF EPIDEMICS AND/OR PANDEMICS AT AIRPORTS**

The meeting noted that Tanzania, Kenya, Uganda and Rwanda have systems in place to handle outbreaks of epidemics and/ or pandemics.

The meeting re-emphasized the need for Tanzania to remove the yellow fever certificate requirement for East African residents traveling from and within East Africa.

Kenya informed the meeting that consultation on the health requirement for the installation of incinerator at JKIA is in progress.

Tanzania reported that only Kilimanjaro International Airport has an incinerator. Uganda and Rwanda reported that they don't have incinerators at their airports.

### **Recommendation FAL 20/5**

States were urged to ensure that international airports have incinerators for destroying infectious materials before they contaminate the landside.

### **Recommendation FAL 22/7**

States were urged to work out modalities for setting up systems to handle health emergencies of international concern at the ports of entry as per International Health Regulations (IHR).

### **5.13.1 MEDICAL FACILITIES**

Tanzania reported that apart from Zanzibar International Airport, Kilimanjaro and Julius Nyerere international airports have adequate medical facilities. Kenya and Rwanda also reported that their international airports have adequate medical facilities.

Uganda reported that discussions are on going with the Ministry of Health towards improving the facility that was provided for this purpose during the renovation of terminal building.

#### **Recommendation FAL 26/10**

States were urged to ensure that adequate medical facilities are provided at their international airports.

#### **5.14 ATTENDANCE OF THE EAST AFRICAN CONSULTATIVE MEETING**

Tanzania, Kenya and Uganda reported that the attendance has improved in terms of numbers to both, the National Facilitation Committee and East African Consultative meetings. However, the composition is still not satisfactory.

Rwanda reported that a National Air Transport Facilitation Committee was being established and that members from the Committee would be attending future meetings.

The meeting noted the absence of Burundi and agreed that in order to encourage the participation of Burundi, a copy of the 26<sup>th</sup> East African Consultative Meeting on Facilitation of air transport be forwarded to the State.

#### **Recommendation FAL 18/13**

States were urged to continue in their efforts to strengthen their National FAL Committees as well as the East African Consultative Committee Meetings.

#### **Recommendation FAL 25/8**

States were urged to continue making budgetary provisions for the East African Consultative and National Facilitation Committee Meetings.

### **Recommendation FAL 26/11**

The Chairperson of the East African Consultative Meeting was urged to forward a copy of the report of the 26<sup>th</sup> Consultative Meeting to Burundi.

### **5.15 NATIONAL FACILITATION PROGRAMMES**

Tanzania, Kenya and Uganda reported that the National Facilitation Programmes are in place and being implemented. The meeting was informed that Rwanda does not yet have the National Facilitation Programmes.

### **Recommendation FAL 26/12**

Rwanda was urged to establish a National Air Transport Facilitation Committee and put in place a National Facilitation Programme.

### **5.16 MARKETING AND DEVELOPMENT OF MORE INTERSTATE AIRLINE NETWORKS**

The meeting noted the progress in the implementation of Yamoussoukro Decision in the region to liberalize air transport and open up opportunities for the EAC air operators.

It was noted that although Low Cost Carriers (LCCs) were making an entry into the regional market, the business environment is not conducive for their viability.

### **Recommendation FAL 26/13**

The States were urged to encourage the establishment of Low Cost Carriers to support the interstate airline networks.

## **5.17 DRUG TRAFFICKING**

The meeting noted that there has been general declining trend for drug trafficking in the East African Countries. This has been due to enhancement of surveillance measures for curbing drug trafficking. For period December 2008 – July 2009, Tanzania, Kenya and Uganda reported three incidents of drug trafficking each. Rwanda reported no incident for the entire period under review.

### **Recommendation FAL 19/10**

States were urged to continue cooperating and exchanging intelligence information while enhancing surveillance measures and being aware of concealment methods.

## **5.18 SUSTAINABLE PROTECTION OF EAST AFRICAN AIRPORTS FROM TERRORISM**

The meeting noted that Member States have in place preventive measures on unlawful actions against civil aviation. It was further noted that States are vigilant and information on terrorism is being shared.

### **Recommendation FAL 25/11**

States should continue to collaborate in fighting terrorism against Civil Aviation.

## **5.19 EMERGING CRIMES (HUMAN AND HUMAN ORGANS TRAFFICKING)**

Kenya reported that cases of human trafficking are being dealt with through the penal code Cap 63 of law.

Tanzania and Rwanda reported that law on human trafficking have been enacted and enforced.

Uganda reported that the anti-child and human trafficking law has been tabled before Parliament. The Directorate of Citizenship and Immigration control has included child and human trafficking in its new law amendments which are being drafted.

Uganda further reported that coordination channels had been set up between Immigration, Passport Office, Security Agencies, Ministry of Justice and Human Rights Bodies.

**Recommendation FAL 26/14**

Uganda was urged to enact a law that will address the problem of emerging crimes.

**Recommendation FAL 22/9**

States were urged to be more vigilant, document emerging crimes and share information on the vices.

**5.20 COST OF AIR TRAVEL IN EAST AFRICA**

The EAC Air Transport Sub- Committee is working on the framework for the implementation of the Yamoussoukro Decision (YD) within the region. It was further reported that the Draft Protocol for Competition Rules has been developed and circulated to Member States for comments.

The implementation of YD is expected to create conducive environment for fair competition among operators providing air transport services in the region, thus leading to lowering of air fares.

**Recommendation FAL 24/17**

States were urged to follow up on the outcome of the EAC Air Transport Sub-Committee recommendations on this matter.

**5.21 ISSUANCE OF MACHINE READABLE CREW MEMBER CERTIFICATES**

All States reported no progress regarding the issuance of Machine Readable crew member certificates.

### **Recommendation FAL 21/12**

The States were urged to expedite the issuance of machine readable crew member certificates as per the Standard and Recommended Practices (SARPs) contained in ICAO Annex 9 to the Chicago Convention.

### **Recommendation FAL 26/15**

States were urged to ensure that issuance of machine readable crew member certificates is implemented by July 2010.

## **5.22 SIGNAGE AT THE AIRPORTS**

Kenya and Uganda reported that compliance with ICAO SARPS on airports directional signage at all international airports has been achieved. Rwanda reported compliance except that signages are in French and Rwandese languages. Plans are underway to incorporate English language by next year.

Tanzania reported that Kilimanjaro and Julius Nyerere International Airports had complied.

### **Recommendation FAL 22/12**

States were urged to consider supplementing ICAO directional signage format with localized simple directional signage.

## **5.23 VISIT TO MOI INTERNATIONAL AIRPORT**

Kenya made the following update regarding the observations arising from delegates' tour of the MOI International Airports in December 2008:

- (i) The airport is working on the modalities to incorporate adequate facilities for inadmissible passengers;

- (ii) The airport is working on how to increase revenue base particularly non aeronautical;
- (iii) The airport is undertaking a project to overhaul the freight terminal area to ensure ventilation in the terminal
- (iv) The airport plans to install internet service for staff and wireless internet planned to be installed for passengers.
- (v) Efforts are underway to encourage female fire officers to join the service

## **5.24 VISIT TO ZANZIBAR INTERNATIONAL AIRPORT**

During the tour of Zanzibar International Airport (ZIA), the delegates visited various areas and made the following observations:

- (i) The airport has no animal holding facility;
- (ii) The airport has no medical facilities;
- (iii) The airport does not have Customs Green and Red channels;
- (iv) Cargo area is too small;
- (v) The Fire Unit is well organized and has adequate facilities, but lacks a nurse;
- (vi) The fire unit has female fire officers;
- (vii) Watch tower for fire and rescue unit is not well positioned to enable fire officers have a clear view of the apron and the runway;
- (viii) The departure and arrival lounges are too small
- (ix) The airport lacks inadmissible passengers facilities;
- (x) The airport does not have separate lounges for domestic and international passengers;
- (xi) The airport does not have facilities for transit passengers;
- (xii) Departing domestic and international passengers share the same lounge and gates;
- (xiii) The airport does not have conveyor belts for baggage;
- (xiv) Customs area at the airport is not well coordinated;
- (xv) Access to airside at the airport is not controlled, thus infringing on security;

- (xvi) Generally, the airport is already saturated and there is urgent need to build a new airport;
- (xvii) The airport has very good aviation fuel facility;
- (xviii) Generally, the airport is clean;
- (xix) The airport has friendly staff.

## **5.25 AIRCRAFT INSPECTION**

Kenya reported that the Aircraft inspection Procedures had been simplified as tasked by the 25<sup>th</sup> EAC FAL. The revised draft will be reviewed by stakeholders during the Kenyan meeting to finalise Air Transport Facilitation Regulations to be held in September 2009. The meeting requested Kenya to circulate the reviewed Draft document to Partner States for comments. The draft copy is attached as appendix 3.

### **Recommendation FAL 26/16**

Kenya was requested to circulate the Draft Aircraft inspection Protocol to other Partner States for their comments.

## **5.26 AIRLINES PARTICIPATION AT THE EAST AFRICAN CONSULTATIVE MEETINGS**

The meeting noted a satisfactory attendance of the airlines at both the National Facilitation Committee and East African Consultative meetings for Tanzania, Kenya and Uganda.

### **Recommendation FAL 22/14**

States were urged to take the lead in encouraging airlines to attend both National and Regional Facilitation Meetings.

## **5.27 AIRPORT/CITY LINK**

Tanzania reported no progress regarding this matter. Rwanda reported that stakeholders are involved in this matter and a project to build a new airport is ongoing, which will include updating of existing infrastructure.

Uganda reported that it has taken Public Private Partnership approach to address the matter and city bus company commenced operations in May 2009 between the airport and the capital.

Kenya reported that modalities are being worked out to incorporate city and airport planners in the National Facilitation Committee.

### **Recommendation FAL 25/13**

States were urged to work with other stakeholders to come up with proper infrastructure of both roads and railways to facilitate expeditious transportation between cities and airports.

## **6.0 Any Other Business**

### **6.1 Delayed Implementation of the Recommendations arising from EAC FAL Meeting**

The meeting noted that most of the recommendations arising from the EAC FAL meeting have no time limit. This appears to be one of the factors that delay implementation of the recommendations.

### **Recommendation FAL 26/17**

States were urged to ensure that National Air Transport Facilitation Committees implement the recommendations of the EAC FAL.

**6.2 Delayed and Mishandled Baggage**

The meeting noted with concern the delay of passenger baggage delivery by the airlines and the mishandling of baggage in region.

**Recommendation FAL 26/18**

States were urged to establish Consumer Protection Units to address concerns of air transport users.

**7.0 DATE AND VENUE OF THE NEXT MEETING**

Rwanda offered to host the 27<sup>th</sup> East African Consultations Meeting on Facilitation of Air Transport. The venue and date will be communicated to Member States in due course.

**SIGNED today 31 July 2009**

.....  
**THE UNITED REPUBLIC OF TANZANIA**

.....  
**THE REPUBLIC OF RWANDA**

.....  
**THE REPUBLIC OF KENYA**

.....  
**THE REPUBLIC OF UGANDA**

## APPENDIX 1

### THE 25<sup>TH</sup> EAST AFRICAN CONSULTATIVE MEETING ON FACILITATION OF AIR TRANSPORT AMONG THE EAST AFRICAN PARTNER STATES HELD AT ZANZIBAR OCEAN VIEW HOTEL, ZANZIBAR, 29-31 JULY 2009

#### ATTENDANCE LIST

#### TANZANIAN DELEGATION

No	Name of Participant	Designation	Organization	Contact
1.	Daniel Malanga	Chief Air Transport Regulation Officer	Tanzania Civil Aviation Authority	P.O. Box 2819, Dar es Salaam +255 22 2122733 +255 786 271 274 <a href="mailto:dmalanga@yahoo.com">dmalanga@yahoo.com</a>
2	Malik M. Hanif	Director of Aviation	Department of Aviation – Ministry of Communication & Transport, Zanzibar	P.O. Box 4742, Zanzibar +255 24 2231653 +0777 476070 <a href="mailto:dazia11@yahoo.com">dazia11@yahoo.com</a>
3	Ntandu Mathayo	Senior Air Transport Regulation Officer	Tanzania Civil Aviation Authority	P.O..Box2819, Dar-es-Salaam +255-22-2115079/80 +255-715-213166 <a href="mailto:nmathayo@tcaa.go.tz">nmathayo@tcaa.go.tz</a>
4.	Khalfan A. Makame	Planning Officer	Ministry of Communication & Transport – Zanzibar	P.O. Box 266, Zanzibar 0713 741 602 0774 441 602 <a href="mailto:kamakame@hotmail.com">kamakame@hotmail.com</a>
5.	Badru Amani Juma	Airport Manager – ZIA	Department of Aviation (MoCT) – Zanzibar	P.O. Box 4742, Zanzibar +255 (0)777 491771 <a href="mailto:dazia11@yahoo.com">dazia11@yahoo.com</a>
6.	Dr. Islam Seif Salum	Director Policy & Planning	Ministry of Agriculture Livestock & Environment – Zanzibar	P.O. Box 159, Zanzibar +255 (0) 773 116693 <a href="mailto:islamsalum@yahoo.com">islamsalum@yahoo.com</a>
7.	Nassor Harth Moh'd	Airport Manager – Karume Airport, Pemba	Department of Aviation (MoCT) Zanzibar	P.O. Box 115 Zanzibar <a href="mailto:mn.harith@rocketmail.com">mn.harith@rocketmail.com</a>
8.	Japhet P. Urio	Head – Airport	KADCO	P.O. Box 10, Kilimanjaro

		Operations		International Airport 255 (0) 0787 000008 <a href="mailto:urio@kadco.com.tz">urio@kadco.com.tz</a>
9.	Hassan Ngozi	General Manager	ZAT (Ground handling Company) Zanzibar	P.O. Box 1981, Zanzibar +255-(0)777 410112 <a href="mailto:zat@zanzinet.com">zat@zanzinet.com</a>
10.	Pendaeli J. Singa	Officer Incharge, Pant Health Service-JNIA	Ministry of Agriculture Food & Cooperation	P.O. Box 9071, Dar es Salaam +255 (0) 754 334435 <a href="mailto:singapi@yahoo.co.uk">singapi@yahoo.co.uk</a>
11.	Happiness G. Makuri	Zoo-Sanitary Inspector In-charge- JNIA	Ministry of Livestock Development & Fisheries	P.O. Box 9152 255 (0) 754 488002 255 (0) 714 906155 <a href="mailto:hmakuri@yahoo.com">hmakuri@yahoo.com</a>
12.	Biseko Paul Chiganga	Senior Air Transport Officer	Ministry of Infrastructure Development	P.O. Box 9144, Dar es Salaam +255 22 2122268 <a href="mailto:Chigs06@yahoo.com">Chigs06@yahoo.com</a>
13.	Saadalla Juma Abdalla	Assistant Chief Aviation Security & Safety	Department of Aviation – Zanzibar	P.O. Box 3708, Zanzibar +255 (0) 777 431981 <a href="mailto:Saajas1@yahoo.com">Saajas1@yahoo.com</a>
14.	Suleman Abdalla Said	Customs Officer – Zanzibar I.A	Tanzania Revenue Authority – Zanzibar	P.O. Box 161, Zanzibar 255 (0) 777 479980 <a href="mailto:alkindy2001@yahoo.com">alkindy2001@yahoo.com</a>
15.	Dr. Omar M. Suleiman	Medical Superintendent- M.M Hospital	Ministry of Health & Social Welfare	P.O. Box 672, Zanzibar +255 (0) 777 422 119 <a href="mailto:anwasul@yahoo.com">anwasul@yahoo.com</a>
16.	Yusuf Mohammed Ali	Planning Officer	Department of Aviation, Ministry of Communication & Transport, Zanzibar	P.O. Box 4742, Zanzibar +255 24 2231653 <a href="mailto:dazia11@yahoo.com">dazia11@yahoo.com</a>
17.	Dennis B. Moyo	Police Airport- JNIA	Ministry of Home Affairs	P.O. Box 18145, Dar es Salaam 255 (0) 713 232640
18.	Zakayo M.S. Mchele	Senior Immigration Officer	Immigration – JNIA	P.O. Box 512, Dar es Salaam +255 (0) 713 265489 <a href="mailto:zakmchel@yahoo.com">zakmchel@yahoo.com</a>

19.	Godfrey Muganyizi	Marketing Manager	Air Tanzania Company Ltd	P.O. Box 543, Dar Es Salaam +255 90) 784 737 233 <a href="mailto:godfreymuganyizi@airtanzania.com">godfreymuganyizi@airtanzania.com</a>
20.	Clemence Jingu	Manager Security	Tanzania Airports Authority	P.O. Box 18000, Dar es Salaam +255 22 2842403 <a href="mailto:cjingu@airports.go.tz">cjingu@airports.go.tz</a>
21.	Ali R. Tunga	Civil Aviation Manager – JNIA	Tanzania Civil Aviation Authority	P.O. Box 18001, Dar es Salaam +255 (0) 659846 <a href="mailto:atunga@tcaa.go.tz">atunga@tcaa.go.tz</a>
22.	Ernest Modest Mlenge	Station Manager – Zanzibar	Precision Air Services	P.O. Box 961, Zanzibar +255 24 2235126 +255 784 565677 <a href="mailto:emlenge@precisionairtz.com">emlenge@precisionairtz.com</a>
23.	Lancelot Contiulu	Director	Zanair	P.O. Box 2113, Zanzibar +255 (0) 777 410077 <a href="mailto:laucy@zanair.com">laucy@zanair.com</a>
24.	Gilbert Roy Bagarukayo	Operations Manager	Equity Aviation Services	P.O. Box 76119, Dar es Salaam +255 (0) 712 459020 <a href="mailto:ops@equityaviation.co.tz">ops@equityaviation.co.tz</a>
25.	Said A. Sumry	Civil Aviation Manager	Tanzania Civil Aviation Authority	P.O. Box 1061, Zanzibar +255 24 +255 754 343416 <a href="mailto:ssumry@tcaa.go.tz">ssumry@tcaa.go.tz</a>

## UGANDAN DELEGATION

No	Name of Participant	Designation	Organization	Contact
1.	Kagawa B. Kalumba	Ag. Assistant Commissioner, Air Transport	Ministry of Works and Transport, Uganda	P.O. Box 10, Entebbe Tel:+256- 0752611750 <a href="mailto:kagawason@yahoo.com">kagawason@yahoo.com</a>
2.	Atama Gabriel Richard	Principal Infrastructure Officer	Ministry of East Africa Community Affairs	P O Box 7343, Kampala Mob. +256-752-637880 <a href="mailto:Gratauna2002@yahoo.com">Gratauna2002@yahoo.com</a>
3.	Dolores Mutyaba	Manager, Economic Regulation	Civil Aviation Authority, Uganda	P O Box 5536, Kampala Tel.+256-414-352 111/321 435 Mob. +256-755-811-707 <a href="mailto:dmutyaba@caa.co.ug">dmutyaba@caa.co.ug</a>
4.	Jane Kanyunyuzi	Principal Economic Regulation Officer	Civil Aviation Authority, Uganda	P O Box 5536, Kampala Tel: +256-414-321 435 Mob: +256-772-320044 <a href="mailto:jkanyunyuzi@caa.co.ug">jkanyunyuzi@caa.co.ug</a>
5.	Ntambi Robert J.	Senior Air Transport Officer	Ministry of Works & Transport, Uganda	P O Box 10, Entebbe, Uganda Tel:+256- 712 505505 <a href="mailto:ntambirobert@hotmail.com">ntambirobert@hotmail.com</a>
6.	Namulesa Baguma Lilian Joy	Supervisor	Uganda Revenue Authority	P.O. Box 7279, Kampala +256 717 440 275 <a href="mailto:lbaguma@ura.go.ug">lbaguma@ura.go.ug</a>
7.	Nuwagira John	Assistant Commissioner- Immigration	Immigration - Uganda	Mob.+256 772 546799 <a href="mailto:nuwagirajm@yahoo.com">nuwagirajm@yahoo.com</a>
8.	Johan Du Toit	Station Manager	Air Uganda	Mob.+256 717 717562 Fax.+256 414 4321401 <a href="mailto:stationmanger@air-uganda.com">stationmanger@air-uganda.com</a>
9.	Matsiko Ssenyonga	Deputy, Chief Security Officer	Civil Aviation Authority, Uganda	P.O. Box 5536, Kampala +256 752 651508 <a href="mailto:matssen@yahoo.com">matssen@yahoo.com</a>

10.	Sendegeya Charles	Senior Security Officer	Uganda Civil Aviation Authority	P.O. Box 23, Kampala +256 772 507668 <a href="mailto:sendegeyc@yahoo.com">sendegeyc@yahoo.com</a>
11.	Bulindi-Kyojo John	Manager Operations	Civil Aviation Authority, Uganda	P.O. Box 5536, Kampala +256 765036 <a href="mailto:jbulindi@caa.co.ug">jbulindi@caa.co.ug</a>

### KENYAN DELEGATION

No	Name of Participant	Designation	Organization	Contact
1.	Benjamin K Enyenze	Ag. Director, Air Transport	Ministry of Transport	P.O. Bo x 52692-00200 Nairobi Tel:+254-20-2729200 Mobile:+254-722239587 Fax:+254-20-2723076 Email: benkiguhi@yahoo.com
2.	Bethvel M. Muchina	Protocol Officer	Ministry of Foreign Affairs	P.O. Box 30551-00100, Nairobi <a href="mailto:alexmuzina@yahoo.com">alexmuzina@yahoo.com</a>
3.	Angela Rugut	Air Transport Officer	Ministry of Transport	P.O.Box 52692-00200, Nairobi Tel :+254-20-2729200-020 <a href="mailto:angyhero@yahoo.com">angyhero@yahoo.com</a>
4.	Philip Ndania	Health Officer	Port Health – JKIA, Nairobi	P.O. Box 19072 – 00501, Nairobi +254721-562 511 <a href="mailto:ndaniapm@yahoo.com">ndaniapm@yahoo.com</a>
5.	Philip Njoroge	Officer In-charge, Kephis-JKIA	Kenya Plant Health Inspectorate Service	P.O. Box 19164-00501, Embakasi, Nairobi +254 722 209504 <a href="mailto:kephisiu@kephis.org/pknjoroge@kephis.org">kephisiu@kephis.org/pknjoroge@kephis.org</a>
6.	Christine Manyonge	First Secretary	Kenya High Commission (InTz.)	P.O. Box 5231, Dar es Salaam +255 22 266 4090 +255 762 565161 <a href="mailto:TINAKHCDAR1@YAHOO.COM">TINAKHCDAR1@YAHOO.COM</a>

7.	Harrison Machio	Operations Manager - JKIA	Kenya Airports Authority	P.O.Box 19087 – 00501, Nairobi Tel.+254-20-82211 Mobile:+254-722849930 <a href="mailto:hmachio@kenyaairports.co.ke">hmachio@kenyaairports.co.ke</a>
8.	Dr Ouko Elizabeth Omolo	Assistant Director of Vet. Service (In-charge of ports of entry), Nairobi	Veterinary Department	P.O. Box 40851 – 00100, Nairobi Tel.+254-722-895138 <a href="mailto:mumsangoro@yahoo.com">mumsangoro@yahoo.com</a>
9.	Eunice Kihiko	Deputy Commandant Airport Police	Kenya Police	P.O. Box 19004, Nairobi Tel.+254-20-822971 +254-20-722-773482 <a href="mailto:eunicekihiko@yahoo.com">eunicekihiko@yahoo.com</a>
10.	Benson Sakwa Wakhule	Chief, Immigration Officer	Immigration – Kenya	P.O. Box 30191-00100, Nairobi +254 606 700 <a href="mailto:millersat@yahoo.com">millersat@yahoo.com</a>
11.	Francis Kamau	Administrative Attache	Kenya High Commission - Tanzania	P.O. Box 5231, Dar es Salaam Tel.+255 22 266 8285 <a href="mailto:kamaukinyanjui@yahoo.com">kamaukinyanjui@yahoo.com</a>
12.	Ben Mokaya Masira	Principal Revenue Officer	KRA Customs Services Department	P.O. Box 19070- JKIA, Nairobi +254 822 854 <a href="mailto:masirachui@yahoo.com">masirachui@yahoo.com</a>
13.	Col. (Rtd) E.K. Waithaka	Chief Executive Officer	Kenya Association of Air Operators	P.O. Box 76288-00500, Nairobi +254 606 914 <a href="mailto:aviators@nbi.1&amp;pkenya.com">aviators@nbi.1&amp;pkenya.com</a>
14.	Joseph Omwenga	Frontier Control Officer	Frontier Control - JKIA	P.O. Box 19144-00501, Nairobi +254 20 822 227 +254 722 873915
15.	Joseph Koech	Air Transport Officer	Kenya Civil Aviation Authority	P.O. Box 30163, Nairobi +254 827470 +254 721 411 089 <a href="mailto:jkoech@kcaa.or.ke">jkoech@kcaa.or.ke</a>

### RWANDA DELEGATION

1.	Butera Emmanuel	Director Air Transport	Rwanda Utilities Regulatory Agency (RURA)	P.O. Box 7289, Kigali-Rwanda +250 788 536738 <a href="mailto:emmanuel.butera@rura.gov.rw">emmanuel.butera@rura.gov.rw</a> <a href="mailto:mbemmanuel@yahoo.com">mbemmanuel@yahoo.com</a>
----	-----------------	------------------------	---	---

### EAST AFRICA SECRETARIAT DELEGATION

1.	Eng. Ladslaus Matindi	Principal Civil Aviation Officer	East African Community	P.O. Box 1096, Arusha 027 <a href="mailto:matindi@eachq.org">matindi@eachq.org</a>
----	-----------------------	----------------------------------	------------------------	--

**HOTUBA YA WAZIRI WA NCHI (AR)  
MAWASILIANO NA UCHUKUZI  
MHESHIMIWA MACHANO OTHMAN SAID KATIKA UFUNGUZI WA  
KIKAO CHA 26 CHA USHAURIANO JUU YA UWEZESHaji WA  
HUDUMA ZA USAFIRI WA ANGA CHA AFRIKA YA MASHARIKI -  
KILICHOFANYIKA HOTELI YA OCEAN VIEW MJINI ZANZIBAR –  
TAREHE 29-31 JULAI, 2009**

---

**WAKURUGENZI WAKUU WA MAMLAKA ZA USALAMA WA ANGA  
WA TANZANIA, KENYA, UGANDA, RWANDA NA BURUNDI**

**WAKURUGENZI WA VIWANJA VYA NDEGE**

**WAJUMBE WA MKUTANO HUU**

**WAGENI WAALIKWA,**

**MABIBI NA MABWANA**

Assalam Aleykum

Awali ya yote napenda kumshukuru Mwenyezi Mungu muumba wa mbingu na Ardhi na vilivyomo ndani yake kwa kutujaalia uhai na uzima pamoja na kutuwezesha kukutana hapa leo hii kwa dhamira ya kushauriana na kupeana taarifa juu ya masuala yanayohusu kuimarisha huduma za Usafiri wa Anga katika nchi zetu.

Pili naomba nichukue fursa hii mimi binafsi na kwa niaba ya Wizara ya Mawasiliano na Uchukuzi – Zanzibar kuwashukuru watayarishaji wa

Mkutano huu wa 26 wa Ushauri juu ya uimarishaji wa huduma za usafiri wa Anga kwa kunialika katika ghafla hii kuwa mgeni rasmi katika ufunguzi wa mkutano huu.

Aidha nachukua nafasi hii, kuwakaribisheni nyote Zanzibar na kuwataka mjisikie kuwa mko nyumbani. Naamini mtakubaliana nami kwamba Mganda anapokuwa Tanzania hana ugeni tena au Mkenya anapokuwa Uganda hana ugeni tena. Halikadhalika kwa Mrwanda na Mburundi anapokuwa Tanzania, Kenya na Uganda. Mtu huyo hana ugeni kwani anakuwa yuko kwao kabisa kwa ndugu zake ambao kwa bahati mbaya walitenganishwa na historia tu. Hivyo, naomba tena kwa kukwambieni karibuni.

Shuhuda wa maelezo yangu kwamba sisi ni wamoja lakini tukatenganishwa na historia ni lugha yetu ya Kiswahili ambayo inasikika katika nchi zote za Afrika ya Mashariki ijapokuwa inazungumzwa na kutumika sana nchini Tanzania. Ni tegemeo letu kwamba lugha hii itazidi/itaendelea kutumika katika nchi nyengine za jirani kwani hivi sasa imekubalika kutumika hata katika vikao vya Umoja wa Afrika.

### **Ndugu Mwenyekiti,**

Nimearifiwa kwamba jana mlipata nafasi ya kutembelea kiwanja chetu cha Kimataifa cha Zanzibar na kujionea wenyewe hali halisi ya huduma zinazotolewa hapo pamoja na kuviona vifaa vyetu vya utowaji huduma.

Aidha mmepata wasaa wa kupata maelezo juu ya mradi tunaoendelea nao hapo kiwanjani hivi sasa.

Naamini mtakubaliana nami kwamba huduma zetu bado ni chache na zinafanyika mahala finyu. Jengo letu la abiria ni dogo ukilinganisha na huduma zinazotakiwa kutolewa sehemu hiyo, jengo ambalo lilijengwa miaka ya 1970 kwa ajili ya kuhudumia ndege za ukubwa wa B737. Licha ya kurefushwa kwa barabara ya kutulia/kurukia ndege (runway) miaka ya 1990 ili kuwezesha ndege kubwa za B767 kuruka na kutua, ni bahati mbaya kwamba hatukuwa na uwezo wa kulipanua jengo hili. Hivyo, limebakia katika hali hiyo ambayo husababisha msongomano wa wasafiri wakati ndege zenye ukubwa wa B767 zinapotoa huduma. Aidha jengo linasababisha kukosa nafasi kwa ajili ya uwekaji huduma nyengine sehemu hiyo.

Tunashukuru kuona kuwa huduma za msingi zinapatikana na vifaa muhimu na vya lazima vimewekwa.

Ni dhahir kwamba katika hali hii huwezi kulinganisha kiwanja cha Kimataifa cha Zanzibar na Viwanja vya Kimataifa vya Entebbe, Nairobi, Dar es Salaam nk.

Bado tofauti yetu ni kubwa lakini na sisi tunajitahidi kupunguza tofauti hiyo kadri hali inavyoruhusu. Tunaelewa kwamba moja ya sababu zinazokifanya kiwanja kikose maendeleo makubwa ya upatikanaji wa vifaa pamoja na nyenzo nyengine ni mfumo wa uendeshaji wa kiwanja hicho. Nakiri kwa kusema kwamba bado kiwanja kinaendeshwa kama Idara ya

Serikali suala ambalo kwa kiasi fulani linapunguza kasi ya maendeleo ya kiwanja hicho.

Kwa kulielewa hilo, hivi sasa serikali inatafakari namna ya uendeshaji wa kiwanja hicho Aidha tunalazimika tuwafuate wenzetu kukifanya Kiwanja kuwa Mamlaka kama vilivyo Viwanja vingi au kukifanya kuwa Kampuni kama vilivyo viwanja vichache.

### **Ndugu Mwenyekiti,**

Katika hatua za kuimarisha huduma za kiwanja chetu, kama mlivyojionea wenyewe hapo jana, kiwanjani huko, hivi sasa tunamradi wa ujenzi wa barabara ya kurukia/kutulia ndege. Mradi huu unalengo la kuijenga barabara hiyo kufikia urefu wa mita 3022 kutoka mita 2462 tulizonazo hivi sasa, urefu ambao utatosha kwa kutua/kuruka kwa ndege kubwa zaidi zilizosheheni ujazo wao wa juu. Aidha Serikali imeshatayarisha Mpango Mkuu wa Kiwanja cha Ndege cha Zanzibar ambao mbali na kuainisha sehemu za aina mbali mbali za huduma, unalengo la kujenga jengo jipya la abiria litalokuwa na hadhi ya Kimataifa na litalokidhi mahitaji ya mfumko wa usafiri wa Anga. Jengola abiria la hivi sasa litatumika kwa safari za ndege ndogo ndogo pamoja na Afisi za Idara ya Anga. Aidha Serikali imeshauridhia Mpango Mkuu wa Usafiri – Zanzibar ambao unatoa mwelekeo wa shughuli za usafiri wa Anga utakavyoendelezwa.

### **Ndugu Mwenyekiti,**

Kwa vile nchi zetu zote zimeshaanzisha Mpango wa Taifa wa kuimarisha Huduma za Usafiri za Anga, kwa madhumuni ya kutekeleza makubaliano ya Mkataba wa Chicago juu ya Usafiri wa Anga, ni tegemeo langu katika siku hizi tatu za kikao chenu, mtabadilishana mawazo kuhusiana na mambo yafuatayo:-

1. Utekelezaji wa Mpango wa Taifa wa Utowaji huduma za Usafiri wa Anga katika Nchi husika.
2. Sera zinazohusiana na taratibu za kimataifa za utowaji huduma za usafiri wa anga
3. Namna nzuri ya kuimarisha usafiri wa Anga kati ya nchi zetu.

Vile vile ni mategemeo yangu kwamba mtatafakari jinsi ya utekelezaji wa mapendekezo pamoja na maazimio yaliyofikiwa katika mkutano wenu wa 25 uliofanyika mjini Mombasa mwezi wa Disemba, 2008. Utekelezaji wa maazimio hayo ni kitu cha msingi na ni muhimu katika kuufanya usafiri wa Anga kuwa na viwango vinavyolingana katika nchi zetu hizi. Ni vyema kukatolewa sababu za msingi kwa yale mambo ambayo yameshindwa kutekelezwa katika kipindi hiki ilhali yameshakubaliwa na nchi zote tano.

### **Ndugu Mwenyekiti,**

Kama tunavyoelewa kwamba viongozi na wa nchi zetu hivi sasa wamo mbioni kushughulikia uanzishwaji wa Soko la Pamoja baada ya kumaliza kazi ya uanzishwaji wa Jumuiya ya Afrika ya Mashariki.

Moja ya madhumuni ya Soko la pamoja ni kuruhusu huduma na bidhaa toka nchi moja mwanachama wa Jumuiya kwenda nchi ya pili mwanachama wa Jumuiya. Katika hali hii ya mpangilio, ni dhahir kwamba usafiri wa anga utashamiri na kupanuka kiasi kusababisha mambo yafuatayo:-

- Ongezeko la safari kwa mashirika yetu ya ndege.
- Ongezeko la wasafiri wa ndege
- Pamoja na kupungua kwa nauli ya usafiri wa Anga utakaotokana na kushamiri kwa ushindani.

Bila ya shaka, maendeleo haya yatatoa msukumo wa kuwa na miundombinu imara na ya kutosha katika Viwanja vyetu vya ndege. Hivyo, ni jambo la busara kila mwanachama wa Jumuiya ya Afrika ya Mashariki akajiandaa na kutengeneza Mpango Mkuu wa Usafiri wa Anga ambao utakidhi haja hii ya baadae.

Naomba nichukue nafasi hii vile vile kutoa changamoto ya kuzitaka Mamlaka zenu kuhamasisha na kuyapa moyo Mashirika ya Ndege yanayotaka kutoa huduma za moja kwa moja kati ya Kanda yetu ya Afrika ya Mashariki na Nchi jirani. Mashirika haya yatakuwa yanaleta ukombozi sahihi wa usafiri wa Anga na watawasaidia vya kutosha wananchi wetu. Inasikitisha kuona hivi sasa hakuna usafiri wa moja kwa moja baina ya nchi zetu na nchi za jirani ambazo nyengine tunapakana nazo.

## **Ndugu Mwenyekiti,**

Bila shaka, suala la kuimarisha miundombinu ya Viwanja vyetu haitokuwa kazi rahisi kwani kama nchi zinazoendelea tunakabiliwa na matatizo mbali mbali yakiwemo kukosa mtaji wa kufanya hivyo, huduma za kijamii nk. Lakini hata hivyo, ili tufanikiwe kufikia malengo yetu hatunabudi kuhakikisha jambo hilo linafanyika. Hivyo, natoa wito kwa Serikali zote zinazoendesha viwanja vya ndege kutumia sehemu ya rasilimali yao kuiendeleza miundombinu na ikiwa hali hairuhusu, wafikirie kuvifanya viwanja viwe vya biashara kwa kuzikaribisha taasisi za watu binafsi kutoa huduma.

Ninaimani kwamba wakati wa kufanya hivyo umefika kwa vile mahitaji ya sehemu hiyo hivi sasa ni makubwa mno na haitoshi kusema kwamba Serikali haina uwezo.

## **Ndugu Mwenyekiti,**

Wakati huu wa matatizo ya Uchumi wa Dunia na kuongezeka kwa ushindani, viwanja vya ndege navyo huwa vinashindana baina yao katika utowaji wa huduma. Kiwanja ambacho kitaonekana kuwa na huduma dhaifu/zisizoridhisha basi kitajikuta kinapoteza wateja na kiwanja ambacho kimejipanga vizuri katika utowaji wake huduma, bilashaka kitakuwa ni kivutio kwa wasafiri wengi.

Katika viwanja vya ndege yako mambo ambayo huwa ni kero kwa wasafiri na mara nyingine husababisha wasafiri kufikiria mara mbili kuvitumia viwanja hivyo kwa mara nyengine tena.

Makero haya ni pamoja na udokozi (pilferage), upotevu wa mizigo ya abiria, kutokuwepo na alama za kutosha kwenye jengo kiasi kumfanya abiria awe anauliza uliza tu, ucheleweshaji safari, uombaji rushwa nk.

Nadhani, imefika wakati kwa nchi zetu kuainisha mambo ya msingi ambayo hayanabudi kupigwa vita na kukomeshwa kabisa katika viwanja na mambo gani muhimu yanayotakiwa kufanywa bila kukosekana. Sina hakika kama mambo haya yanajadiliwa na vikao vyenu kama hiki pamoja na kutolewa taarifa na kubadilishana mawazo. Ikiwa hali hiyo ipo, basi ninachoomba yaendelezwe ili kuvinyanyua hadhi viwanja vyetu na kutoa sura inayopendeza kwa wageni.

### **Ndugu Mwenyekiti,**

Kama tunavyoelewa, katika usafiri wa Anga, Viwanja vya ndege vinategemeana. Kwa sababu hiyo ndiyo maana katika Mpango wa kuweka “routes”, suala la “alternate airport” linapewa uzito. Hali hii ya kutegemeana inasababisha hadi kukifanya kiwanja cha ndege kimoja kikose usalama ikiwa kiwanja cha ndege chengine hakina usalama. Aidha hali hii inasababisha kiwanja kimoja kupungua kwa idadi ya Wasafiri wake ikiwa kiwanja chengine kimepunguza operesheni zake. Suala hili liko hata kwa upande wa mapato ikiwa wasafiri wanasafiri baina ya viwanja vinavyotegemeana.

Hivyo, ni tegemeo langu kwamba mbali na kujadili juu ya huduma zinazotolewa katika usafiri wa Anga na Viwango vyake, mtatumia wakati wenu pia kuangalia pamoja na kubadilishana mawazo juu ya usalama wa Viwanja vyetu. Bila ya Usalama nadhani hakutakuwa na thamani ya huduma zinazotolewa viwanjani.

Ulimwengu hivi sasa umekumbwa na tatizo la uharamia, mihadarali pamoja usafirishaji kwa njia ya magendo, biashara haramu ya wanaadamu kutoka sehemu moja kwenda nyengine. Tatizo hili linazikumba nchi zote na linakuwa tatizo zaidi kwa Nchi zetu maskini. Hivyo, tunahitaji nguvu za pamoja za kupambana nalo kwani bila ya kushughulikiwa kikamilifu, linaweza kusababisha madhara makubwa kwa wananchi wetu pamoja na mapato ya mataifa yetu ambayo kwa kiasi fulani yanategemea utalii.

### **Ndugu Mwenyekiti,**

Suala la kutoa huduma za usafiri wa Anga zinazowaridhisha watumiaji wa huduma hizo vile vile ni muhimu katika kufanya usafiri wa Anga kuwa endelevu. Huduma ni lazima zilingane na thamani ya fedha zinazolipwa.

Hivyo, ningeliziomba Mamlaka zenu kuhakikisha ufuatiliaji wa suala hili. Ni kweli usafiri wa Anga bado unabakia kuwa moja katika usafiri salama lakini siyo lazima kuwa wa kwanza kwa kuwa ghali. Usafiri wa Anga bado unaweza kuwa rahisi ikiwa mambo yasiyokuwa ya lazima yataondoshwa na watoa huduma watajipanga vizuri na kuamua kufanya hivyo.

Pale mafuta katika soko la dunia yanaposhuka bei, wasafiri huwa wanatarajia bei ya tiketi za usafiri wa Anga kuteremka. Pale kodi na ada nyingine zinazohusiana nazo zinapopunguzwa au kufutwa, gharama za uendeshaji zitapungua na hatima yake kushuka na kumpa nafuu msafiri.

Wasafiri mara nyingi wamekuwa wakizilalamikia huduma wanazozilipia na kwa hili ningeliipongeza Mamlaka ya Usalama wa Usafiri wa Anga Tanzania kwa kuliona na kwa hivyo kuliundia Baraza maalum la kufuatilia malalamiko kama hayo. Si vibaya jambo hili muhimu likaigwa na Mamlaka nyengine za Usalama wa Usafiri wa Anga kama bado hawajalianzisha.

Baraza la Watumiaji linawapa faraja watumiaji wa huduma za usafiri wa Anga kwa kutambua kwamba Mamlaka inawajali na linawapa mwanya wa wapi pa kukimbilia wanapokabiliwa na matatizo yanayohusiana na safari za Anga.

## **Ndugu Mwenyekiti**

Kabla sijafikia tamati ya maelezo yangu haya mafupi, napenda niwakaribishe tena kutembelea sehemu zetu mbali mbali za Kisiwa cha Unguja, kujionea sehemu za kihistoria, kitalii na kupata nafasi ya kujionea viungo mbali mbali vinavyozalishwa hapa. Aidha mupate nafasi adhimu ya kuwaona kima ambao hupatikana si sehemu nyengine yoyote isipokuwa kisiwani Unguja. Nafahamu kwamba jana mlipata nafasi ya kuutembelea Mji Mkongwe wa Zanzibar lakini naamini kwamba hilo bado lilikuwa halitoshi kwani hii ni sehemu moja tu ya urithi wetu.

Wale wanaotoka Kenya, nafikiria kwamba matembezi ya jana kwao ni sawa na kutembelea mji wa Mombasa lakini kwa wale wanaotoka sehemu nyengine na hata baadhi ya wanaotoka Tanzania Bara, matembezi ya jana yalikuwa adhimu na ya kihistoria.

Zanzibar hivi sasa inahoteli nyingi za kitalii zilizosambaa sehemu mbali mbali za kanda ya Mashariki ya Kisiwa hiki. Watalii wengi hukitembelea kisiwa hiki kila mwaka na huchangia fedha nyingi katika mfuko wa Serikali.

Nia ya Serikali ya Mapinduzi ya Zanzibar ni kuongeza mapato haya yanayotokana na sekta ya utalii na ndiyo maana jitihada ya makusudi zinafanywa kuboresha na kuimarisha huduma za usafiri wa Anga.

Kwa haya machache, napenda niwashukuru tena na kutamka rasmi kwamba kikao cha 26 cha Mashauriano ya Uwezeshaji Huduma za Usafiri wa Anga cha Afrika ya Mashariki kimefunguliwa.

**AHSANTE**



**KENYA PLANT HEALTH INSPECTORATE SERVICE  
(KEPHIS)**

**AIRCRAFT INSPECTION & DISINFESTATION  
PROCEDURES**

**NAIROBI, JULY 2009**

## ***PURPOSE***

The purpose of this document is to describe the process for inspection, disinfestations handling garbage via planes to prevent possible phytosanitary risk posed by incoming plant materials or garbage in accordance with the phytosanitary requirement enshrined in the Suppression of Noxious Weeds Act (Cap 325), The Plant Protection Act (Cap 324) of 1962 revised in 1979 and subsidiary legislations (legal notice of 18<sup>th</sup> December 2000, and related legislations) of the Laws of Kenya.

## ***SCOPE***

This document covers the processes that occur when a conveyance with plant materials, garbage and aircrafts likely to pose phytosanitary risk shall be handled prior to departure to Kenya, responsibilities of operators, mode of disinfestations, collection of garbage, handling of the same until garbage is safely disposed of, procedures for handling aircraft upon arrival, handling baggage upon arrival, dealing with non-conformances and disinfection of aircraft entering Kenya.

## **JUSTIFICATION**

Past surveys have shown that such pests can be, and are present in international aircraft and some infestation incidences in Kenya have been directly linked to air transport. The procedures outlined herein are biologically sound and are unrestrictive to aircraft and freight clearances. Since air transport is the fastest mode of transporting goods and has greatly been used for the movement of perishable plants and plants products across borders. Like wise, aircrafts are the most effective means of spreading plant pests and diseases internationally.

## **GENERAL CONDITIONS**

The protocol is issued as a guide to enable airline personnel to develop detailed procedures, which are appropriate for their aircraft and operations for destroying pest and disease causing agents.

**APPROVED DISINFESTATION METHODS FOR AIRCRAFTS**

The approved methods, rates and procedures are as outlined below.

NO.	DISINFESTATION TYPE/AREA	APPLICATION METHOD/RATE/PROCEDURES
1	Pre-embarkation & Hold disinfestation	<ul style="list-style-type: none"> <li>• Pre-embarkation provides for spraying of aircraft cabins in the absence of passengers and crew, before embarkation.</li> <li>• Designed for controlling/killing invertebrates that may be present in the cabin at the time of disinfestations, but also leaving a minimal but effective amount of residue which is likely to kill invertebrates that can get on board between the time of disinfestations and departure.</li> <li>• Spray with approved aerosol with 2% permethrin as the active ingredient. The aerosol must comply with the following physical requirements in relation to droplet size:               <ul style="list-style-type: none"> <li>a. Not more than 20% by weight of the aerosol must consist of droplets of a diameter greater than 30um. or</li> <li>b. Not more than 1% by weight of the aerosols must consist of droplets of diameter greater than 40um;</li> <li>c. The nozzle emission rate must be 1 gram of aerosol per second and must evenly distribute approximately 10 gms of aerosol product per 28.3</li> </ul> </li> </ul>

		<p>cubic metres (1,000 cu ft) of cabin space.</p> <p>NB. Switch off aircraft’s air-conditioning during disinfestations and for a period of 5 minutes after the completion of the spray. Recirculation fans may be left on if essential to the operation of the aircraft but set at the lowest flow rate- See applicable rates for different aircrafts- appendix 1</p>
2	In-flight & Top descent cabin disinfection	<ul style="list-style-type: none"> <li>• Top of Descent disinfestations. this is a to a two-part process consisting of pre-flight and Top of descent disinfestations spraying.</li> <li>• The pre-flight procedures must be carried out prior to passenger embarkation at the last airport prior to departure for Kenya and must be completed up to 1 hour before departure after catering has been completed.</li> <li>• A Pre-flight spray must be applied to the flight deck, all toilet areas (including upper deck where applicable), overhead and coat lockers, and galley and crew rest areas before passengers’ board.</li> <li>• Overhead and side wall lockers must be <b>open</b> during the treatment.</li> <li>• Spray used to be at rate of 10gms per 1000 cubic feet or 28.3 cubic metres.</li> </ul> <p>NB. Airline staff must direct the spray cans towards the closed overhead lockers and walk through the cabin at a rate of not more than 1 row of seats or 1 step per second</p>

3	<p>Sprays after passenger embarkation/ prior to departure or before descent of Aircraft to Kenyan airport</p>	<ul style="list-style-type: none"> <li>• This is mandatory for areas known to harbor pests considered harmful to Kenya’s agriculture. The sprays can be done at the last port of calling of the aircraft in case of aircraft making stop-over in different countries or just prior to descent of air craft into Kenya. Sprays done only after in-flight announcement as follows: <i>“Ladies and Gentlemen, to conform to national plant quarantine and health requirements, the aircraft cabin will now be sprayed. This procedure using a spray recommended for this purpose by the world Health Organization is necessary to prevent the introduction harmful pests into Kenya. Please remain seated and keep the aisles clear while the aircraft is being sprayed</i></li> </ul> <p>1) Rates of Application: 10gms per 1000 cubic feet or 28.3 cubic metres. NB: Currently WHO has approved-d-phenothrin 2%</p>
4	<p>On Arrival disinfection</p>	<ul style="list-style-type: none"> <li>• This applies for any aircraft arriving that has not been disinfested or not disinfested correctly by Residual, Top Descent or Pre-embarkation methods or without a valid Disinfestations Certificate.</li> <li>• Once the aircraft has come to rest and the door is opened, the inspector(s) must enter and have the door closed behind them.</li> <li>• All external apertures are to remain closed including external air conditioning vents for the duration of the spraying. Once spraying is completed, a period of 5</li> </ul>

		<p>minutes must be observed to allow saturation of the insecticide before any doors or vents are opened.</p> <p>NB: Spray with approved aerosol with 2% d-phenothrin as the active ingredient.</p>
<p>NB:</p> <ol style="list-style-type: none"> <li>a. It notified to all airlines that the inspectorate staff from KEPHIS shall be inspecting the disinfestations records that must be completed after the treatment described above.</li> <li>b. All airlines shall make in-flight announcements informing all arriving passengers on the mandatory requirement for all passengers to declare plant materials in their possession- All must complete the plant material declaration/customs declaration form.</li> </ol>		

**PROCEDURES FOR CLEARANCE AIRCRAFT & CARGO UPON ARRIVAL**

**REQUIREMENTS**

- a. Aircrafts on transit shall be exempted form inspection procedures so long as they do not empty their garbage into a facility within the national airport in any form. Aircrafts staying beyond two hours shall not be exempted.
- b. Upon landing of the aircraft, a plant health inspector shall present him/herself to the Captain/cabin crew in charge and notify the intentions of inspecting the aircraft for compliance verification.
- c. The inspector shall require to see all certificates issued by an approved organisation in respect of disinfestation and all cans used in the aircraft.
- d. Phytosanitary certificate, plant import permits and any other plant health documentation shall be required for all plant materials before loading.
- e. Physical inspection to all compartments shall be done in the company of a cabin attendant.

- f. The aircraft shall be inspected to the satisfaction of the inspector for the presence of plant pests. Treatment of disinfestation of any compartment shall be administered if found necessary in the opinion of the inspector.
- g. All garbage from the vessel in form of plant materials shall be collected for appropriate disposal.
- h. Treatment/disinfestation certificates shall be provided by the captain to KEPHIS inspectors. In absence of the certificate the passengers and the entire craft shall be sprayed in accordance to the documented procedures;
- i. A clearance certificate may be issued if necessary and an inspection report shall be maintained.

NOTE: Inspection shall be done daily including public holidays and on a 24-hour basis. In situations where the inspector is unable to attend to all flights landing, focus shall be on flights with a history of carrying non-compliant plant materials, and those originating from places known to be of high phytosanitary risks.

#### **PROCEDURES AT THE BAGGAGE RECLAMATION AREA**

- a. Before disembarkation the Captain or Cabin crew shall draw the attention of all passengers to the law requiring declaration of all plants and plant products in their possession to a plant inspector on duty at the baggage reclamation area or thereabout.
- b. All declared items shall be inspected and returned to the owner or treated to make them safe, or reshipped back or confiscated by KEPHIS for destruction. Which ever the case may be, the owner shall meet all costs incurred.
- c. Even if passengers do not declare, a plant health officer (inspector) may ask to check a passenger's bag at random or based on some suspicions as indicated by the x-ray machine. Undeclared goods discovered in this manner will be destroyed and the owner could be fined or prosecuted.

- d. A passenger who does not wish to declare some items of quarantine concerns may drop them in the specially marked quarantine bins before leaving the baggage area.
- e. An interception notice shall be served to a passenger whose items have been confiscated by the inspector.

## APPENDICES

### APPENDIX 1.

#### Spray Quantities of Commercial Aircraft

Spraying must be completed using KEPHIS approved aerosol.

The propellant must be registered in Kenya and approved for use as a propellant in the disinfection of aircraft cabins.

- 2) **Pre-Spray:** Permethrin 2% (The amount of spray listed under Pre-spray is what is required for Pre-spray. Pre-embarkation or on arrival spray).
- 3) **Top of Descent:** d-phenothrin 2%
- 4) **Hold Spray:** d-phenothrin 2% with permethrin 2%

(For any aircraft type not listed, contact KEPHIS for advice on that aircraft's disinfection requirements).

#### Airbus A300

MODEL	PRE SPRAY	TOD SPRAY	COMMENTS	FRONT HOLD	REAR HOLD
Passenger	200g	200g		150g	150g
Freighter	50g	200g	Pre-spray is for flight deck and toilet only	150g	150g

#### Airbus A310

MODEL	PRE SPRAY	TOD SPRAY	COMMENTS	FRONT HOLD	REAR HOLD
Passenger	100g	100g		150g	150g
Freighter	50g	200g	Pre-spray is for flight deck and toilet only	150g	150g

#### Airbus A318/A319/A320/A321

MODEL	PRE SPRAY	TOD SPRAY	COMMENTS	FRONT HOLD	REAR HOLD
Passenger	100g	100g		150g	150g
Freighter	50g	100g	Pre-spray is for flight deck and toilet only	150g	150g

#### Airbus A330 (All models)

MODEL	PRE SPRAY	TOD SPRAY	COMMENTS	FRONT HOLD	REAR HOLD
Passenger	300g	200g		150g	150g

Freighter	50g	300g	Pre-spray is for flight deck and toilet only	150g	150g
-----------	-----	------	--	------	------

**Airbus 340 (All models except A340-600)**

MODEL	PRE SPRAY	TOD SPRAY	COMMENTS	FRONT HOLD	REAR HOLD
Passenger	300g	200g		150g	150g
Freighter	50g	300g	Pre-spray is for flight deck and toilet only	150g	150g

**Airbus A340-600 only**

MODEL	PRE SPRAY	TOD SPRAY	COMMENTS	FRONT HOLD	REAR HOLD
Passenger	300g	200g		300g	300g
Freighter	50g	300g	Pre-spray is for flight deck and toilet only	300g	300g

**Antonov AN124 & AN22**

MODEL	PRE SPRAY	TOD SPRAY	COMMENTS
Freighter	100g	700g	Freighter aircraft only There are no holds Pre spray for flight deck and toilets only 100g upper deck 600 grams main deck

**British Aerospace Bae 146 (100/200/300)**

MODEL	PRE SPRAY	TOD SPRAY	COMMENTS	FRONT HOLD	REAR HOLD
Passenger	100g	100g		150g	150g
Freighter	50g	100g	Pre-spray is for flight deck and toilet only	150g	150g

**Boeing B702 All models**

MODEL	PRE SPRAY	TOD SPRAY	COMMENTS	FRONT HOLD	REAR HOLD
Passenger	100g	100g		150g	150g
Freighter	50g	100g	Pre-spray is for flight deck and toilet only	150g	150g

**Boeing B717 All models**

MODEL	PRE SPRAY	TOD SPRAY	COMMENTS	FRONT HOLD	REAR HOLD

Passenger	100g	100g		150g	150g
Freighter	50g	100g	Pre-spray is for flight deck and toilet only	150g	150g

**Boeing B 727 All Model**

MODEL	PRE SPRAY	TOD SPRAY	COMMENTS	FRONT HOLD	REAR HOLD
Passenger	100g	100g		150g	150g
Freighter	50g	100g	Pre-spray is for flight deck and toilet only	150g	150g

**Boeing B 747**

MODEL	PRE SPRAY	TOD SPRAY	COMMENTS	FRONT HOLD	REAR HOLD
Passenger 100/200/300/400	400g	400g	Not Combi or SP	300g	300g

**Boeing B747 COMBI**

MODEL	PRE SPRAY	TOD SPRAY	COMMENTS	FRONT HOLD	REAR HOLD
Passenger Main Cabin Area	300g	300g	Main deck has a cargo area at rear aircraft	300g	300g
Cargo area main deck			Pre-spray is for flight deck and toilet only		

**Boeing B714 SP**

MODEL	PRE SPRAY	TOD SPRAY	COMMENTS	FRONT HOLD	REAR HOLD
Passenger	300g	300g	Not Combi or SP	150g	150g

**Boeing B714 Freighter All models**

**Pre-embarkation spray**

MODEL	Pre Embarkation	COMMENTS	FRONT HOLD	REAR HOLD
Freighter	400g	50 grams for flight deck and upstairs cabin 350 grams for main deck	300g	300g

**Boeing B 757 All models**

MODEL	PRE SPRAY	TOD SPRAY	COMMENTS	FRONT HOLD	REAR HOLD
Passenger	100g	100g		150g	150g
Freighter	50g	100g	Pre-spray is for flight deck and toilet only	150g	150g

#### Boeing B 767 All Model

MODEL	PRE SPRAY	TOD SPRAY	COMMENTS	FRONT HOLD	REAR HOLD
Passenger	200g	200g		150g	150g
Freighter	50g	200g	Pre-spray is for flight deck and toilet only	150g	150g

#### Boeing KC135 Stratotanker

MODEL	PRE SPRAY	TOD SPRAY	COMMENTS	FRONT HOLD	REAR HOLD
Freighter only	1	100g	No holds (this area contains fuel tanks)		

#### Fokker F28/F100

MODEL	PRE SPRAY	TOD SPRAY	COMMENTS	FRONT HOLD	REAR HOLD
Passenger	100g	100g		150g	150g
Freighter	50g	100g	Pre-spray is for flight deck and toilet only	150g	150g

#### Iiyushin IL 76

MODEL	PRE SPRAY	TOD SPRAY	COMMENTS	FRONT HOLD	REAR HOLD
Freighter only		200g	There are no holds		

#### Lockheed C5 Galaxy

MODEL	PRE SPRAY	TOD SPRAY	COMMENTS	FRONT HOLD	REAR HOLD
Freighter only		700g	Freighter aircraft only. There are no holds. Top of Descents is: 100gms upper deck 600 grams main deck		

#### Lockheed C17 Globemaster

MODEL	PRE SPRAY	TOD SPRAY	COMMENTS	FRONT HOLD	REAR HOLD

Freighter only		200g	There are no holds.		
----------------	--	------	---------------------	--	--

**Lockheed C130 Hercules**

MODEL	PRE SPRAY	TOD SPRAY	COMMENTS	FRONT HOLD	REAR HOLD
Freighter only		100g	There are no holds.		

**Lockheed C14 Starlifter**

MODEL	PRE SPRAY	TOD SPRAY	COMMENTS	FRONT HOLD	REAR HOLD
Freighter only		200g	There are no holds.		

**Lockheed L-1011 Tristar All models**

MODEL	PRE SPRAY	TOD SPRAY	COMMENTS	FRONT HOLD	REAR HOLD
Freighter only	50g	200g	There are no holds.	150g	150g

**Lockheed C17 Globemaster**

MODEL	PRE SPRAY	TOD SPRAY	COMMENTS	FRONT HOLD	REAR HOLD
Freighter only		100g	There are no holds.		

**McDonnell Douglas DC8 (Series (10 to 50))**

MODEL	PRE SPRAY	TOD SPRAY	COMMENTS	FRONT HOLD	REAR HOLD
Passenger	100g	100g	Applies to SRS 10's to 50's	150g	150g
Freighter	50g	100g	Pre-spray is for flight deck and toilets only	150g	150g

**McDonnell Douglas DC8 (Series (60 to 70))**

MODEL	PRE SPRAY	TOD SPRAY	COMMENTS	FRONT HOLD	REAR HOLD
Passenger	100g	100g	Applies to SRS 60's to 70's	150g	150g

			Most of these aircrafts have four belly holds		
Freighter	50g	100g	Pre-spray is for flight deck and toilets only	150g	150g

**McDonnell Douglas DC9 /MD80 to MD90**

MODEL	PRE SPRAY	TOD SPRAY	COMMENTS	FRONT HOLD	REAR HOLD
Passenger	100g	100g		150g	150g
Freighter	50g	100g	Pre-spray is for flight deck and toilets only	150g	150g

**McDonnell Douglas DC10 (Series 10 &30)**

MODEL	PRE SPRAY	TOD SPRAY	COMMENTS	FRONT HOLD	REAR HOLD
Passenger	200g	200g	Some DC10s have a wall between the rear and bulk hold. In these cases the bulk hold requires a separate 150g spray.	150g	150g
Freighter	50g	200g	Pre-spray is for flight deck and toilets only	150g	150g

**McDonnell Douglas KC10 Extender**

MODEL	PRE SPRAY	TOD SPRAY	COMMENTS	FRONT HOLD	REAR HOLD
Freighter Only		200g		150g	150g

**McDonnell Douglas MD 11 All models**

MODEL	PRE SPRAY	TOD SPRAY	COMMENTS	FRONT HOLD	REAR HOLD
Passenger	200g	200g		150g	150g
Freighter	200g	200g		150g	150g

## **APPENDIX 2.**

### **Handling Non-Compliances**

#### **On arrival non compliance.**

Non compliance may be as a result of:

- Disinfestation certification missing or incorrect delarations,
- Carryiing of regulated materials(plants and plant products) of unkwon phytosanitary status

#### **And appropriate measures may include.**

- Re-spray of aircraft and written notification to airline
- Meet and seek a resolutin
- Multiple non-compliances may lead to the withdrawal of the airline disinfestation approval.

**APPENDIX 3A.**

**Pre-embarkation Disinfection/disinfestation Certificate**

Aircraft registration NO. \_\_\_\_\_ Flight No. \_\_\_\_\_

Airport of departure \_\_\_\_\_ Date of departure \_\_\_\_\_

Aircraft type. \_\_\_\_\_ Series \_\_\_\_\_

This is to certify that the above aircraft has this day been disinfested by the pre-embarkation method in accordance with the KEPHIS requirements and that the following actions were carried out.

- Aircraft is free of passengers
- Aircraft fully catered and service doors closed
- Flight deck, overhead lockers, coat lockers, toilets, cre rest areas and main cabin have been sprayed with 2% permethrin
- Aircraft is off blocks withing 60 minutes of completion of disinfestation

\_\_\_\_\_ Number of aerosol cans used. \_\_\_\_\_ Volume of cans used.

*(Write numbers)*

*(Write grams)*

I certify that I have witnessed the completion of the above disinfestations.

Signature \_\_\_\_\_

Name. \_\_\_\_\_

*(Please print)*

Title. \_\_\_\_\_

Name of organization \_\_\_\_\_

**APPENDIX 3B.**

**Pre-embarkation Certificate (Cabin and Hold)**

For use where the Cabin and hold applicator is the same)

Aircraft registration NO. \_\_\_\_\_ Flight No. \_\_\_\_\_

Airport of departure \_\_\_\_\_ Date of departure \_\_\_\_\_

Aircraft type. \_\_\_\_\_ Series \_\_\_\_\_

This is to certify that the above aircraft has this day been disinfested by the pre-embarkation method in accordance with the KEPHIS requirements and that the following actions were carried out.

**CABIN**

- Aircraft is free of passengers
- Aircraft fully catered and service doors closed
- Flight deck, overhead lockers, coat lockers, toilets, cre rest areas and main cabin have been sprayed with 2% permethrin
- Aircraft is off blocks withing 60 minutes of completion of disinfestation

\_\_\_\_\_ Number of aerosol cans used. \_\_\_\_\_ Volume of cans used.

*(Write numbers)*

*(Write grams)*

**HOLD**

- Cargo loading completed
- Holds didinfested with 2% permethrin and 2% d.-phenothrin.
- Doors closed (spray application through the portholes)
- Doors partially closed

\_\_\_\_\_ Number of aerosol cans used. \_\_\_\_\_ Volume of cans used.

▪ *(wirte numbers)*

*(write grams)*

I certify that I have witnessed the completion of the above disinfestations.

Signature \_\_\_\_\_

Name: \_\_\_\_\_

*(Please print)*

Title: \_\_\_\_\_

Name of organization \_\_\_\_\_

**APPENDIX 3C**

**Top of Descent Disinfestations Certificate**

Aircraft registration NO. \_\_\_\_\_ Flight No. \_\_\_\_\_

Airport of departure \_\_\_\_\_ Date of departure \_\_\_\_\_

Aircraft type. \_\_\_\_\_ Series \_\_\_\_\_

This is to certify that the above aircraft has this day been disinfested by the pre-embarkation method in accordance with the KEPHIS requirements and that the following actions were carried out.

**PRE-FLIGHT**

- Flight deck, overhead lockers, coat lockers, toilets, cre rest areas and main cabin have been sprayed with 2% permethrin, prior to the occupancy of passengers and up to 1 hour before departure.

\_\_\_\_\_ Number of aerosol cans used. \_\_\_\_\_ Volume of cans used.

*(Write numbers)*

*(Write grams)*

**TOP FO DESCENT**

The aircraft cabin has been sprayed with 2% d.-phenothrin at Top of Decsent.

\_\_\_\_\_ Number of aerosol cans used. \_\_\_\_\_ Volume of cans used.

*(Write numbers)*

*(Write grams)*

**HOLD**

- Cargo loading completed
- Holds didinfested with 2% permethrin and 2% d.-phenothrin.
- Doors closed (spray application through the portholes)
- Doors partially closed

\_\_\_\_\_ Number of aerosol cans used. \_\_\_\_\_ Volume of cans used.

▪ *(wirte numbers)*

*(write grams)*

I certify that I have witnessed the completion of the above disinfestations.

Signature \_\_\_\_\_

Name: \_\_\_\_\_

*(Please print)*

Title: \_\_\_\_\_

Name of organization \_\_\_\_\_

**APPENDIX 3D.**

**Top of Descent Certificate (Cabin and Hold)**

(For use where the Cabin and hold applicator is the same)

Aircraft registration NO. \_\_\_\_\_ Flight No. \_\_\_\_\_

Airport of departure \_\_\_\_\_ Date of departure \_\_\_\_\_

Aircraft type. \_\_\_\_\_ Series \_\_\_\_\_

This is to certify that the above aircraft has this day been disinfested by the pre-embarkation method in accordance with the KEPHIS requirements and that the following actions were carried out.

**CABIN**

**PRE-FLIGHT**

- Flight deck, overhead lockers, coat lockers, toilets, crew rest areas and main cabin have been sprayed with 2% permethrin, prior to the occupancy of passengers within 60 minutes before departure.
- Aircraft is off blocks withing 60 minutes of completion of disinfestation

\_\_\_\_\_ Number of aerosol cans used. \_\_\_\_\_ Volume of cans used.

*(Write numbers)*

*(Write grams)*

**TOP CESCENT**

- The aircraft cabin has been sprayed with 2% d.-phenothrin at Top of Descent

\_\_\_\_\_ Number of aerosol cans used. \_\_\_\_\_ Volume of cans used.

*(Write numbers)*

*(Write grams)*

**HOLD**

- Cargo loading completed
- Holds didinfested with 2% permethrin and 2% d.-phenothrin.
- Doors closed (spray application through the portholes)
- Doors partially closed

\_\_\_\_\_ Number of aerosol cans used. \_\_\_\_\_ Volume of cans used.

▪ *(wirte numbers)*

*(write grams)*

I certify that I have witnessed the completion of the above disinfestation.

Signature \_\_\_\_\_

Name: \_\_\_\_\_

*(Please print)*

Title: \_\_\_\_\_

Name of organization \_\_\_\_\_

**APPENIX 3E**

**Residual Disinfestation Certificate**

- **All passenger and crew compartments**
- **All cargo compartments.**

Of this aircraft \_\_\_\_\_ (*Aircraft Registration*) were treated with pemethrin on \_\_\_\_\_ (*Date of treatment*) in accordance with the World Health Organization (WHO)

Report of the Informal Consultations on Aircraft disinfestations.

The treatment must be renewed if cleaning or other operations remove a significant amount of the permethrin residue and in any case within 8 weeks of the above date.

Expiry date \_\_\_\_\_  
(8 calendar weeks from the date of treatment)

Signed \_\_\_\_\_

Official Stamp \_\_\_\_\_

Designation: \_\_\_\_\_

Date of issue of certificate \_\_\_\_\_

**APPENDIX 3F:**

**Hold Disinfestations Certificate**

Aircraft registration NO: \_\_\_\_\_ Flight No: \_\_\_\_\_

Airport of departure \_\_\_\_\_ Date of departure \_\_\_\_\_

Airline: \_\_\_\_\_

This is to certify that the above aircraft has this day been disinfested by the pre-embarkation method in accordance with the KEPHIS requirements and that the following actions were carried out.

- Cargo loading completed
- Holds disinfested with 2% permethrin and 2% d.-phenothrin.
- Doors closed (spray application through the portholes)
- Doors partially closed

\_\_\_\_\_ Number of aerosol cans used. \_\_\_\_\_ Volume of cans used.

- *(write numbers)* \_\_\_\_\_ *(write grams)*

I certify that I have witnessed the completion of the above disinfestations.

Signature \_\_\_\_\_

Name: \_\_\_\_\_

*(Please print)*

Title: \_\_\_\_\_

Name of organization \_\_\_\_\_

*For more information. do not hesitate to contact*

*The Managing Director, KEPHIS*

*Tel. +254 3536171/2*

*Fax. +254 3536175*

*Mobile + 254 722516221, 733874274*

*Email. [director@kephis.org](mailto:director@kephis.org), Website. [www.kephis.org](http://www.kephis.org)*