

EL KARAMA AERODROME MANUAL



**P.O BOX 172
Nanyuki-Kenya**

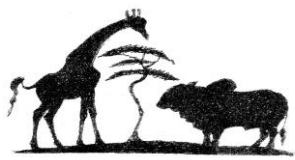
info@elkaramaranch.com

**Telephone:- +254(0)722 256753
+254(0)713 549019**

Copy No 01 Ranch Director

OCTOBER 2019

1ST EDITION



FOREWORD

The El-Karama Aerodrome Manual has been prepared pursuant to the requirements of the Civil Aviation (CERTIFICATION, LICENSING AND REGISTRATION OF AERODROMES) Regulations, 2018. The format follows closely and complies with the Civil Aviation (CERTIFICATION, LICENSING AND REGISTRATION OF AERODROMES) Regulations 2018 Part V, the particulars contained in Regulations 47,48,49,50 and the Third Schedule, other related regulations, directives and conditions or limitation imposed by the Authority concerning the Licensing and operation of El Karama Aerodrome.

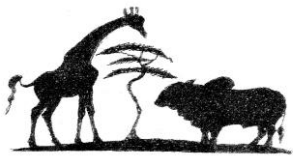
The manual takes a general approach, and basic structure of the Aerodrome Manual, highlighting the regulatory specific requirements applicable to a category 'C' aerodrome. The Aerodrome Manual is designed to serve as the basic reference to the Authority's Aerodrome Safety Inspector for conducting inspections for purposes of granting an aerodrome License and for subsequent safety inspections and audits.

El-Karama Aerodrome is a licensed category 'C' aerodrome. The Management of the aerodrome is committed to a safe, secure and efficient operation of the aerodrome and shall comply with all the obligations of the aerodrome operator pursuant to Part III, and V of the Civil Aviation (Certification, Licensing and Registration of Aerodromes) Regulations, 2018 and the requirement in the manual including any conditions endorsed on the license, and any other directives of the Authority. The Aerodrome shall allow the Aerodrome Safety Inspectors of the Authority to make any inspections including unannounced inspections, or tests to determine compliance with the Civil Aviation (Certification, Licensing and Registration of Aerodromes) Regulations, 2018.

Prepared by:

Signature
Michael Nicholson
RANCH DIRECTOR

Date.....



APPROVAL PAGE

KENYA CIVIL AVIATION AUTHORITY

APPROVAL PAGE

This approval is rendered to:-

EL KARAMA LTD

In pursuant to The Civil Aviation (CERTIFICATION, LICENSING AND REGISTRATION OF AERODROMES) part V Sub-regulation 48 and 49 of 2018 part , the Director General – Kenya Civil Aviation Authority has hereby approved the:-

AERODROME MANUAL

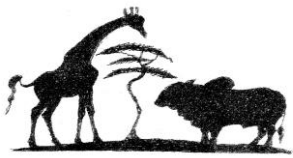
The Director General must approve any amendments to the above documents.

This Approval, unless cancelled, suspended, or revoked shall continue in effect as long as the Aerodrome License remains valid.

Signature / Stamp.....

Date.....

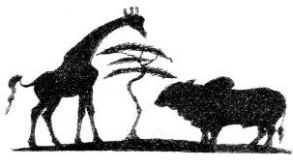
For: DIRECTOR GENERAL –KENYA CIVIL AVIATION AUTHORITY



RECORD OF AMENDMENTS

Amendments will be issued as and when need arises. It is the responsibility of the Ranch Director or his designated representative to issue amendments and to ensure distribution to all manual holders who will then be responsible for amending their copies.

NO	DATE OF ISSUE	SECTION / PAGE NO.	AMENDED BY NAME	DATE AMENDED	SIGNATURE	KCAA APPROVAL
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
13						
14						
15						
16						

**DISTRIBUTION LIST**

COPY NO	MANUAL HOLDER	CONTACTS	FORM OF DISTRIBUTION
01	Ranch Director	Tel. 0713549019 michael@elkamaranch.com	Hard copy
02	Director General- KCAA	Tel.020-6824557, 6827470-5 6825016, 6827560, 6822682 info@kcaa.or.ke	Hard copy
03	Library	Tel. +254(0)713 549019 info@elkamaranch.com	Hard copy/Controlled Soft
04	Aerodrome Attendant	Tel: 0758506356	Controlled Soft
05	Ranch Supervisor	Tel. 0726331821	Controlled Soft
06			
07			
08			
09			
10			
11			



TABLE OF CONTENTS

TABLE OF CONTENTS	PAGE NO
Cover Page.....	1
Foreword.....	2
Approval page.....	3
Record of amendments.....	4
Distribution list.....	5
Table of contents.....	6
List of effective pages.....	8

PART 1: GENERAL

1.1 Abbreviations and Symbols.....	9
1.2 Definitions.....	10
1.3 Purpose and scope of Aerodrome Manual.....	17
1.4 The legal requirement for an aerodrome licence.....	18
1.5 Conditions for use of the Aerodrome.....	18
1.6 Procedures for notification of aeronautical information.....	18
1.7 The system for recording aircraft movements.....	19
1.8 Obligations of the Aerodrome Operator.....	20
1.9 Use of common reference systems.....	20
1.10 Aerodrome Manual Amendments.....	21
1.11 Procedure for amendment of the Aerodrome Manual.....	21
1.12 Current exemptions in force.....	23
1.13 Deviations from the aerodrome manual.....	23
1.14 List of stakeholders.....	23

PART 2: PARTICULARS OF THE AERODROME SITE

2.0 General information.....	24
2.1 Aerodrome Facilities Plan.....	24
2.2 Aerodrome Boundaries Plan.....	24
2.3 Aerodrome nearest City/Town Plan.....	24
2.4 Particulars of the land title of the aerodrome site.....	24
2.5 Appendices.....	24

PART 3: PARTICULARS OF THE AERODROME REQUIRED TO BE REPORTED TO THE AERONAUTICAL INFORMATION SERVICE (AIS)

3.1 General information.....	25
3.2 Aerodrome dimensions and related information.....	26



PART 4: PARTICULARS OF THE AERODROME OPERATING PROCEDURES

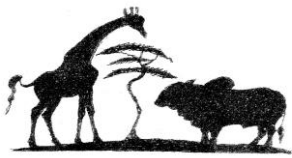
4.1	Aerodrome Reporting.....	28
4.2	Access to Aerodrome Movement Area.....	30
4.3	Rescue and Fire Fighting Services (RFFS).....	31
4.4	Maintenance of the movement area.....	31
4.4.1	Maintenance Procedures.....	31
4.4.2	Wind Direction Indicator.....	32
4.4.3	Markings.....	32
4.5	Aerodrome Works – Safety.....	32
4.6	Wildlife hazard management.....	33
4.7	Obstacle control.....	33
4.8	Storage of inflammable and other dangerous goods.....	34
4.9	Protection of sites for radar and navigational aid.....	34
4.10	Distribution list for aerodrome work plans.....	34

PART 5: AERODROME ADMINISTRATION

5.1	Ranch Administration.....	35
5.2	Ranch Director.....	35
5.3	Ranch Supervisor.....	36
5.4	Aerodrome Attendant.....	37
5.5	Security Officer.....	38
5.6	Ranch Organisational Structure.....	39

PART 6: APENDICES

6.1	APPENDICES A (Aerodrome Location Chart).....	41
6.2	APPENDICES B (Aerodrome Facilities Plan).....	42
6.3	APPENDICES C (Aerodrome Boundaries... Plan).....	43
6.4	APPENDICES D (Aerodrome Nearest City/Town.....	44
6.5	APPENDICES E (Aerodrome inspection report Form).....	45
6.6	APPENDICES F (Aerodrome access control inspection report Form).....	46
6.7	APPENDICES G (Particulars of the land title of aerodrome site).....	47

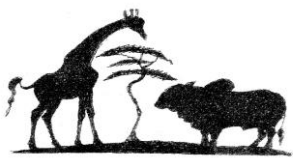
**LIST OF EFFECTIVE PAGES**

PAGE NO.	DATE	REVIEW NO.	PAGE NO.	DATE	REVIEW NO.
1	01/10/2019	00	26	01/10/2019	00
2	01/10/2019	00	27	01/10/2019	00
3	01/10/2019	00	28	01/10/2019	00
4	01/10/2019	00	29	01/10/2019	00
5	01/10/2019	00	30	01/10/2019	00
6	01/10/2019	00	31	01/10/2019	00
7	01/10/2019	00	32	01/10/2019	00
8	01/10/2019	00	33	01/10/2019	00
9	01/10/2019	00	34	01/10/2019	00
10	01/10/2019	00	35	01/10/2019	00
11	01/10/2019	00	36	01/10/2019	00
12	01/10/2019	00	37	01/10/2019	00
13	01/10/2019	00	38	01/10/2019	00
14	01/10/2019	00	39	01/10/2019	00
15	01/10/2019	00	40	01/10/2019	00
16	01/10/2019	00	41	01/10/2019	00
17	01/10/2019	00	42	01/10/2019	00
18	01/10/2019	00	43	01/10/2019	00
19	01/10/2019	00	44	01/10/2019	00
20	01/10/2019	00	45	01/10/2019	00
21	01/10/2019	00	46	01/10/2019	00
22	01/10/2019	00	47	01/10/2019	00
23	01/10/2019	00	48	01/10/2019	00
24	01/10/2019	00	49	01/10/2019	00
25	01/10/2019	00			

Signature _____

Date _____

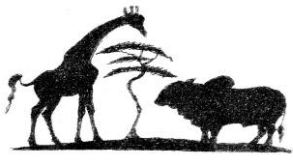
KCAA APPROVAL



PART 1: GENERAL

1.1 Abbreviations and Symbols

AIP	Aeronautical Information Publication
AIS	Aeronautical Information Services
ANS	Air Navigation Services
ATM	Air Traffic Management
CAA	Civil Aviation Administration
CEO	Chief Executive Officer
CTAF	Common Traffic Advisory Frequency
KCARs	Kenya Civil Aviation Regulations
FBO	Fixed Based Operators
NOTAM	Notice to Airmen
PAPI	Precision Approach Path Indicator
RCC	Rescue Coordination Centre
RFFS	Rescue and Fire Fighting Services
VOR	Very High Frequency Omni directional Radio Range



1.2 Definitions

Accident

An occurrence associated with the operation of an aircraft which, in the case of a manned aircraft, takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, or in the case of an unmanned aircraft, takes place between the time the aircraft is ready to move with the purpose of flight until such time as it comes to rest at the end of the flight and the primary propulsion system is shut down, in

Accuracy

The degree of conformance between the estimated or measured value and the true value

Advisory circulars

Informational documents produced by the Authority to inform and guide institutions and individuals within the aviation industry, as well as the general public containing information about standards, practices and procedures that the Authority has found to be acceptable for compliance with the associated regulations and contain supplementary information to the Regulations

Aerodrome

A defined area on land or water (including any buildings, installations and equipment) intended to be used either wholly or in part for the arrival, departure and surface movement of aircraft

Aerodrome beacon

An aeronautical beacon used to indicate the location of an aerodrome from the air

Aerodrome certificate

The certificate issued by the Authority under Part IV of these Regulations

Aerodrome elevation

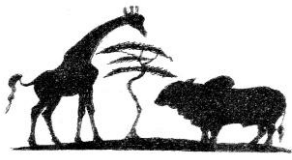
Elevation of the highest point of the landing area

Aerodrome facilities and equipment

Facilities and equipment, inside or outside the boundaries of an aerodrome that are constructed or installed and maintained for the arrival, departure and surface movement of aircraft

Aerodrome identification sign

A sign placed on an aerodrome to aid in identifying the aerodrome from the air



Aerodrome manual

The manual that forms part of the application for a licence or a certificate under these Regulations, including any amendments to the manual, approved by the Authority

Aerodrome traffic zone

Airspace extending from aerodrome level to a height of two thousand feet over the area comprising the aerodrome and the surrounding land or water within a distance of two thousand yards of its boundaries

Aeronautical beacon

An aeronautical ground light visible at all azimuths, either continuously or intermittently, to designate a particular point on the surface of the earth

Aeronautical ground light

Any light specially provided as an aid to air navigation, other than a light displayed on an aircraft

Aeronautical information circular

This is a notice containing information that does not qualify for the origination of a NOTAM or for inclusion in the Aeronautical Information Publication, but which relates to flight safety, air navigation, technical, administrative or legislative matters

Aeronautical Information Circular (AIC)

Explanatory or advisory information concerning technical, legislative or administrative matters, as well as information on the long-term forecast of major changes in legislation, regulations, procedures or facilities liable to affect flight safety

Aeronautical information publication

Aeronautical information publication of a lasting character essential to air navigation, issued by the Authority

Aeroplane reference field length

The minimum field length required for take-off at maximum certificated take-off mass, sea-level, standard atmospheric conditions, still air and zero runway slope, as shown in the appropriate aeroplane flight manual prescribed by the certificating authority or equivalent data from the aeroplane manufacturer. Field length means balanced field length for aeroplane, if applicable, or take-off distance in other cases

Air traffic service means a flight information service, alerting service, air traffic advisory service, or air traffic control service

Air traffic service unit

A generic term meaning variously, air traffic control unit, flight information centre or air traffic services reporting office

**Aircraft Classification Number (ACN)**

This is a number expressing the relative effect of an aircraft on a pavement for a specified standard sub grade category

Aircraft stand means a designated area on an apron intended to be used for parking an aircraft

Air traffic service unit

Generic term meaning to accommodate aircraft for purposes of loading or unloading of passengers, mail or cargo, fuelling, parking or maintenance

Apron management service

Service provided to regulate the activities and the movement of aircraft and vehicles on an apron

Arresting system

System designed to decelerate an aeroplane overrunning the runway

Authority

Means the Kenya Civil Aviation Authority

Authorized person

Any person authorized by the Authority either generally or in relation to a particular case or class of cases and reference to an authorized person includes references to the holder for the time being of an office designated by the Authority

Autonomous Runway Incursion Warning System (ARIWS)

A system which provides autonomous detection of a potential incursion or of the occupancy of an active runway and a direct warning to a flight crew or a vehicle operator

Balked landing

Means a landing manoeuvre that is unexpectedly discontinued at any point below the obstacle clearance altitude/height (OCA/H)

Barrette

Three or more aeronautical ground lights closely spaced in a transverse line so that from a distance they appear as a short bar of light

Cabinet Secretary

The Cabinet Secretary for the time being responsible for matters relating to civil aviation



Certificate

The certificate to operate an aerodrome issued by the Authority under Part II of the Civil Aviation (Certification, licensing and registration of Aerodromes) Regulations 2018.

Clearway

A defined rectangular area under the control of the appropriate authority selected or prepared as a suitable area over which an aircraft may make a portion of its initial climb to a specified height

Critical aircraft

The most demanding aircraft with regard to the aircraft performance and dimensions for a range of aircraft, for which the aerodrome facilities is intended

Cross wind component

The surface wind component at right angles to the runway centre line

Dangerous goods

Articles or substances which are capable of posing a risk to health, safety, property or the environment

Landing distance available (LDA)

This is the length of the runway which is declared available and suitable for the ground run of an aircraft landing

Take-off distance available (TODA)

The length of the take-off run available plus the length of the clearway, if provided.

Take-off run available (TORA)

This is the length of runway declared available and suitable for the ground run of an aircraft taking off

Displaced threshold

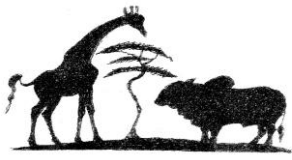
A threshold not located at the extremity of a runway

Effective intensity

The effective intensity of a flashing light is equal to the intensity of a fixed light of the same colour which will produce the same visual range under identical conditions of observation

Gregorian calendar

This is the calendar in general use; first introduced in 1582 to define a year that more closely approximates the tropical year than the Julian calendar (ISO 19108***). (In the Gregorian calendar, common years have 365 days and leap years 366 days divided into twelve sequential months)



Incident

An occurrence other than an accident associated with the operation of an aircraft, which affect or may affect the safety of operation of aircraft

Independent parallel approach

Simultaneous approaches to parallel or near-parallel instrument runways where radar separation minima between aircraft on adjacent extended runway centre lines are not prescribed

Independent parallel departures

Simultaneous departures from parallel or near-parallel instrument runways

Manoeuvring area

That part of an aerodrome to be used for the take-off, landing and taxiing of aircraft, excluding aprons

Marking

A symbol or group of symbols displayed on the surface of the movement area in order to convey aeronautical information

Movement area

That part of the aerodrome to be used for take-off, landing and taxiing of aircraft, consisting of the manoeuvring area and apron

Notify

Means shown in Aeronautical Information Publications, Aeronautical Information Circulars, NOTAM, civil aviation publications or any other official publication issued for the purpose of enabling any of the provisions of these Regulations to be complied with

Obstacle

Any fixed (whether temporary or permanent) and mobile object, or part thereof, that:

- (a) Is located on an area intended for the surface movement of aircraft; or
- (b) Extends above a defined surface intended to protect aircraft in flight; or
- (c) Stands outside those defined surfaces and that has been assessed as being hazard to air investigation

Obstacle limitation surfaces

A series of surfaces that define the volume of airspace at and around an aerodrome to be kept free of obstacles in order to permit the intended aircraft operations to be conducted safely and to prevent the aerodrome from becoming unusable by the growth of obstacles around the aerodrome

**Operator**

A person operating an aerodrome licensed or certificated under these Regulations

Reference Temperature

Means the monthly mean average daily temperature for the hottest month of the year plus one third the difference of this temperature and the monthly mean of the maximum daily temperature for the same month of the year.

Runway

A defined rectangular area on a land aerodrome prepared for the landing and take-off of aircraft;

Runway Condition Report (RCR)

Means a comprehensive standardized report relating to runway surface conditions and its effects on the aeroplane landing and take-off performance

Runway strip

Means a defined area including the runway and stop way, if provided, intended to:

- (a) Reduce the risk of damage to aircraft running off a runway
- (b) Protect aircraft flying over it during take-off or landing operations

Runway surface conditions

The description of the conditions of the runway surface used in the runway condition report which establishes the basis for the determination of the runway condition code for aeroplane performance purposes

Runway visual range (RVR)

The range over which a pilot of an aircraft on the centre line of a runway can see the runway surface markings or the lights delineating the runway or identifying its centre line

Safety

A state in which the risk of harm to persons or of property damage is reduced to, and maintained at or below unacceptable level through a continuing process or hazard identification and risk management

Take-off runway

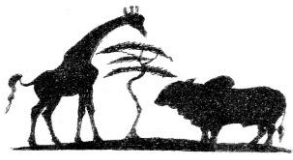
The runway intended for take-off only

Taxiway

The defined path on a land aerodrome established for the taxiing of aircraft and intended to provide a link between one part of the aerodrome and another

Usability factor

The percentage of time during which the use of a runway or system of runways is not restricted because of the cross-wind component



Vicinity

A defined airspace around an aerodrome for control of obstacles that may infringe the obstacle limitation surfaces around the aerodrome contained within a radius of thirteen kilometres from the aerodrome reference point up to a height of one thousand five hundred feet above ground level

Visual traffic pattern

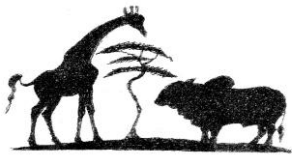
The aerodrome traffic zone of the aerodrome

Wildlife

All animals on air side including feral birds and domestic animals out of the control of their owners

Wildlife hazard

A potential for a damaging aircraft collision with wildlife on or near an aerodrome.



1.3 Purpose and scope of Aerodrome Manual

This Aerodrome Manual provides direction and guidelines of responsibility for the day-to-day operation of the El Karama Aerodrome

It details operating procedures to be followed for both routine matters and unusual circumstances such as construction or emergencies that may arise. The contents of this Manual comply with regulations 22 and Part V of the Civil Aviation (CERTIFICATION, LICENSING AND REGISTRATION OF AERODROMES) Regulations, 2018 and the third schedule for a category 'C' aerodrome.

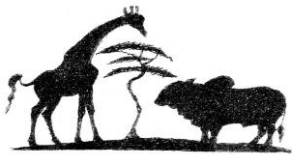
This Manual serves as the basic reference between the El Karama Airstrip and the Authority on the aerodrome licensing standards to be maintained and any current exemption granted under part VI and in accordance with regulation 54(3) of the Civil Aviation (Certification, Licensing and Registration of Aerodromes) Regulations 2018.

The purpose of this Manual is to provide defined objectives and functions for the Aerodrome in order to achieve operating efficiency, which is consistent with the requirements of the Civil Aviation (CERTIFICATION, LICENSING AND REGISTRATION OF AERODROMES) Regulations, 2018.

The Aerodrome Manual contains all the pertinent information concerning the Aerodrome site, facilities, equipment and operating procedures.

It acts as a reference document and provides a checklist of aerodrome facilities whose standards are to be maintained. The information provided in this Manual will enable the Authority to assess the suitability of the Aerodrome for aircraft operations and to judge its fitness to hold an aerodrome license.

The Ranch Supervisor shall maintain at least one complete copy of the approved Manual at the Aerodrome, which will be available for inspection by any person authorized by the Director General Kenya Civil Aviation Authority.



1.4 The legal requirement for an aerodrome licence

The El Karama Aerodrome Manual has been prepared to facilitate the acquisition of an aerodrome licence in accordance with the requirements the Civil Aviation (Certification, Licensing and Registration of Aerodromes) Regulations 2018, Part III.

1.5 Conditions for use of the Aerodrome

Although a private aerodrome the Aerodrome is available for the take-off and landing during day light hours only of aircraft up to a weight not exceeding 5,700kg. For liability reasons, pilots intending to use the Aerodrome must be familiar with aerodrome particulars as per the AIP.

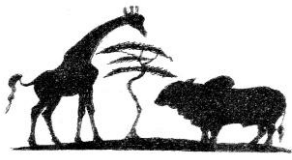
The Aerodrome is available for take-off and landing on runway 17 and runway 35 respectively.

However, in case of emergency situations, the aerodrome particulars as detailed in this manual and the AIP may be breached. In such circumstances the Ranch Supervisor will log in the aircraft details out-side the normal operation logbook and he/she will then prepare the report to the Ranch Director detailing the nature of the occurrence. The Ranch Director will then review the report before proper communication to the Authority

1.6 Procedures for notification of aeronautical information

The Aerodrome has AIS procedures available and the Ranch Supervisor is responsible for the management and circulation of all aerodrome information to the AIS system.

The Ranch Supervisor shall review all the Aeronautical Information Publication (AIP) supplements, AIP amendments, Notices to Airmen (NOTAM), pre-flight information bulletins and Aeronautical Information Circulars (AIC) issued by AIS on receipt thereof and immediately after such reviews shall notify of any inaccuracies contained therein that pertains to the Aerodrome.



The Ranch Supervisor of the Aerodrome shall notify the AIS section of KCAA any time there are changes to the aerodrome facility and any time that the condition of the aerodrome is such that it is not conducive for the safe operation of aircraft.

Such notifications will include:-

- Changes in the Aerodrome facilities
- Changes in equipment and level of services.
- Inaccuracies in AIP publications.
- Obstructions and hazards
- Any other condition that could affect the safety at or near the Aerodrome and warrant precautions to be taken.

1.7 The system for recording aircraft movements

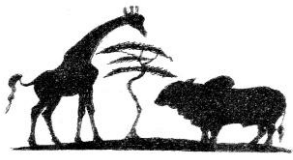
All aircraft movements at the Aerodrome are recorded in an aerodrome-landing logbook, by the Aerodrome Attendant and or their nominated representative. It is mandatory for all users to sign the movement record book after arrival and prior to departure

Date	Aircraft Registration	Aircraft Type	From	Time Arrival	Of	Attendants Name	Remarks

DAYLIGHT (ARRIVAL) HOURS

Date	Aircraft Registration	Aircraft Type	From	Time Departure	Of	Attendants Name	Remarks

DAYLIGHT (DEPARTURE) HOURS



1.8 Obligations of the Aerodrome Operator

The El-Karama Aerodrome shall discharge its obligations in accordance with the Civil Aviation (CERTIFICATION, LICENSING AND REGISTRATION OF AERODROMES) Regulations, 2018, these shall include but not limited to:

- i. Aerodrome incident and accident reporting
- ii. Inspection of the aerodrome movement areas and obstacle limitation surface
- iii. Maintenance of aerodrome visual aids
- iv. Maintenance of movement areas
- v. Apron safety management
- vi. Birds and wildlife hazard management
- vii. Obstacles control

1.9 Use of common reference systems

The World Geodetic System – 1984 (WGS-84) is used as the horizontal reference system to express aeronautical geographical coordinates for aerodromes.

The Mean Sea Level datum is used as the vertical reference system (elevation) at aerodromes.

The Gregorian calendar and Coordinated Universal Time is used as the temporal reference system.



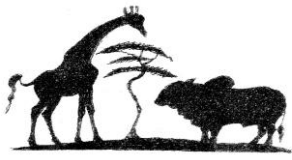
1.10 Aerodrome Manual Amendments

- The Aerodrome shall maintain the accuracy of the information in this Manual as follows:
- The Ranch Supervisor: Is responsible for ensuring the accuracy of this Manual.
- At least one complete and current copy of the approved Manual shall be maintained at the Aerodrome operation office, and will be available for inspection by the inspectors of the Authority.
- The aerodrome manual shall, following approval by the Authority, be distributed to all relevant persons as specified in the Distribution list.
- The El-Karama Aerodrome operator shall provide the Authority with a complete copy of the current Aerodrome Manual including any approved amendments.
- This document shall be reviewed after every two years.

1.11 Procedure for amendment of the Aerodrome Manual:

The following procedure shall be followed in amending this Manual in order to maintain its currency and accuracy:

- The Ranch Supervisor is responsible for the development, processing, issuance and control of amendments to this Manual. All copies of the Manual are numbered and issued in accordance with the Distribution List. Individual holders of a copy of the Manual indicated on the distribution list are responsible for insertion of all amendments.
- The initiator or the originator of the amendment shall forward the proposed amendment in writing to the Ranch Supervisor
- The Ranch Supervisor will then review the proposed amendments against the regulatory requirements and aerodrome procedures
- Upon reviewing the Ranch Supervisor based on the nature of the proposed amendments will decide whether the amendment is of operational significance



-
- For operational amendments the Ranch Supervisor will decide to make either temporary or permanent amendments
 - If temporary amendment the Ranch Supervisor will forward the proposed amendments to the Ranch Director for acceptance before dissemination
 - If permanent amendment the Ranch Supervisor will submit the proposed amendments together with the list of effective pages and revision log for approval before dissemination
 - For amendments of less operational significance but expound on further aerodrome expansion or upgrade, the Ranch Supervisor will forward the amendments to the Ranch Director who will then present to the board for further action as detailed below
 - (1) Two copies of the amendments will be submitted to the Authority on the following address:

**Kenya Civil Aviation Authority,
Aviation House JKIA
P.O. BOX 30163-00100 NAIROBI'
info@kcaa.or.ke**
 - (2) Proposed amendments to the Aerodrome Manual will be submitted to the Authority at least 30 days prior to the effective date.
 - (3) Upon approval by the Authority, copies of the approved amendment will be made and distributed to the holders of the Aerodrome Manual on the Distribution List.
 - (4) The Aerodrome Manual Records of Amendment Page will be updated and a copy of which shall be submitted with the amendment to the Authority;
 - (5) Each amended page of the Manual shall have the date of the amendment endorsed on it and the original approval date of the Aerodrome Manual. The following table formats may be adopted.



1.12 Current exemptions in force

There no exemptions currently granted to the Aerodrome by the Authority.

1.13 Deviations from the aerodrome manual

Where an emergency condition requires immediate action for the protection of life or property, such that the Aerodrome deviates from an operational requirement of this Manual, to the extent required to meet that emergency; a written report of the deviation shall be made to the Authority not later than 14 days from the date of the deviation. All deviations must first be authorized by the Ranch Supervisor.

1.15 List of Stakeholders

1. Kenya Civil Aviation Authority
2. Kenya Airport Authority
3. KCAA-Air Navigation Services



PART 2: PARTICULARS OF THE AERODROME SITE

2.0 General Information

El-Karama Aerodrome operates as a Category 'C' Aerodrome with the Cessna Caravan C – 208 as the critical aircraft. The aerodrome location chart showing the location of the aerodrome is attached as Appendix 'A'

2.1 Aerodrome Facilities Plan

A plan/chart of the aerodrome showing the main aerodrome facilities for the operation of the aerodrome including, the location of each wind direction indicator is attached as Appendix 'B' to this Manual;

2.2 Aerodrome Boundaries Plan

A Plan of the aerodrome showing the aerodrome boundaries is attached as Appendix 'C' to this Manual;

2.3 Aerodrome nearest City/Town Plan

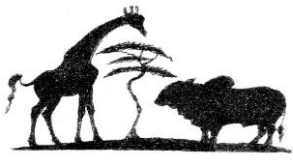
A Map showing the distance of the aerodrome from the nearest city, town and the location of other aerodrome facilities and equipment outside the boundaries of the aerodrome is attached as Appendix 'D' to this Manual

2.4 Particulars of the land title of aerodrome site

El Karama aerodrome is located in Laikipia County on Land L/R No 2749, 15.1 nautical miles North West of Nanyuki town. The aerodrome is located near level ground which is typical of the terrain extending many kilometres in all directions from the aerodrome. The particulars of the land title of the aerodrome site are attached in appendix 'G' of this manual

2.5 Appendices

APPENDICES:		PAGE NO
APPENDICE A	Aerodrome Location Chart	41
APPENDICE B	Aerodrome Facilities Plan	42
APPENDICE C	Aerodrome Boundaries Plan	43
APPENDICE D	Aerodrome nearest City/Town Plan	44
APPENDICE E	Aerodrome inspection report Form	45
APPENDICE F	Aerodrome Access Control inspection report Form	46
APPENDICE G	Particulars of the land title of aerodrome site	47



PART 3: PARTICULARS OF THE AERODROME REQUIRED TO BE REPORTED TO THE AERONAUTICAL INFORMATION SERVICE (AIS)

3.1 General information

- a) El Karama Aerodrome operates as a category 'C' aerodrome and receives private unscheduled daylight operations.
- b) The aerodrome is located in Nanyuki, Laikipia County 100 miles north of Nairobi and approximately 24 miles from Nanyuki town
- c) Aerodrome reference point (ARP) determined in terms of the World Geodetic System – 1984 is **N00°11'05.69" E36°54'34.45"**
- d) Aerodrome elevation is 5717ft with altimeter/temperature setting at 29.92 Inches or 1013.25 millibars and 15 degrees Celsius with a Reference temperature of 26° Celsius
- e) Elevation of each threshold: Runway 17 -5722 ft. amsl Runway 35 – 5715 ft. amsl
- f) Aerodrome Reference temperature is 26° Celsius
- g) Aerodrome beacon: Nil

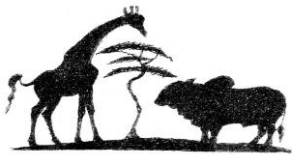
Landing: Land on runway 35 touchdown after the runway end markers. Watch out for game on the strip.

Take Off: Take off from runway 17. Watch out for game on the strip.

Always use runway 17/35 for take-off and landing. The pilot needs to be able to prepare for and cope with high temperatures in the afternoon. Watch out for animal traffic crossing the airstrip Exercise extreme caution when approaching, landing and taking off in poor visibility.

High air temperature in the afternoon – poor density altitude with impaired climb.

- **Ranch Supervisor:** Stephen Kimelelei Tel. 0726331821,



3.2 Aerodrome dimensions and related information

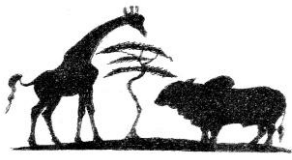
- a) Runway – true bearing, (171/351); Magnetic bearing is (168° and 348°); Designation number 17/35, length, (797m). Width, (20m) (Land on runway 17 and take off from runway 35) .surface type is grass obstacle free zone
- b) Runway strip made of grass; Length 1000 metres Width 60 metres, no RESA or stop.

	Magnetic Bearing	168° and 348°
	True bearing	(171/351)
	Designation Number	17/35
	Length	797 metres
RUNWAY	Width	20 metres
	Runway Strip	1000 meters X 60 meters
	Displaced Threshold Location	N/A
	Slope	Flat
	Surface Type	Grass
	Precision Approach Runway	obstacle free zone

- c) Taxiway to the El Karama farmhouse is roughly 400 meters from the threshold 17 with a gate halfway across it. This gate is sometimes closed. The orientation of the taxiway is 12/30

	Surface Type	Grass
APRON	Length	30 Meters
	Width	20 Meters

1. The apron surface is grass with dimensions of 30 by 20 metres. Signage to apron is visible at the end of runway 17.
2. The following are the threshold coordinates and elevations.
 - Threshold Runway 17 coordinates are N00°11'21.76"E 36°54'30.95" and elevation of 5722 ft. above mean sea Level.



- Threshold Runway 35 coordinates are N00°10'50.19'' E 36°54'38.28" and elevation of 5715 ft. above mean sea Level.

d) Geographical coordinates of significant obstacles

	Runway 17 Threshold	N 00°11'21.76" E 36°54'30.95
GEOGRAPHIC COORDINATES	Runway 35 Threshold	N00°10'50.19'' E 36°54'38.28
	Runway Elevation	5715 ft. Above Mean Sea Level

- There are no significant obstacles around the El Karama aerodrome.

e) The surface type is grass and allowable maximum take-off weight of up to 5700kgs.

f) Declared distances is equal to the length of the runway i.e. 797 metres

g) The disabled aircraft removal plan

The Aircraft Operator is responsible for the removal of the disabled aircraft, however there are ranch tractors, which will be used to remove a disabled aircraft under the supervision of the Aerodrome Operator (with the contacts given under Part 4.2 and 5.1 of this manual) and Aircraft Accident Investigation Department.

h) Rescue and fire fighting

The rescue and fire-fighting arrangements put in in place includes; fire fighting equipment mounted on a land cruiser with the CO2 compound foam. The hand held fire fighting Dry Powder and Carbon Dioxide extinguishers are located at the security booth at the airstrip. If need be the closes fire station department can be contacted as per below.

G4S Fire Service, Tel: 062-20131704



PART4: PARTICULARS OF THE AERODROME OPERATING PROCEDURES

4.1 Aerodrome Reporting

Any changes in the aerodrome information on El-Karama Aerodrome shall immediately upon occurrence be notified in writing to the Director General KCAA by the Ranch Supervisor. The Ranch Supervisor shall be responsible for requesting NOTAMS.

Outside normal working hours, e-mail or mobile telephone will be used.

Tel: +254(0)713549019, E-mail: info@elkamarach.com

Any changes, incidents or accidents are to be reported by the above to:

Director General, Kenya Civil Aviation Authority and /or Director of Aviation Safety Standards and Regulations, Kenya Civil Aviation Authority

Tel.020-6824557, 6827470-5 6825016, 6827560, 6822682.

- a) A copy of the Aerodrome Condition Inspection Report form is attached as Appendix 'E' of this Manual.
- b) The Aerodrome Condition Inspection Report will be made to the AIS should there be any changes in the surface condition or any other conditions that may affect the safe operation of aircraft

Aeronautical information Service
P.O Box 30163, 00100 Nairobi
ais@kcaa.or.ke
Tel: 020-6827470

- c) Aerodrome condition Inspection report will be made by

The Aerodrome Attendant will inspect the aerodrome condition and inform the Ranch Supervisor of any unsafe conditions on the runway. The Ranch Supervisor will then request for issuance of a NOTAM from AIS.

- **Ranch Supervisor:** Stephen Kimelelei Tel. 0726331821,
- **Ranch Director** : Michael Nicholson Tel. 0713549019 ,
michael@elkamaranch.com



d) Procedure for requesting NOTAM action

Once the Aerodrome attendant notifies the Ranch Supervisor of an unsafe condition, the Ranch Supervisor shall contact AIS detailing the unsafe condition on ais@kcaa.or.ke and copy gops@kcaa.or.ke to facilitate promulgation of the NOTAM.

e) Conditions Requiring a Surface Condition Report

The following Aerodrome conditions that may affect the safe operation of aircraft shall be reported:

- i. Construction or maintenance activity on movement areas, safety areas, or apron, ramps and parking areas;
- ii. Surface irregularities on movement areas, safety areas, aprons or ramps and parking areas;
- iii. Water on movement areas aprons or ramps and parking areas;
- iv. Object on the movement area or safety areas contrary to Regulation;
- v. Unresolved wildlife hazards in accordance with Regulation 59, 60, and 61 of Civil Aviation Aerodromes Regulations 2013;
- vi. Any other conditions that may otherwise adversely affect the safe operation of aircraft

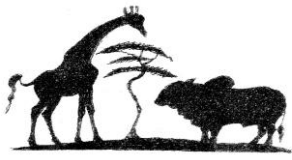
f) Retention of Records

El Karama Ltd shall retain the records of Aerodrome condition information and personnel records as stated below

- Aerodrome safety and security records for the period of 2 years
- Aerodrome maintenance and obstacles control records for 2 years
- Aircraft landing and take-off records for 2 years
- Employees employment and training records will be kept current and 1 year after employment

g) Handling of Reports of Long Term or Permanent Changes to AIP Data

Reports, information or decisions to make permanent or long term changes to the data



in the AIP will be as a result of:

- i. Continuation of a status that had been expected to be temporary but had instead lived on for a longer time e.g. displacement of runway threshold.
 - ii. Introduction of a new facility, service procedure or limitation e.g. an instrument landing procedure, obstructions, revision of landing charges etc.
 - iii. Planned withdrawal or major change of existing service or facility e.g. immigration services at an aerodrome service international traffic.
- h) Proper assessment of the changes shall be made by the Ranch Supervisor before such information is passed to AIS.
- i) Requests to AIS to make amendments to the AIP or issue AIP supplements will be sent to the AIS by the Ranch Supervisor by E-mail to ais@kcaa.or.ke

4.2 Access to Aerodrome Movement Area

Access to the Aerodrome movement area is subject to the following security conditions:

The Aerodrome Attendant and El Karama Ltd Security shall maintain an active security system and control all access to Aerodrome Movement Areas, to prevent unauthorized access to aircraft and other facilities.

The gates to El-Karama ranch shall remain closed and locked and will be strictly monitored at all times. El Karama Ltd Security has been engaged to man the ranch and its aerodrome and provide security under the supervision of a Security Supervisor.

Any suspicious persons or intruders and anyone observed tampering with airstrip property, or loitering around on any private property (aircraft) in a suspicious manner, shall be confronted and reported to the Ranch Supervisor, the Security Supervisor and the Ranch Director immediately. If warranted, they will inform the Kenya Police of the Government of Kenya.

Persons responsible for carrying out inspections are:

- **Ranch Director:** Michael Nicholson, Tel. 0713549019, michael@elkaramaranch.com
- **Aerodrome Attendant:** James Mutua, Tel: 0758506356
- **Security Officer:** Joel Arap Kiprotich, Tel. 0715496337, joelkiprotich230@gmail.com
- **Ranch Supervisor:** Stephen Kimelelei Tel. 0726331821,



In case any security breaches occur and are noted in a security log book, or any unsafe conditions for aircraft using the aerodrome have been found, an immediate report shall be made to the Ranch Supervisor and/or Security Supervisor. Depending on the nature of the occurrence, the following agencies shall be informed and solicited:

- **Kenya Civil Aviation Authority**
- **Kenya Police**
- **Deputy County Commissioner**
- **Assistant County Commissioners**
- **Chief**

In case of any occurrence that can be physically repaired or that requires maintenance (e.g. grass cutting, erosion of runways and aprons, cut perimeter fence wire), the Ranch Supervisor will be requested to commence remedial action.

4. 3 Rescue and Fire Fighting Services (RFFS):

El Karama aerodrome has a tractor and a Toyota Land-cruiser vehicle equipped with fire fighting equipment, including extinguishers. To assist aircraft involved in a crash or other accidents. These vehicles are available when the aerodrome is open. El-Karama Aerodrome has also pre-stationed fire-extinguishers and rescue equipment which is managed by the El Karama Ltd Security guards. Staff have been trained to deal with emergencies and fires.

4.4 Maintenance of the movement area

4.4.1 Maintenance Procedures of the movement area

The following procedures have been put in place to maintain the movement areas

- (a) Arrangements are in place with the El Karama Ltd maintenance staff, though the Ranch Supervisor, to maintain all movement areas, including aprons and runways (including those that are unpaved).
- (b) Several workers are employed to maintain runway strips on a daily basis as required. Tools are also available. Mowers are used to trim obstacle free zones. Contractors are engaged when necessary.
- (c) El Karama aerodrome is located along a gentle ridge top. This allows for a natural gravity assisted water runoff which does not require drainage ditches or culverts
- (d) Inspections of the Aerodrome are conducted weekly. Checklists are contained in the Aerodrome Condition Inspection Form.
- (e) Follow up action is taken immediately, by the Ranch Supervisor.



-
- (f) Routine maintenance is undertaken daily. Emergency maintenance is undertaken immediately, when the need arises.

4.4.2 Wind Direction Indicator

- i. The Aerodrome provides and maintains a wind direction indicator for the runways where it is visible to an aircraft in flight or on the movement area and in a manner that is free from the effects of air disturbances that may be caused by nearby objects. The wind direction indicator of El-Karama Aerodrome is located abeam the runway.
- ii. The characteristics of the wind direction indicator, the method and procedures for installation and maintenance are in accordance with the specification prescribed in the Manual of Aerodrome Standards or as prescribed by the Authority.

4.4.3 Markings

The Aerodrome will provide and maintain marking systems for runways, and aprons in accordance with the specifications prescribed in the Manual of Aerodrome Standards.

4.5 Aerodrome Works – Safety

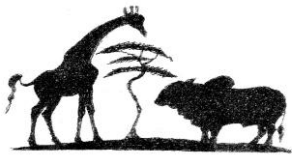
All construction and maintenance work at El-Karama Aerodrome is conducted in accordance with a safety plan as guided by the KCAA.

All workers wear high visibility vest and gloves, as well as safety goggles when required.

All work is assessed prior to commencement as to its requirements in terms of manpower, equipment and the implications on aviation safety.

The Ranch Supervisor determines the course of action and prepares a work plan. If major work is required, necessitating a closure of the runway or other movement area, KCAA will be informed so that a NOTAM announcing the closure and/ or the work in progress is issued and appropriate safety planning can be put in place prior to work commencing as guided by KCAA.

Traffic is also advised via the ranch's e-mail system. Work areas near a movement area are to be clearly demarcated by high visibility marker tape, and roped off.

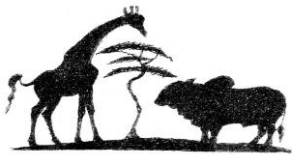


4.6 Wildlife hazard management

Should wildlife and birds be observed in the vicinity of the runway staff are instructed to chase them away and to attempt to identify any reasons for birds flying in such areas? The problem can then be addressed and rectified.

4.7 Obstacle control

- 1) The following procedures shall be followed at the El Karama aerodrome.
 - (a) There are no Obstacle Limitation Surfaces that have been infringed upon at the Aerodrome. This is being monitored continuously and if a violation is determined, KCAA will be advised by the Ranch Supervisor via e-mail and a letter. KCAA has also conducted inspections of the Aerodrome and found no violations. The airstrip, although only a small Category C airstrip, meets International Civil Aviation Organization standards. KCAA shall be advised of any obstacles at the Aerodrome that infringe on Obstacle Limitation Surfaces.
 - (b) All Obstacle Limitation Surfaces are controlled by the Ranch Supervisor on a daily basis. Should any obstacles on or near runway surfaces appear, or threaten to appear the Ranch Supervisor will advise accordingly.
 - (c) Any new development in the vicinity of the aerodrome is noted and KCAA is advised immediately. If new construction is planned by El Karama Ltd , any plans for buildings or other structures within 45 meters of a runway, that lie within the authority of the ranch, will be pre-approved by KCAA, in writing. The letter advising KCAA shall be written on Ranch letterhead, signed by the Ranch Director.
 - (d) The height of buildings within the boundaries of the Aerodrome is continuously monitored. KCAA shall be advised of any obstacles at the Aerodrome that infringe on Obstacle Limitation Surfaces.
- 2) The Aerodrome shall ensure that each object within the authority of the Aerodrome that has been determined by the Aerodrome Safety Inspector of the Authority to be an obstruction is removed, marked or lighted.



4.8 Storage of inflammable and other dangerous goods

No fuel is stored at El-Karama Aerodrome. There are no fuel agents operating at the Aerodrome.

For the purposes of this paragraph “hazardous materials” include inflammable liquids and solids, corrosive liquids, compressed gases and magnetized or radioactive materials.

In the event of any hazardous material the aerodrome shall follow the guidelines provided in Advisory Circular CAA-AC-AGA024 – Procedures for safe handling and storage of dangerous goods

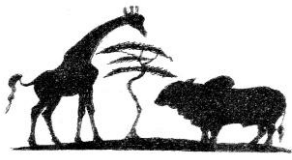
4.9 Protection of sites for radar and navigational aid

The Aerodrome is a Category C Aerodrome that is used by private charter aircraft operators

There is no radar or navigational aids at the Aerodrome the procedure is not applicable at the aerodrome.

4.10 Distribution List of Aerodrome Work Plan

COPY NO	ORGANASAITION/PERSONS	CONTACTS	DISTRIBUTION COPY
01	Director General- KCAA	Tel.020-6824557, 6827470-5 6825016, 6827560, 6822682 info@kcaa.or.ke	HARD COPY
02	Ranch Director	Tel. 0713549019 michael@elkaramaranch.com	HARD COPY
03	Ranch Supervisor	Tel. 0726331821	HARD COPY
04	Aerodrome Attendant	Tel: 0758506356	HARD COPY



PART 5: AERODROME ADMINISTRATION

5.1 Ranch Administration

El-Karama owns and operates the Aerodrome. The Ranch Director provides strategic oversight of the operations of the Aerodrome but it is the Ranch Supervisor who has day to day responsibility for the administration of the facility and reports to the Ranch Director.

- **Ranch Director:** Michael Nicholson, Tel. 0713549019, michael@elkamaranch.com
- **Aerodrome Attendant:** James Mutua, Tel: 0758506356
- **Security Officer:** Joel Arap Kiprotich, Tel. 0715496337, joelkiprotich230@gmail.com
- **Ranch Supervisor:** Stephen Kimelelei Tel. 0726331821,

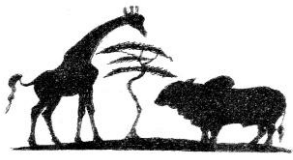
5.2 RANCH DIRECTOR

The Ranch Director shall be required to meet below minimum qualifications

- a) Background in the management aspects
- b) Knowledge in the aerodrome operations

Responsibilities

- a) She/he has the authority to ensure that all aerodrome operations and maintenance activities are carried out to the required standard acceptable to the authority and the company.
- b) The Ranch Director is responsible for facilitating the Ranch Supervisor with the resources and facilities to enable him/her fulfil the obligation in order to ensure safe aerodrome operations
- c) Maintains direct link with the Ranch Supervisor



5.3 RANCH SUPERVISOR

Primary Responsibilities

- Coordinate, and manage all activities of aerodrome staff which includes airside, safety operations.
- Manage the staffing level to ensure the aerodrome attendant perform operations duties appropriately
- Monitor maintenance and/or construction projects and programs, and the general day to day maintenance of the facility, including potential hazards to aerodrome employees and the public;
- arrange for urgent or emergency repairs or service by internal or external sources.
- Monitor and manage compliance with Kenya Civil Aviation applicable Regulations to ensure Aerodrome Security and safety Measures are in place,
- Complete or review all reports, forms and logs pertaining to operations activities on assigned shifts for accuracy and completeness, including Aircraft Movement and Surface Condition Reports
- Host operations briefings with aerodrome employees as required.
- Respond to complaints from staff, air operators and the general public

Qualifications

- At least KCPE certificate
- Minimum (6) months experience in aerodrome facility operations
- Outstanding customer service orientation, with the ability to diffuse tense situations
- Solid leadership ability managing, coaching and developing direct reports, experience in a harmonized environment an asset
- Excellent, effective communication skills, both oral and in written format
- Strong decision-making skills and effective at problem solving and negotiating resolution



5.4 AERODROME ATTENDANT

Duties

- Periodically inspects aerodrome markings, general condition to detect any hazards and violations of aerodromes regulations.
- Examines fire fighting equipment to detect malfunctions and organize the filling depleted fire extinguishers.
- organize necessary minor repairs to fire trucks and tractors.
- repairs or replaces windsock and other wind indicating devices.
- Fills holes and levels low places and bumps in aerodrome movement areas
- Cuts grass on aerodrome grounds.
- Ensure the aerodrome perimeter fence are in good condition at all time

Qualification

- At least KCPE certificate
- Ability to work with no supervision
- Ability to read and write
- Have good working attitude



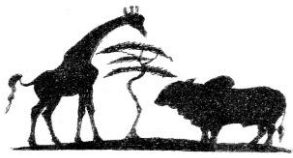
5.5 SECURITY OFFICER

Duties

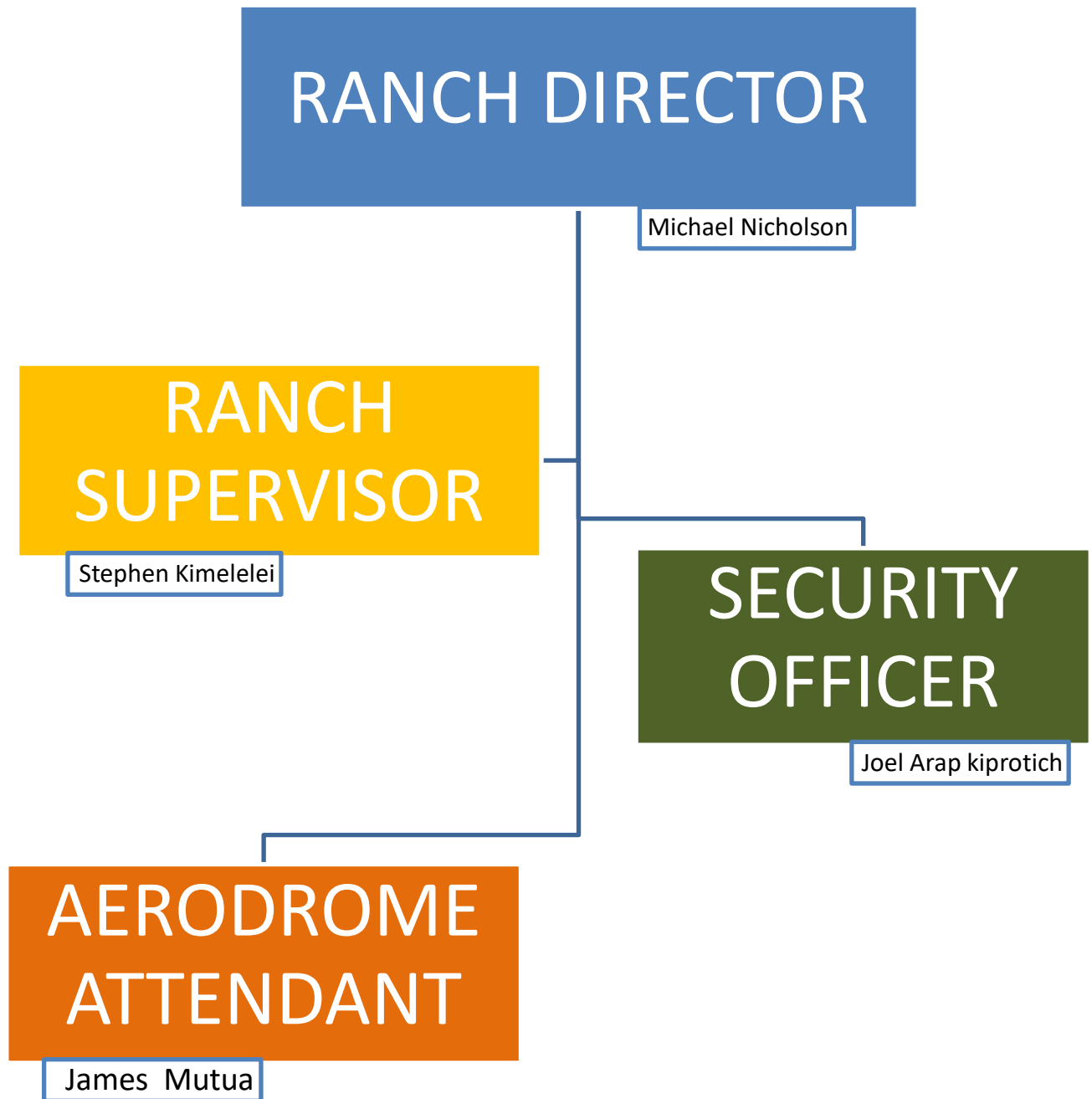
- controlling the access of people and items into and out of arriving and departing aircraft.
- Carrying security patrols at the airstrip
- Assisting with any emergency situation that may arise at the airstrip
- provide ongoing surveillance of airstrip facilities buildings and the surrounding grounds
- Maintaining the peace and protect passenger safety by enforcing rules regarding flight boarding and proper behaviour.
- Support law enforcement in accordance with the manual.

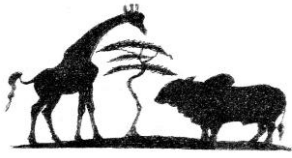
Qualification & Skills

- At least KCPE certificate
- Ability to work with no supervision
- Ability to read and write
- Have good working attitude
- Able to work under pressure.
- Able to follow and give directions.
- Able to work with a team.
- Have high attention to details.
- Have good customer service skills.
- Be physically fit.

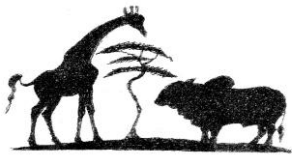


5.6 RANCH ORGANIZATION STRUCTURE

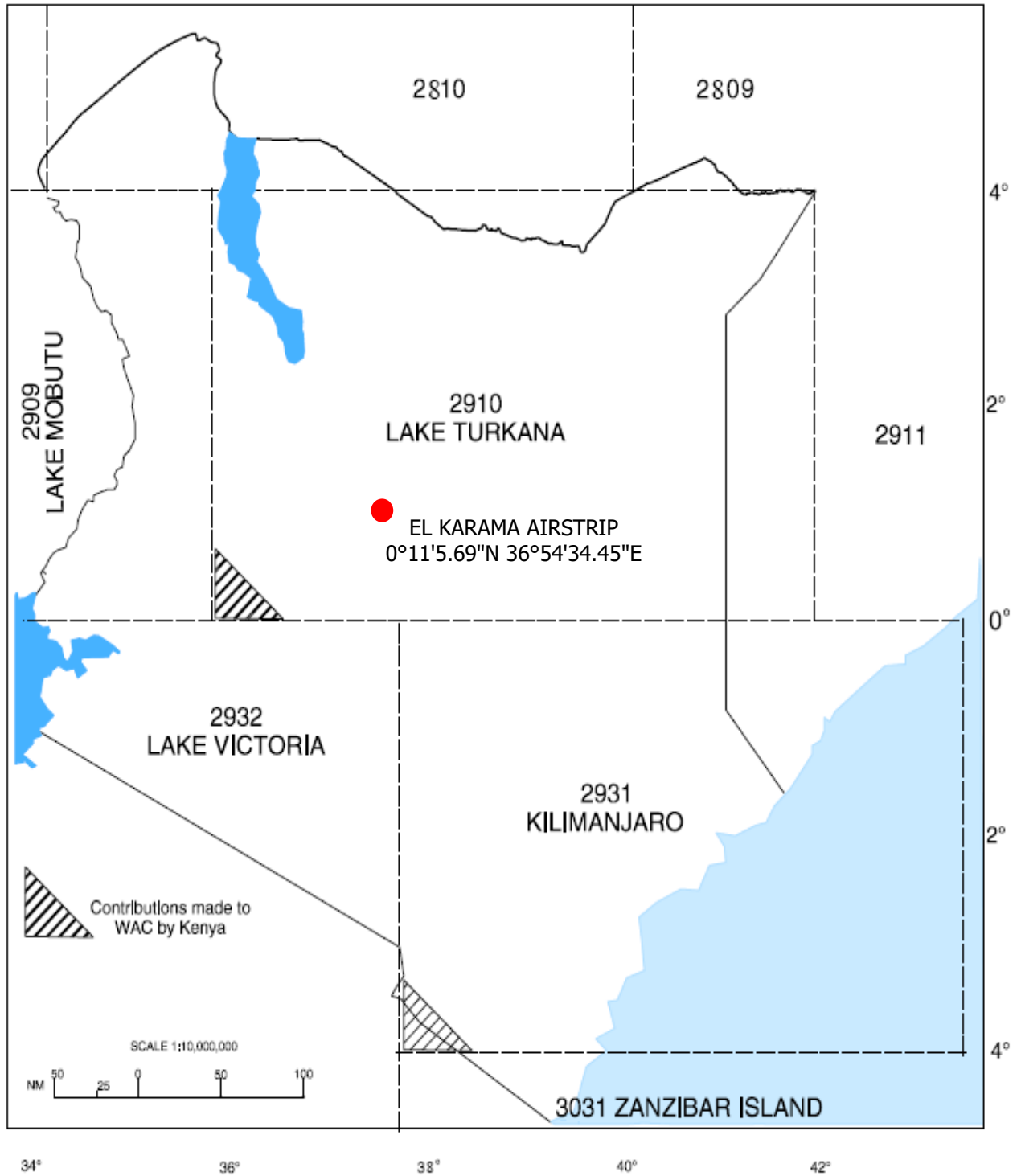


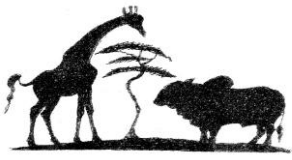
**PART 6: APPENDICES**

APPENDICES:		PAGE NO
APPENDICE A	Aerodrome Location Chart	41
APPENDICE B	Aerodrome Facilities Plan	42
APPENDICE C	Aerodrome Boundaries Plan	43
APPENDICE D	Aerodrome nearest City/Town Plan	44
APPENDICE E	Aerodrome inspection report Form	45
APPENDICE F	Aerodrome Access Control inspection report Form	46
APPENDICE G	Particulars of the land title of aerodrome site	47

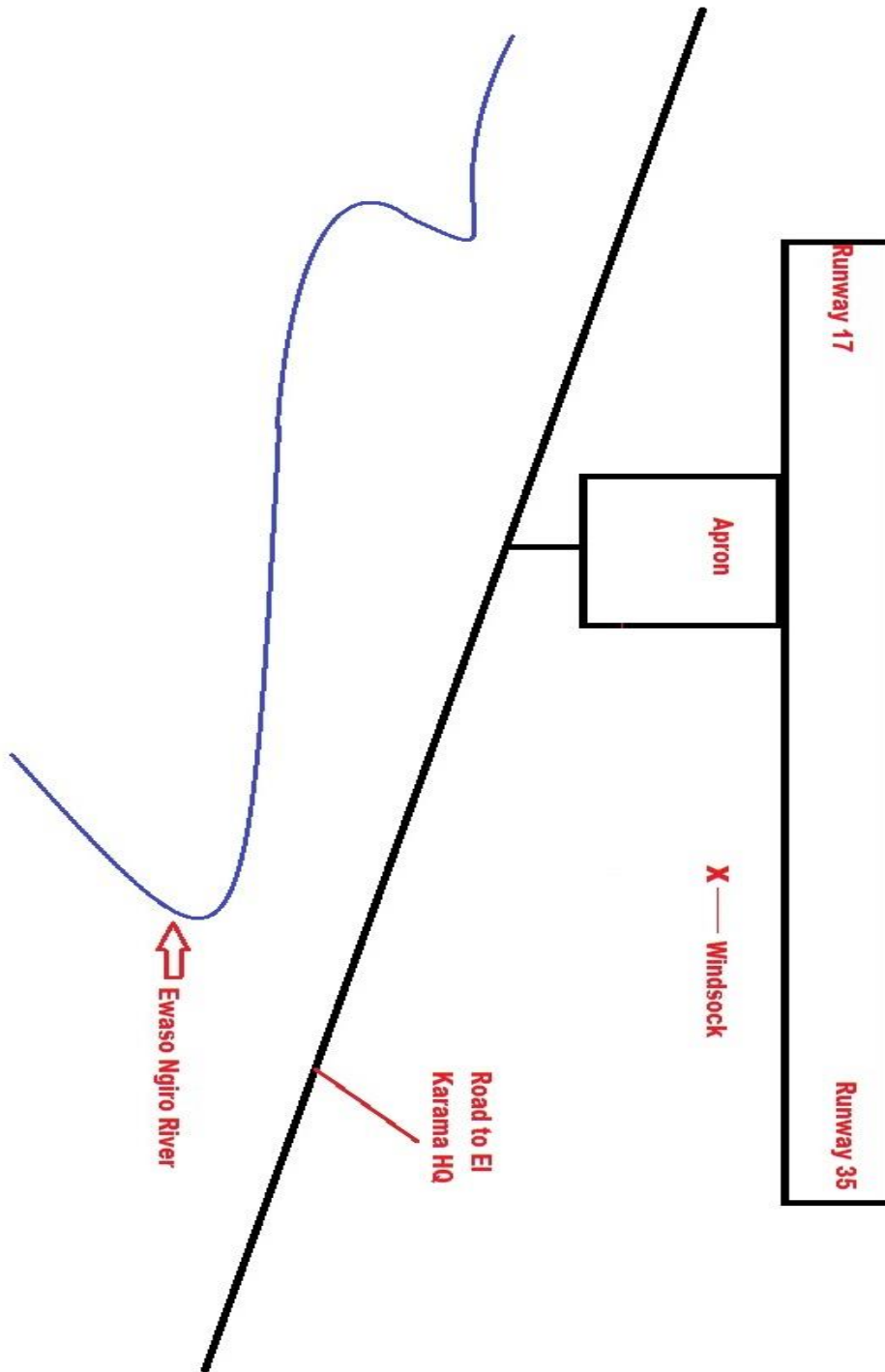


**6.1 APPENDICES A:
Aerodrome Location Chart**





6.2 APPENDICES B:
Aerodrome Facilities Plan

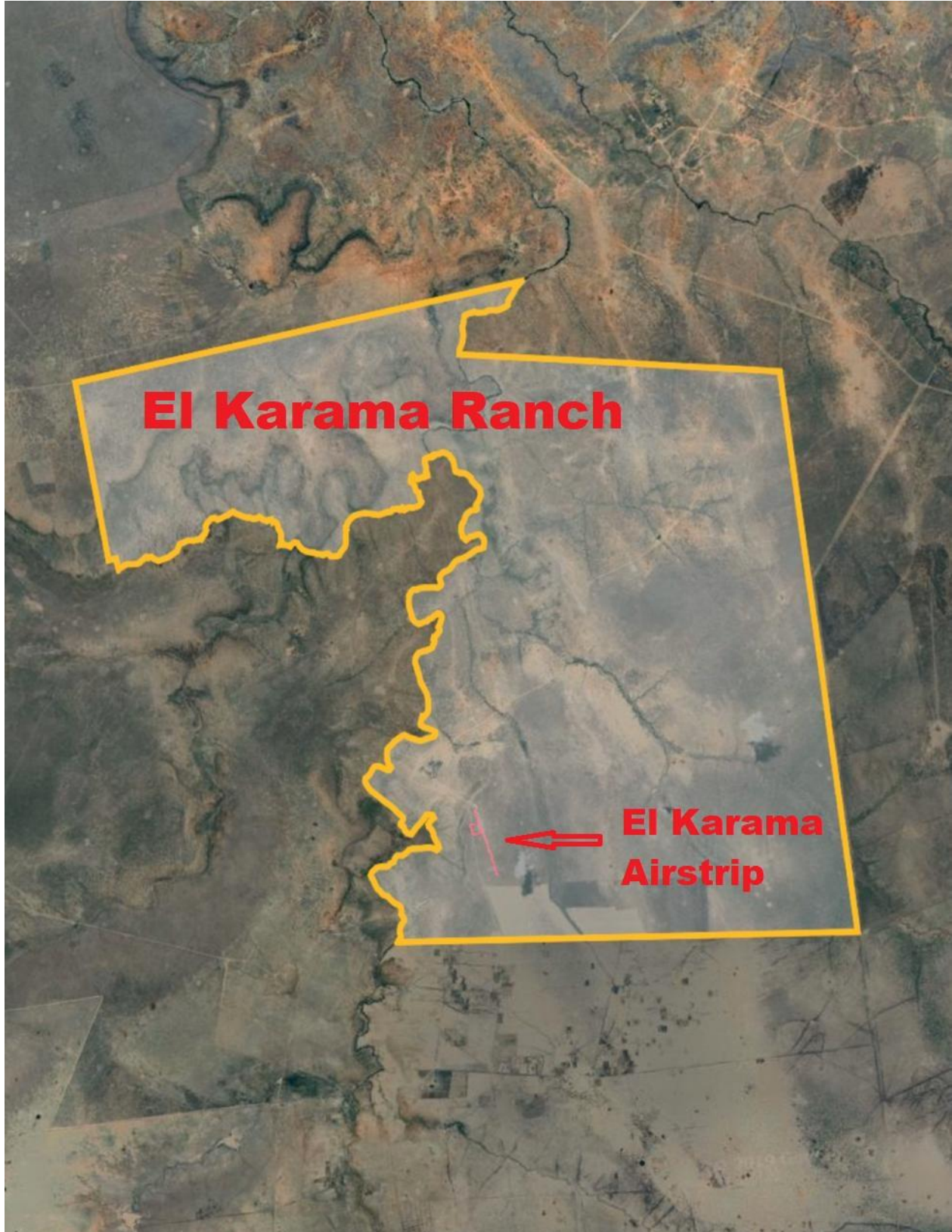


EL KARAMA AIRSTRIP INFORMATION



6.3 APPENDICES C

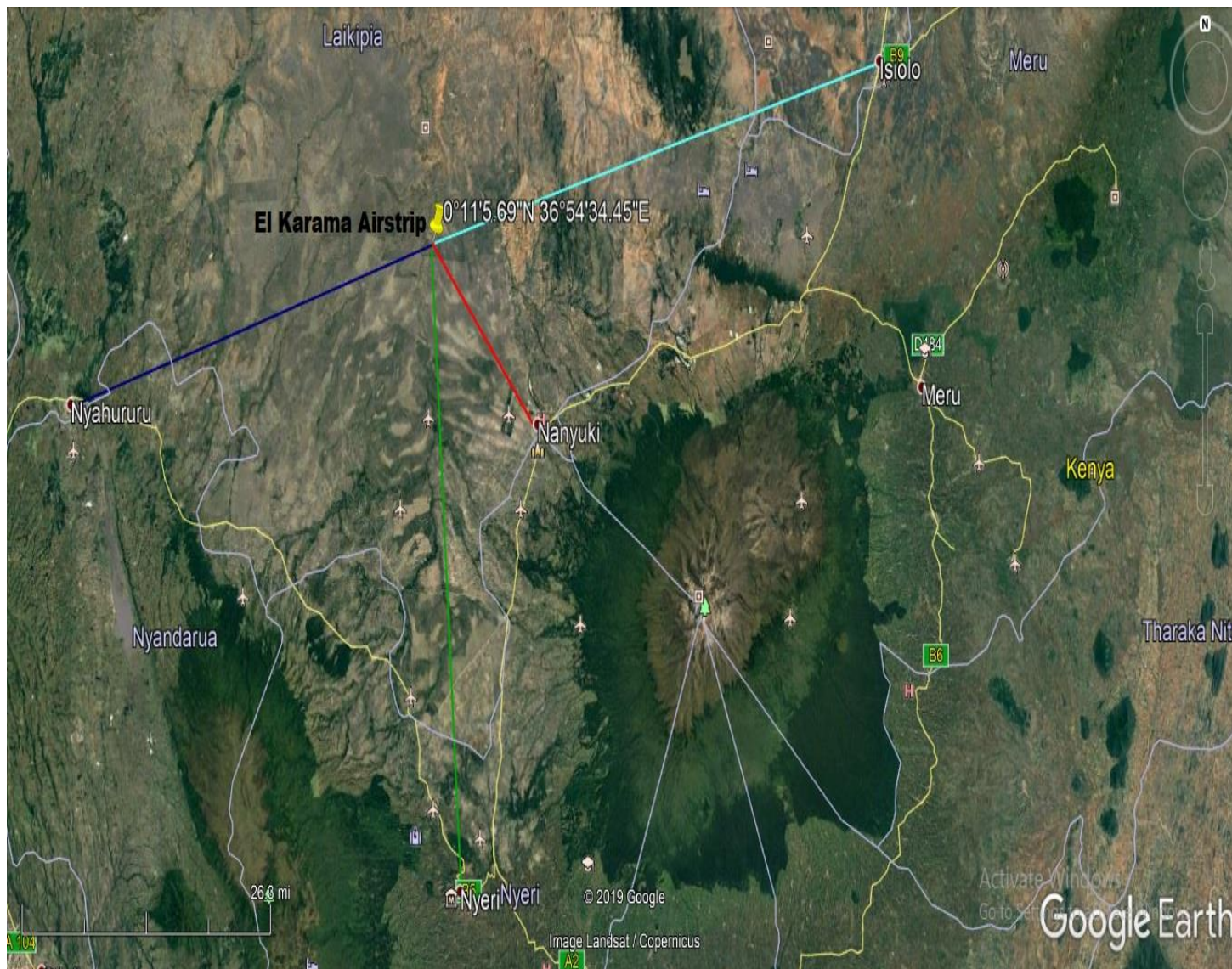
Aerodrome Boundaries Plan





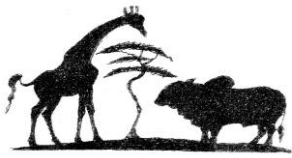
6.4 APPENDICES D

Aerodrome nearest City/Town Plan



KEY:

-  El Karama – Nyeri 35.3 Nautical Miles
-  El Karama – Nanyuki 15.1 Nautical Miles
-  El Karama – Nyahururu 33.2 Nautical Miles
-  El Karama – Isiolo 41.9 Nautical Miles



6.5 APPENDICE E

Aerodrome inspection report Form

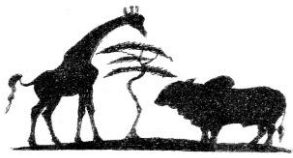
DATE:	TIME:			
TYPE OF INSPECTION				
FACILITIES	CONDITION	X	REMARKS	RESOLVED BY
PAVEMENT AREAS	FOD/Debris/Ponding			
	Cracks/Heaves/Blowups			
	Surface Conditions			
	Animal Tracks			
Safety Areas	Ruts/surface Variation			
	Drainage/construction			
	Debris			
	Unauthorized objects			
	wildlife			
Markings	Clearly Visible			
	Hold Positions			
Apron	Debris			
	wildlife			
	Markings			
	Unauthorized objects			
Airstrip	Markings			
	Unauthorized objects			
	Debris			
	Drainage/construction			
Perimeter Fence	Unauthorized objects			
	Continuity			



6.6 APPENDICE F

Aerodrome Access Control inspection report Form

DATE:	TIME:			
TYPE OF INSPECTION				
FACILITIES	CONDITION	X	REMARKS	RESOLVED BY
Public Protection	Unauthorized persons			
	Unauthorized vehicles			
	Gates Closed			
	Gates clear			
Wildlife Hazards	Wildlife present/location			
	Birds in vicinity			
	Dead Birds			
	Unauthorized objects			
Pedestrians in Movement Area	Pedestrians present			
	Pedestrian activity			
	Pedestrians location			
Ground Vehicles	Vehicle present			
	Vehicle location			
	Vehicle activity			
Perimeter Fence	Unauthorized objects			
	Continuity			



6.6 APPENDICE G

Particulars of the land title of aerodrome site

1. Particulars of the Applicant

Full Names of applicant:

EL KARAMA LTD

Address:

P.O. BOX 172 NANYUKI

..... Postal Code: **10400**

Position: **NANYUKI, KENYA, LAND L/R NO 2749**

Phone: **0713549019**

Fax: **N/A**

E-mail:

info@elkamaranch.com

2. Particulars of the Aerodrome Site

Aerodrome Name (Category):

C

Real Property Description:

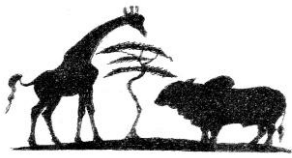
CONSERVANCY

Geographical Coordinates of the Aerodrome Reference Point:

Latitude: **N00°11'05.69"**

Longitude: **E36°54'34.45"**

(in degrees, minutes and seconds and in WGS-84 format)



3. Is the applicant the owner of the Aerodrome Site

Yes

If yes, provide Land Title:

If No, provide:

(a) Details of rights held in relation to the site; and

(b) Name and address of the owner of the site and written evidence that permission has been obtained for the site to be used by the applicant as an aerodrome.

4 Indicate the critical aircraft expected to use the Aerodrome

Critical aircraft type: **CESSNA CARAVAN 208**

Intended commencement date of aerodrome operations:

IMMEDIATE

Other information:

N/A

5 Is the aerodrome to be used for regular public transport operations?

No

6 Details to be shown on the Aerodrome Certificate

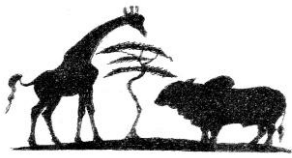
Aerodrome Name:

EL KARAMA AIRSTRIP

Aerodrome Operator:

EL KARAMA LTD

Address: **P.O. BOX 172-10400 NANYUKI**



On behalf of the Aerodrome Operator shown above, I hereby apply for a certificate to operate the aerodrome.

My authority to act on behalf of the applicant is:

CONSULTANT

Signed: **F.M**

Date **NOVEMBER 6TH 2019**

Name of person making the declaration: **FELIX WAKIBIA MAINA**

NOTES:

1. Two copies of the Aerodrome Manual, prepared in accordance with the regulations and the standards in the Manual of Aerodrome Standards commensurate with the aircraft activities expected at the aerodrome, are required as part of this application.
2. The Application should be submitted to the (insert address)
3. On submission of this application, a fee shall be to the Authority to cover the cost of Certification.
4. Documentary evidence in support of all matters in this application may be provided if requested.
5. Other documents required under Part IV of the Civil Aviation (Aerodromes) Regulation shall be submitted together with this application.