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NAIROBI AIRPORT ANNUAL REPORT 1966

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NAIROBI AIRPORT ANNUAL REPORT 1966

INTRODUCTION

During the year 1966 Nairobi Airport saw accelerated progress over the previous year. There were sharp increases in most activities, which have demonstrated the need for immediate expansion of the existing facilities. The year also welcomed the Consultants, who at the request of the Government visited Kenya to examine the existing freight, passenger and baggage-handling facilities and procedures at Nairobi, and to make a report and recommendations on the changes that are necessary to meet existing volume and projected future volume of traffic.

The fleet of aircraft belonging to the National airline, East African Airways was strengthened by the introduction of two Super VC10s. Lufthansa, who stopped operating through Nairobi Airport during the year 1962 resumed during the year in review, with a Boeing 707. Most airlines increased their international movements, the leading one being B.O.A.C. who increased their flights from 19 to 28. Local movements by the National airline have also increased, mainly because of tourists.

Military movements increased tremendously. This was partly due to the R.A.F. operations with the oil uplift to Zambia, necessitated by the crisis in Rhodesia.

The Appendices in the report will reveal the following percentage increases over the year 1965, except for the civil aircraft movements which were on the decrease:

	<i>Per cent</i>
Civil aircraft movements	1.3
Military aircraft movements	153.6
Passengers handled	12.6
Mail	10.8
Freight	21.3
Aviation fuel uplift	44.7

The number of tourists passing through the Airport increased greatly during the year in review. Their movement increased the number of charter aircraft which were handled at the Airport.

Heads of State/Prime Ministers who either visited Kenya, or passed through the Airport increased considerably over the previous year. Heads of State/Prime Ministers from the following countries either visited Kenya or passed through the Airport:—

Botswana, Britain, Burundi, Republic of Cameroon, Republic of Central Africa, Congo (Kinshasa and Brazzaville), Ethiopia, Ghana, Israel, Lesotho, Liberia, Malagasy, Malawi, Mauritius, Senegal, Somalia, Sudan, Tanzania, Uganda, West Germany and Zambia.

Her Royal Highness Princess Marina and His Highness the Aga Khan also passed through the Airport.

Acknowledgements

The Airport Authority wishes to thank all the Government Ministries, the East African Common Services Organization and the East African Airways Corporation for their co-operation during the year in review, and look forward to combined co-operation in the coming year.

PART I—TRAFFIC DEVELOPMENT

1. Aircraft Movements

Nairobi Airport handled 28,359 movements during the year 1966. Out of the total movement figure, 23,576 were scheduled and other civil aircraft, and 4,783 were military movements. The total figure represents an increase of 9.6 per cent in movements. There has however, been a slight decrease of 1.3 per cent in movements of civil aircraft.

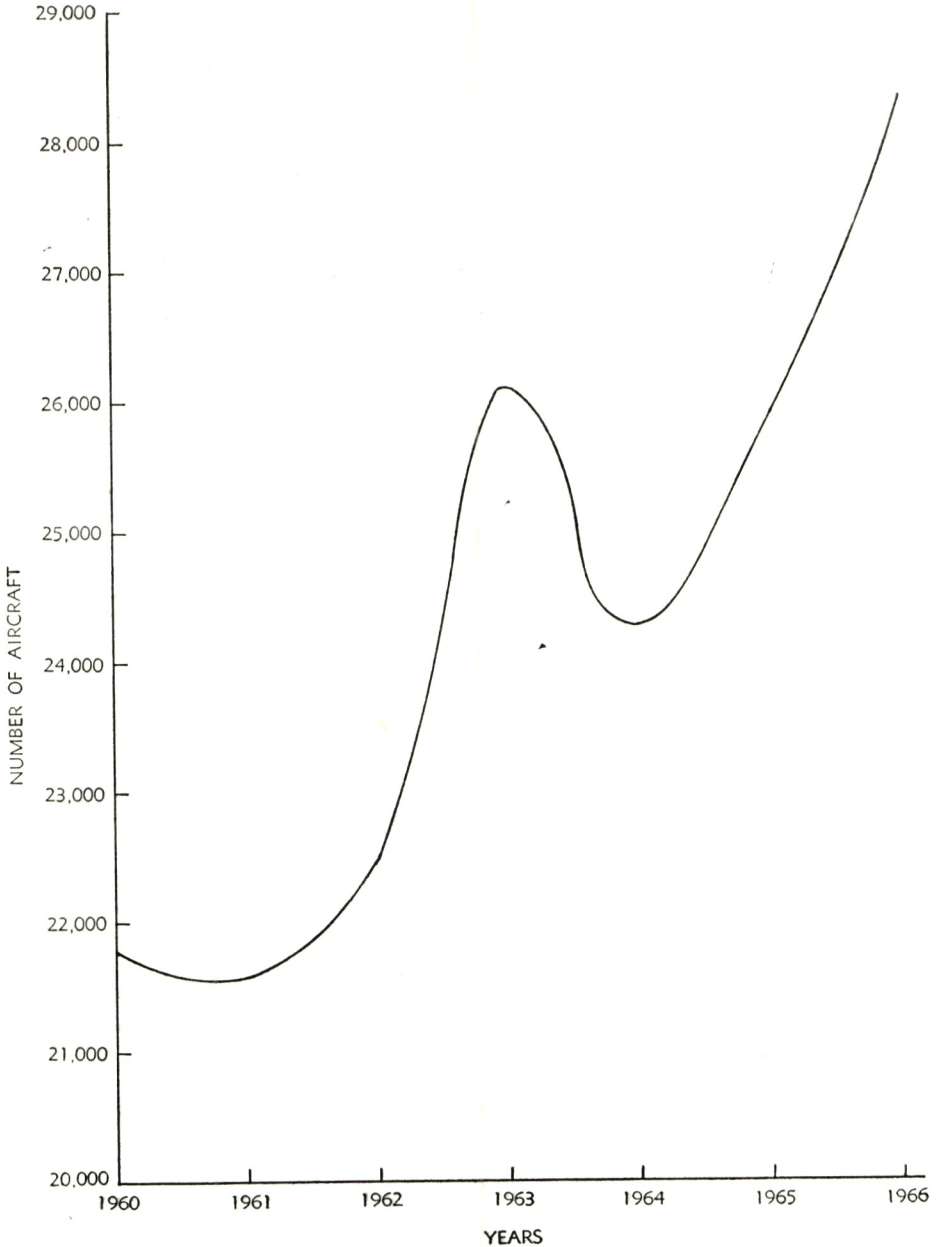


TABLE I: AIRCRAFT MOVEMENTS

There was an increase in charter flights mainly due to tourists. Flights of this nature approximated to five movements per day. The graph appearing at Table I on page 2 shows the development of Aircraft movements between the years 1960-1966, and the chart at Table II gives a survey of Aircraft movements according to type of flight for the years 1964, 1965 and 1966. It also shows the increase or decrease in percentages.

TABLE II (a)—GENERAL SURVEY OF TRAFFIC MOVEMENTS FROM 1964 TO 1966 ACCORDING TO AIRCRAFT TYPE

TYPE OF AIRCRAFT	1964	1965	Per cent ±	1966	Per cent ±
VC.10	1,028	2,564	+149.4	3,506	+36.8
B707	820	732	-10.7	935	+27.7
B720	651	803	+23.3	741	-7.7
B727	—	2	—	6	+200
DC8	510	648	+27.1	715	+10.3
Comets	3,385	3,079	-9.0	3,669	+19.2
BAC-111	—	4	—	2	-50
Convair 990	128	4	-96.9	8	+100
Trident	—	174	—	—	—
H.S. 125	130	122	-6.2	10	-91.8
Mystere 20	—	76	—	20	-73.7
F27	4,122	5,264	+27.7	5,644	+7.2
IL-18	18	26	+44.4	4	-84.6
Britannias	419	103	-75.4	280	+171.8
Belfast	—	100	—	—	—
Super Constellation	91	19	-79.1	18	-5.3
Viscounts	598	486	-18.7	242	-50.2
Heralds	14	—	—	—	—
Hérons	180	116	-35.6	—	—
H.H. 16B	6	28	+366.7	—	—
Canadair CL44	74	—	—	—	—
DC3	5,676	7,280	+28.3	5,571	-23.5
DC 4	185	176	-4.9	90	-48.9
DC 6	646	576	-10.8	404	-29.9
DC 7	199	122	-38.7	161	+32
Military	4,369	1,888	-56.8	4,783	+153.3
Miscellaneous	1,021	1,478	+44.8	1,550	+4.9
TOTAL	24,270	25,870	+6.6	28,359	+9.6

SUMMARY

TYPE OF AIRCRAFT	1964	1965	Per cent ±	1966	Per cent ±
Jet Aircraft (Turbo)	6,522	8,010	+22.9	9,582	+19.6
Prop Jet Aircraft	5,157	5,979	+15.9	6,170	+3.2
Piston Engined Aircraft	7,071	8,317	+17.6	6,244	-24.9
Executive Jet Aircraft	130	198	+52.3	30	-84.8
Miscellaneous	1,021	1,478	+44.8	1,550	+4.9
Military	4,369	1,888	-56.8	4,783	+153.3
TOTAL	24,270	25,870	+6.6	28,359	+9.6

NB.—MISCELLANEOUS.—Mostly other small aircraft used by private operators.

TABLE II (b)—SURVEY OF AIRCRAFT MOVEMENTS ACCORDING TO TYPE OF FLIGHTS

TYPE OF FLIGHT	1964	1965	Per cent ±	1966	Per cent ±
Schedule Commercial ..	12,127	12,861	-6.1	13,368	+3.9
Other Commercial ..	683	458	-33.7	463	+1.1
Other Non-Commercial	131	262	+100	321	+22.5
Charter	1,381	1,333	-3.5	1,609	+20.7
Private	128	108	-15.6	250	+131.5
Test and Training ..	5,451	8,960	+64.2	7,565	-15.6
Military	4,369	1,888	-56.8	4,783	+153.3
TOTAL	24,270	25,870	+6.6	28,359	+9.6

2 (a). Air Traffic Control

A total of 28,359 aircraft movements were controlled by the Air Traffic Control at Nairobi Airport. Among these 8,030 landings and take offs were controlled at night (viz. 6 p.m. to 6 a.m.). This figure gives an average of 22 night-controlled movements per day.

The number of Instrument Landing System Approaches guided by Control Tower reached 4,490 during the year in review. This is an increase of 618 over the previous year.

The Radar-directed Approaches were recorded as 5,207, which is 2,896 more than the previous year.

The following Air Traffic Control Units were maintained for 24 hours:

1. The Approach Control Unit.
2. The Aerodrome Control Unit.
3. The Approach Surveillance Radar.

Other services maintained for 24 hours were the International Notam Office and the Briefing. The chart below gives the figures representing the development of the Air Traffic Control on Aircraft movements.

Year	Total Movements Controlled—All with Radio Communication	Night Movements	Instrument Landing Flights	Radar Controlled Flights
1964	24,270	6,209	2,920	3,418
1965	25,870	5,984	3,872	2,311
1966	28,357	8,030	4,490	5,207

2 (b). Tropical Trials

The Royal Air Force had a Tropical Trial during the year in review, with an Andover aircraft.

3. Services, Routings and Type of Aircraft Used

Airlines	Routings	Type of Aircraft
EUROPE		
E.A.A.	LON/FRA/PAR/ROM/CAI/EBB/NBO/DAR	Comet 4 S.VC 10
B.O.A.C.	LON/FRA/CAIR/NBO/NLA/LUN	VC 10
B.O.A.C.	LON/ROM/EBB/NBO/DAR/MRU	VC 10
B.O.A.C.	LON/ZRH/NBO/BLZ/JNB	VC 10
British United	LON/EBB/NBO	VC 10
Air France	PAR/ATH/EBB/NBO/MJN/TNN	B 707
Alitalia	ROM/ATH/NBO/DAR/JNB	DC 8
Lufthansa	FRA/ATH/NBO	B 707
S.A.S.	CPH/HAM/ZRH/ATH/KRT/EBB/NBO/JNB	DC 8
ASIA		
E.A.A.	BOM/KHI/ADE/ADD/NBO/DAR	Comet 4
El-Al	TLV/THR/NBO/JNB	B 720
Air India	BOM/ADE/NBO	B 707
Aden Air	ADE/MGQ/NBO	VCT.
PAKISTAN I.A.	KHI/JED/NBO	B 720
AFRICA		
E.A.A.	BJM/EBB/NBO/MYD/MBA/TGT/ZNZ/ DAR/BLZ/NLA/LUN	F27
E.A.A.	NBO/KIS/JIN/EBB/MWANZA/DAR	DC 3
Ethiopian	DAR/NBO/ADD/ASM/CAI/ATH/MAD	B 720B
Sudan Airways	KRT/ADD/NBO	Comet 4C
United Arab Airways..	CAI/ADD/NBO	Comet 4C
Air Congo	NBO/EBB/BJM/FIH	DC 6
AMERICA		
Pan American	NYC/DKR/ROB/ACC/LOS/EBB/NBO	DC 8

Cities and Towns Served with Weekly Jet Services

City/Town	Out of Nairobi	Into Nairobi	Main Operating Company
Addis Ababa	7	7	Ethiopian
Aden	8	8	E.A.A.
Asmara	3	3	Ethiopian
Athens	8	8	Ethiopian
Benina	4	3	E.A.A.C.
Bombay	5	5	E.A.A.C.
Cairo	7	5	Ethiopian
Copenhagen	1	1	S.A.S.
Dar es Salaam	37	39	E.A.A.C.
Entebbe	30	32	E.A.A.C.
Frankfurt	10	10	B.O.A.C.
Hamburg	1	1	S.A.S.
Karachi	3	3	Air India
Khartoum	3	3	B.U.A., S.A.S., Sudan Airways.
Lagos	2	2	Ethiopian
London	26	26	B.O.A.C.
Lusaka	3	3	B.O.A.C.
Majunga	1	1	Air France
Mauritius	1	1	B.O.A.C.
New York	1	1	Pan American
Dakar	1	1	Pan American
Paris	3	3	Air France
Rome	15	16	B.O.A.C.
Tananarive	1	1	Air France

Cities and Towns Served with Weekly Jet Services—(Contd.)

City/Town	Out of Nairobi	Into Nairobi	Main Operating Company
Salisbury	—	—	
Teheran	1	1	El-Al.
Tel Aviv	1	1	El Al.
Zurich	1	1	S.A.S.
Johannesburg	12	12	B.O.A.C.

4 (a). Passenger Movements

The number of passengers using the Airport increased from 554,691 in the year 1965 to 624,675 in the year 1966. This figure represents an increase of 12.6 per cent over the previous year. The total number of passengers handled were carried in both civil and military aircraft, the figures being 615,328 and 9,347 respectively. The increase in the number of passengers carried in civil aircraft was mainly due to the developing tourist industry, and that of military due to the Rhodesia crisis. The detailed passenger movement figures are shown in the chart below, each transit passenger is shown as two passengers in the total column:—

				1966	Per cent Increase	1965
Arriving .. .. .	..	Civil .. .. .	.. .. .	194,710	16.9	166,530
			Military	5,103		
Departing .. .. .	..	Civil .. .. .	.. .. .	204,086	16.4	175,409
			Military	4,244		
Transit .. .. .	..	..	.. .. .	108,266	1.8	106,376
				624,675	12.6	554,691

At Table III below is a graph showing the monthly fluctuations of passenger movements between the years 1964-1966, and Table IV is a survey of the development of passenger movements between the years 1960-1966.

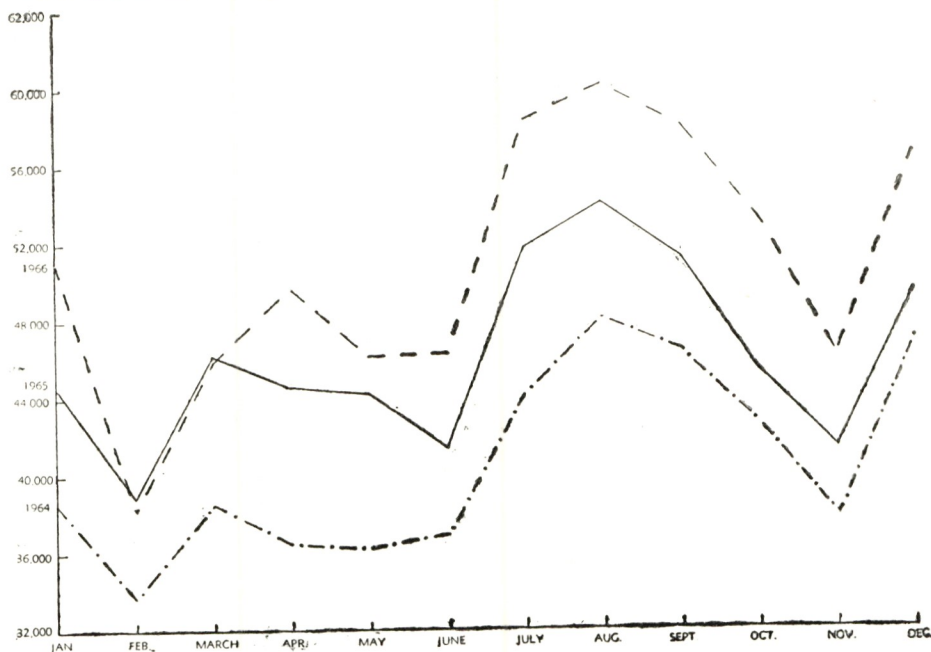


TABLE III: FLUCTUATION OF PASSENGER TRAFFIC

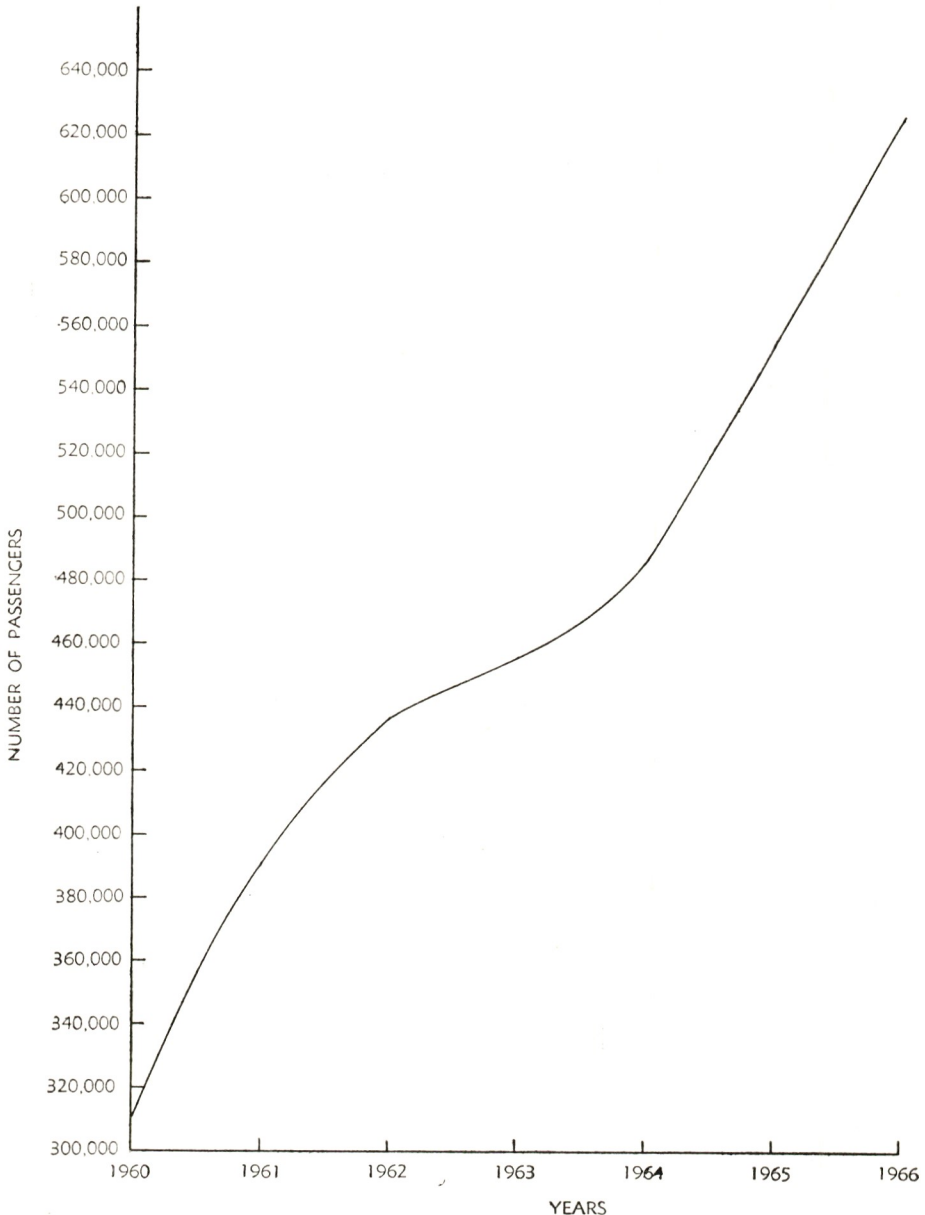


TABLE IV: SURVEY OF PASSENGER DEVELOPMENT

4 (b). Distribution of Passenger Traffic According to Cities

The three tables below show the distribution of passenger traffic, all departures from Nairobi. It will be observed from the figures that among the cities served by jet aircraft from Nairobi, London was the recipient of most passengers, the number being 57,825. The second city was Addis Ababa, handling 28,992 passengers. Table V (a) gives arrivals at African cities and towns, Table V (b) arrivals at Asian cities and towns, and Table V (c) arrivals at European cities, all departures emanating from Nairobi. The departure figures shown are arrivals in Nairobi from the respective cities and towns. The arrival figures shown are the departures from Nairobi to the respective cities/towns.

TABLE V (a)—PASSENGER STATISTICS 1966—AFRICA
Distribution of Passengers According to Cities and Towns Served from Nairobi

MONTH	DAKAR		ROBERTSFIELD		ACCRA		LAGOS		BENINA		CAIRO		KHARTOUM		ASIMARA	
	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.
January ..	8	20	14	19	—	—	104	123	16	8	497	432	74	99	—	—
February ..	14	18	14	19	—	—	69	79	20	9	505	401	83	77	—	—
March ..	12	3	13	21	—	—	69	91	12	13	708	278	78	165	—	—
April ..	22	11	15	16	—	—	92	73	12	12	437	242	85	67	—	—
May ..	9	8	10	20	—	—	102	54	9	18	401	229	85	80	22	22
June ..	10	16	9	39	3	33	63	108	13	24	487	447	56	100	—	—
July ..	12	16	25	39	28	33	67	108	12	24	574	447	112	99	—	—
August ..	14	6	27	15	29	26	88	52	19	23	543	310	148	67	—	—
September ..	4	5	7	26	35	46	49	47	5	13	454	217	113	118	—	—
October ..	17	13	17	25	35	35	92	81	3	8	347	244	65	142	—	—
November ..	18	13	11	20	39	17	70	70	14	11	318	262	95	59	—	—
December ..	14	4	17	7	47	34	69	68	—	—	351	236	235	110	—	—
TOTAL ..	154	133	179	266	216	207	934	954	135	163	5,622	3,745	1,229	1,183	22	22
GRAND TOTAL ..	287		445		423		1,888		298		9,367		2,412		44	

TABLE V (a)—PASSENGER STATISTICS 1966—AFRICA—(Contd.)

MONTH	ADDIS ABABA		MOGADISHU		KINSHASA		BUJUMBURA		BENGHAZI		ENTEBBE		DAR ES SALAAM		NDOLA	
	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.
January ..	1,366	1,140	201	182	12	12	78	110	161	119	746	956	629	635	43	36
February ..	1,151	917	171	146	11	7	45	94	239	200	829	893	501	494	87	49
March ..	1,387	1,185	198	210	32	19	89	103	368	383	988	774	651	663	54	41
April ..	1,194	801	202	312	-	-	91	55	379	391	844	717	698	267	81	92
May ..	1,017	773	232	228	-	-	76	132	324	405	599	584	534	791	237	280
June ..	1,031	1,544	224	204	-	-	101	166	386	496	481	784	700	774	360	336
July ..	1,727	1,548	220	204	-	-	118	166	553	496	754	684	691	761	501	336
August ..	1,804	1,233	182	177	-	-	110	172	448	452	831	715	751	927	390	473
September ..	1,621	1,238	158	196	52	34	32	72	389	484	1,072	951	698	517	525	511
October ..	1,548	868	107	153	80	70	93	151	369	302	1,572	1,709	1,625	1,585	412	260
November ..	1,079	1,004	113	116	92	27	95	121	268	316	1,609	1,641	1,590	1,608	270	277
December ..	911	905	192	175	60	51	66	73	289	389	1,806	1,755	1,799	1,796	497	556
TOTAL ..	15,836	13,156	2,200	2,303	339	220	994	1,415	4,173	4,433	12,131	12,163	10,867	10,818	3,457	3,247
GRAND TOTAL ..	28,992		4,503		559		2,409		8,606		24,294		21,685		6,704	

TABLE V (a)—PASSENGER STATISTICS 1966—AFRICA—(Contd.)

MONTH	LUSAKA		JOHANNESBURG		MAURITIUS		TANANARIVE		MAJUNGA		MOMBASA		No. of FLIGHTS	
	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.
January ..	143	139	692	796	120	129	88	178	4	13	268	305	348	348
February ..	191	235	895	1,136	89	76	163	114	9	9	178	219	318	318
March ..	250	197	800	1,014	77	96	150	242	3	16	190	334	314	314
April ..	326	372	954	763	121	106	120	99	16	15	353	345	361	361
May ..	344	281	638	464	100	116	35	140	11	19	307	311	335	335
June ..	279	340	648	809	113	88	95	305	7	25	355	356	340	340
July ..	375	340	817	809	86	88	90	305	3	25	413	356	333	333
August ..	307	288	761	850	141	143	153	137	22	16	440	405	356	356
September ..	307	265	610	791	97	119	101	137	18	15	776	843	370	370
October ..	319	322	878	842	116	110	115	150	9	14	2,062	1,907	214	214
November ..	351	322	904	907	89	63	183	109	13	53	1,693	1,855	479	479
December ..	170	211	824	1,068	146	37	136	168	10	27	2,178	2,025	464	464
TOTAL ..	3,362	3,312	9,421	10,249	1,295	1,171	1,429	2,084	125	247	9,213	9,261	4,232	4,232
GRAND TOTAL ..	6,674		19,670		2,466		3,513		372		18,474		8,464	

TABLE V (b)—PASSENGER STATISTICS 1966—ASIA
Distribution of Passengers According to Cities and Towns Served from Nairobi

MONTH	ADEN		BOMBAY		KARACHI		TEHERAN		TEL AVIV		JEDDAH		NO. OF FLIGHTS	
	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.
January ..	671	391	1,049	1,023	113	141	4	—	133	100	—	—	57	57
February ..	741	914	972	304	154	161	4	1	95	95	—	—	47	47
March ..	894	787	630	411	144	207	1	—	111	97	—	—	49	49
April ..	884	1,228	827	789	230	123	2	—	153	134	—	—	60	60
May ..	819	890	835	1,437	96	174	7	7	118	123	—	—	61	61
June ..	860	895	1,025	1,122	122	232	—	40	114	119	—	—	59	59
July ..	1,113	1,187	902	931	125	245	13	6	210	153	—	—	67	67
August ..	1,228	1,184	613	785	165	192	5	3	150	193	—	—	67	67
September ..	954	967	671	733	208	149	12	4	146	247	—	—	62	62
October ..	925	806	766	747	167	145	14	1	120	89	—	—	56	56
November ..	941	819	1,041	838	188	258	10	9	76	121	—	18	61	61
December ..	916	816	1,487	1,125	257	268	21	8	114	171	195	31	69	69
TOTAL ..	10,946	10,884	10,818	10,245	1,969	2,295	93	79	1,540	1,642	285	49	715	715
GRAND TOTAL ..	21,830	21,063	4,264	172	3,182	334	1,430							

TABLE V (c)—PASSENGER STATISTICS 1966—EUROPE
Distribution of Passengers According to Cities and Towns Served from Nairobi

MONTH	LONDON		ROME		ATHENS		PARIS		FRANKFURT		HAMBURG	
	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.
January..	2,624	2,475	672	736	103	105	106	71	181	142	10	16
February	1,597	1,383	498	569	101	109	123	97	190	122	5	18
March ..	2,342	1,611	675	485	131	114	214	95	208	81	6	11
April ..	3,030	1,806	668	363	235	87	148	37	325	241	16	3
May ..	2,124	1,453	639	383	234	106	112	54	182	193	14	10
June ..	2,626	1,897	964	576	194	146	166	66	277	191	7	2
July ..	3,098	3,366	852	795	317	243	248	118	234	529	12	10
August ..	3,073	3,008	979	893	379	271	173	90	319	251	37	24
September	3,986	3,036	824	775	284	280	215	84	414	309	17	10
October..	1,803	2,750	462	901	160	220	145	158	264	317	16	10
November	1,646	1,860	501	558	124	183	85	86	286	249	1	—
December	2,544	2,687	566	704	148	139	102	93	413	404	4	29
TOTAL ..	30,493	27,332	8,300	7,738	2,410	2,003	1,837	1,049	3,293	3,029	145	143
GRAND TOTAL ..	57,825	16,038	4,413	2,886	6,322	288						

TABLE V (c)—PASSENGER STATISTICS 1966—EUROPE—(Contd.)

MONTH	COPENHAGEN		ZURICH		DUSSELDORF		BRUSSELS		AMSTERDAM		NO. OF FLIGHTS	
	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.
January..	125	59	347	137	—	—	—	29	—	—	242	242
February	69	52	444	260	—	—	—	—	—	—	210	210
March ..	84	104	318	226	1	—	29	—	—	—	226	226
April ..	40	25	171	231	—	—	—	—	—	—	234	234
May ..	57	45	208	175	—	—	—	—	—	—	234	234
June ..	20	23	224	238	—	—	—	6	22	—	234	234
July ..	67	91	266	450	—	—	—	21	—	—	221	221
August ..	133	138	489	444	—	—	—	10	—	—	244	244
September	24	61	355	592	—	—	2	2	—	—	248	248
October..	51	83	467	274	—	—	—	—	—	—	235	235
November	62	28	265	281	—	—	—	—	—	—	239	239
December	43	81	325	385	—	92	9	17	—	—	211	211
TOTAL ..	775	790	3,879	3,693	1	92	40	85	22	22	2,754	2,754
GRAND TOTAL ..	1,565		7,572		93		125		44		5,508	

4 (c). Visitors to Kenya by Air

The number of passengers visiting Kenya during the year 1966 came in for either business or holiday. Those coming for holiday were more than those visiting for business, and the airports of entry were Nairobi and Mombasa. The chart below gives the appropriate figures for visitors arriving at the two airports.

CHART SHOWING VISITORS WHO VISITED KENYA BY AIR, GIVING THE TYPE OF VISITS THROUGH NAIROBI AND MOMBASA AIRPORTS, 1966

NAIROBI INTERNATIONAL AIRPORT			Figures for Mombasa International Airport	Monthly Total
Month of the Year	Type of Visits		Visitors on Holiday	
	Visitors on Business	Visitors on Holiday		
January	1,006	3,139	984	5,129
February	1,420	3,083	961	5,464
March	1,317	2,950	1,094	5,361
April	1,237	2,903	402	4,542
May	1,262	1,502	575	3,339
June	1,374	1,893	612	3,879
July	1,355	5,233	679	7,267
August	1,293	3,818	763	5,874
September ..	1,190	2,408	1,059	4,657
October	1,278	2,778	668	4,724
November ..	1,217	2,203	1,055	4,475
December ..	703	4,023	643	5,369
TOTALS ..	14,652	35,933	9,495	60,080

It will be observed from the above figures that Mombasa (Port Reitz) is becoming increasingly important. The use of Port Reitz has increased mainly because of Charter aircraft which bring in tourists. It is hoped that with the strengthening of the runway and hardstanding, and lengthening of the runway, the airport should be able to accommodate aircraft of the Comet all-up weight.

During the year in review 129,240 passengers were handled at Mombasa Airport, 18,474 of these passing through Nairobi Airport. Port Reitz registered 14,344 aircraft movements during the year in review. Freight figures passing through Mombasa Airport also increased, and 1,600,721 kilograms were recorded. Out of these 351,909 were delivered at Mombasa, 313,808 were shipped out of Mombasa, and 935,004 in transit.

4 (d). Comparison of Movements at the Four East African International Airports

Airport	Aircraft Movements	Passengers	Freight/KGM
Nairobi	28,359	624,675	11,235,092
Entebbe	15,700	254,233	4,208,871
Dar es Salaam ..	22,534	159,777	2,290,075
Mombasa	14,344	129,240	1,600,721
TOTALS EAST AFRICA ..	80,937	1,167,925	19,334,759

5. Freight

Freight brought in and carried out of the country increased during the year in review. This increase is indicative of the achievement of Government's efforts towards more production, and the opening up of more markets for the country's exports.

The total figure of freight handled was 11,235,092 kilograms, represented as shown on the chart below.

		1965	1966	Per cent ±
Inbound Freight ..	Local	490,497	453,473	-7.5
	International	2,035,666	2,402,695	+18
	TOTAL	2,526,163	2,856,168	+13.1
Outbound Freight ..	Local	1,439,232	1,178,373	-18
	International	3,806,220	4,353,693	+14.3
	TOTAL	5,245,452	5,532,066	+5.5
Freight in Transit International		2,958,580	2,846,858	-3.8
TOTALS		9,261,872	11,235,092	+21.3

During the year 1966, Kenya exported 3,540,887 lb. of fruit and vegetables outside East Africa. Among the main buyers of Kenya fruit and vegetables United Kingdom surpassed other countries with a total intake of 2,504,000 lb. during the 1966 season. West Germany ranked second with a total of 450,417 lb. and Aden third with 248,768 lb. during the same season.

The balance of the produce was exported to different countries of the world which included: Ethiopia, Sudan, United Arab Republic, Zambia, France, Greece, Netherlands, Sweden, Switzerland and Belgium.

6. Mail Handled

The mail handled went up by 10.8 per cent. Whereas during the year 1965 the figure for mail was 1,247,778 kilograms, the year in review saw 1,382,949 kilograms. Mail arriving in the country was 715,194 kilos as against 646,945 for the year 1965, representing an increase of 10.5 per cent, and mail leaving the country was 667,752 as against 600,833 during the year 1965, giving a representation of 11.1 per cent. Tables VI and VII below show the development of freight and mail handled between the years 1960 and 1966.

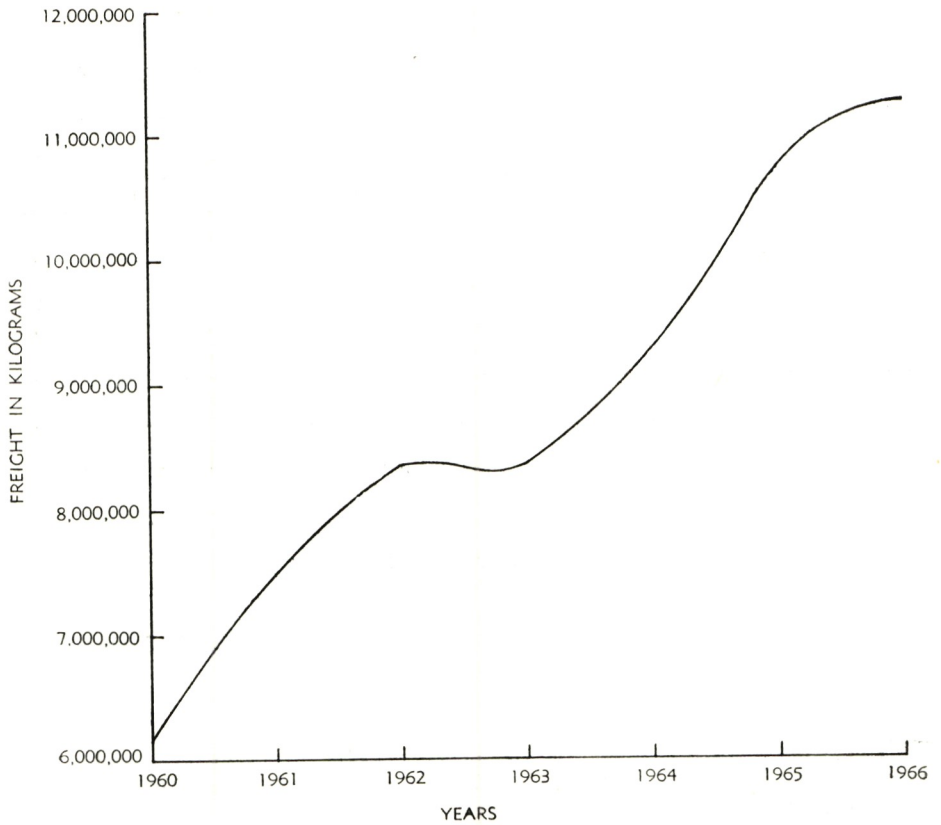


TABLE VI: SURVEY OF FREIGHT MOVEMENT 1960-1966

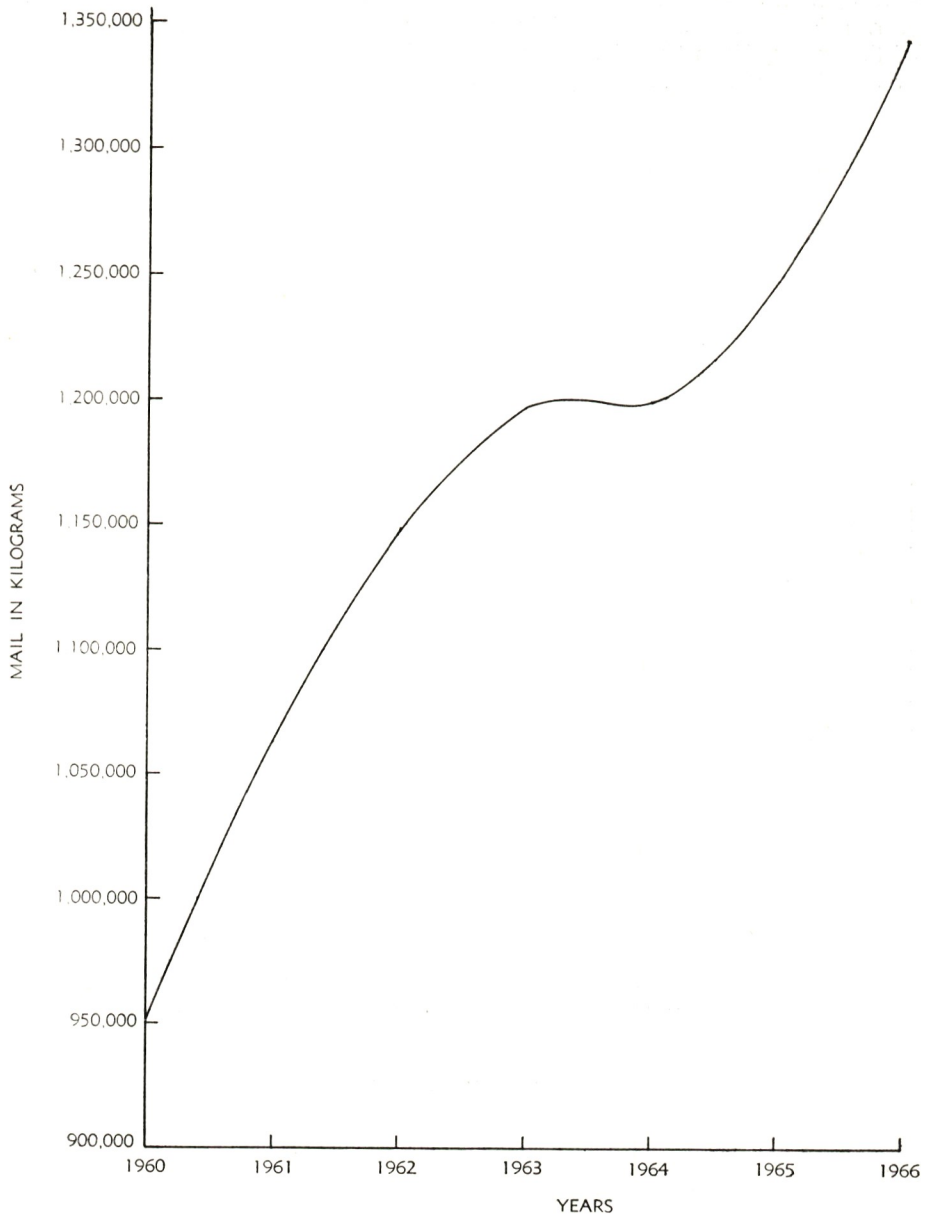


TABLE VII: SURVEY OF MAIL MOVEMENT 1960-1966

7. Aviation Fuel Uplift

The fuel uplifted reached the highest increase percentage ever experienced at Nairobi Airport of 44.7. During the year 33,105,136 Imperial gallons were uplifted as against the figure of 22,875,962½ gallons uplifted in the previous year. This record increase is mainly attributed to the Royal Air Force activities of the fuel uplift to Zambia. The graph at Table VIII below gives a survey of aviation fuel uplift between the years 1960 and 1966.

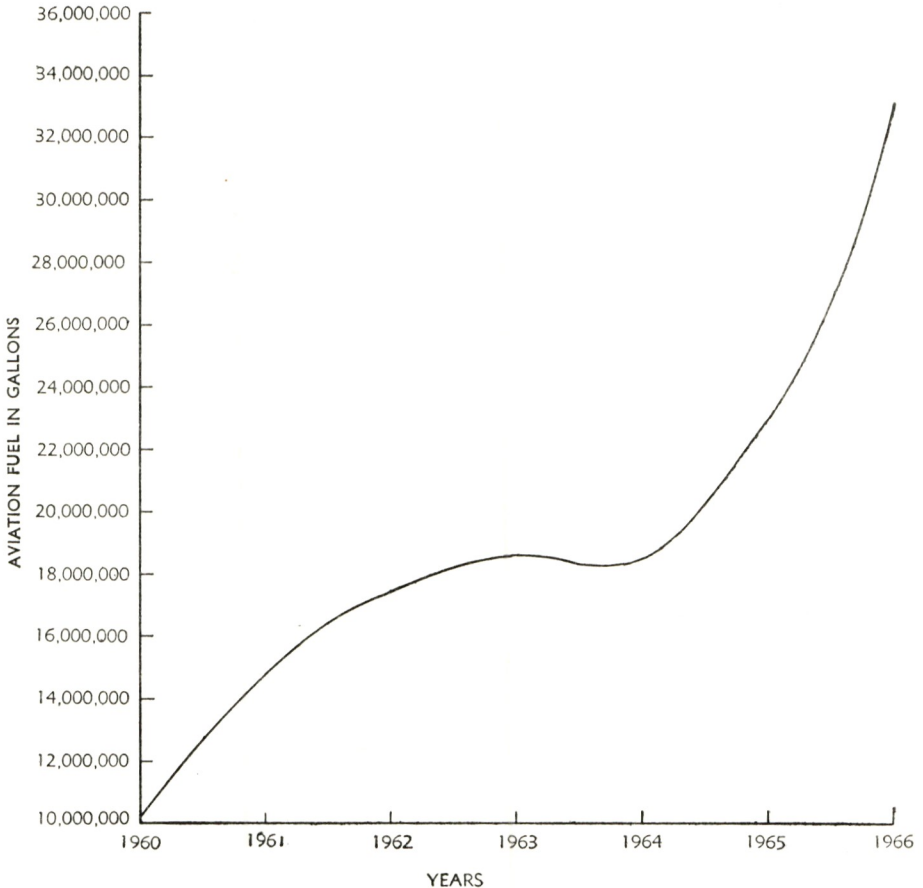


TABLE VIII: AVIATION FUEL UPLIFT

8. Traffic Movements—Peak and Average

The month of August 1966 recorded the heaviest passenger traffic handled through the Airport. The peak periods for movements of aircraft, freight and mail were in the month of December. The record month for aviation fuel uplifted was in July. The two charts below give peak periods, and averages per day.

PEAK MONTHS

Type of Traffic	Month	Number
Aircraft Movements	December	2,299
Passengers Handled	August	60,161
Freight Handled	December	1,038,867 kilograms
Mail Handled	December	153,896 kilograms
Aviation Fuel Uplift	July	3,204,358 Imperial gallons.

DAILY AVERAGES

Type of Traffic	Number
Aircraft	78 movements
Passengers Handled	1,725
Freight	30,781.08 kilograms
Mail	3,788.9 kilograms
Aviation Fuel Uplift	9,069.94 Imperial gallons

CITIES SERVED WITH DIRECT FLIGHTS FROM NAIROBI

Weekly Flights

CONTINENT	AIRLINE	EBB	DAR	JNB	MBA	ADD	MGQ	BLZ	LUN	NLA	MYD	ARY	MSI	KIS	SEU	CAI	BEN	MRU	MJN	KRT	TOTAL	
Africa	E.A.A.	15	7	8	19	2	1	1	2	3	4	4	4	6	1	1	2	1	1	1	1	67
	B.O.A.C.	2	1	1	1	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	14
	E.A.L.	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
	B.U.A.	1	1	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	5
	Air France	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
	Air Congo	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
	Aden Airways . . .	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
	Sudan Airways . . .	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
	Alitalia	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
	Panam	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
	S.A.S.	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
	EI AI	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	TOTAL	..	24	9	13	19	5	2	1	1	3	3	4	4	6	1	1	2	1	1	2	102

CITIES SERVED WITH DIRECT FLIGHTS FROM NAIROBI—(Contd.)

CONTINENT	AIRLINE	ADE	THR	TOTAL	CONTINENT	AIRLINE	LON	FRA	ROME	ATHENS	TOTAL
Asia	E.A.A.	4	-	4	Europe	B.O.A.C.	-	3	7	-	10
	Air India	2	-	2		B.U.A.	1	-	-	-	1
	EI AI	-	1	1		Alitalia	-	-	-	-	2
	TOTAL	6	1	7		Luthansa	-	-	-	-	1
						TOTAL	1	3	7	3	14

KEY FOR CITIES AND TOWNS

EBB	—Entebbe	NLA	—Ndola	MRU	—Mauritius	ASIA	EUROPE
DAR	—Dar es Salaam	MYD	—Malindi	MJN	—Majunga	ADE	LON
JNB	—Johannesburg	ARY	—Arusha	KRT	—Khartoum	THR	FRA
MBA	—Mombasa	MSI	—Moshi				ROM
ADD	—Addis Ababa	KIS	—Kisumu				ATH
MGQ	—Mogadishu	SEU	—Seronera				
BLZ	—Benghazi	CAI	—Cairo				
LUN	—Lusaka	BEN	—Benina				

PART II—EMPLOYEES CENSUS 1966—NAIROBI AIRPORT

A total of 3,794 persons were under employment by the various organizations at Nairobi Airport during the year in review. This figure represents an increase of 9.2 per cent over the previous year. Out of the total figure Government departments and those of East African Common Services had 773 persons under their employment. The racial proportion of persons employed at the Airport was 2,628 Africans, 634 Asians and 532 Europeans. The Kenya Government employs 602 persons out of the total figure, East African Common Services Organization 169 and private firms including airlines 3,023 persons. The largest employer is East African Airways, the National Airline.

ANALYSIS OF EMPLOYEES OF THE KENYA GOVERNMENT AND THE EAST AFRICAN COMMON SERVICES ORGANIZATION

Departments	Kenya Citizens	Citizens of Uganda and Tanzania	British Citizens	Citizens of Commonwealth Countries	Citizens from Non-Commonwealth Countries	Total
Airport Manager ..	321	3	18	6	—	348
Immaigration—Home Affairs	11	—	1	—	—	12
Ministry of Works Electrical	34	—	3	—	—	37
Ministry of Works Maintenance	165	3	3	13	—	184
Health	22	—	1	—	—	23
D.C.A.	47	5	21	2	—	75
Meteorological Department	35	1	—	—	1	37
Customs and Excise ..	37	3	14	—	—	54
Post Office	1	—	2	—	—	3
TOTAL	673	15	63	21	1	773

PART III—AIRLINE COMPANIES OPERATING AT NAIROBI AIRPORT AS AT 31ST DECEMBER 1966

Company	Abbreviation	Regional Manager	Station Manager Nairobi Airport
East African Airways ..	EC	Mr. W. Kyobe ..	Mr. Heather
Aden Airways	AD	Mr. Carlo Moretti ..	—
Air Congo	QC	Mr. Rashidi	—
Air France	AF	Mr. L. Henry	Mr. A. Moreau
Air India	AI	Mr. S. P. Antia	Mr. B. K. Kapoor
Alitalia	AZ	Mr. Carlo Morelli ..	Mr. A. Tuzi
B.O.A.C.	BA	Mr. W. A. J. P. Bickford	Mr. R. D. S. Cockman
B.U.A.	BR	Mr. T. O. Lockhart-Mure	Mrs. M. Pears
El Al	LY	Mr. S. Cohen	Mr. J. Mellin
Ethiopian	ET	Mr. Joe Lowenthal ..	Mr. G. Mehretu
Pan American	PA	Mr. R. L. Reece	Mr. Delaney
S.A.S.	SK	Mr. Hakanson	Mr. Nilsson
Sudan Airways	SD	Mr. S. A. M. Kheir ..	—
United Arab Airways ..	MS	Mr. M. Taher	—
Pakistan International Airlines	PK	Mr. A. Ahmed	Mr. M. S. Siddiqui
Lufthansa	LH	Mr. M. C. Sachau	Mr. K. A. King.

PART IV—BUSINESS MANAGEMENT

(a) *General*

Following a Ministerial change, the Airport transferred to the Ministry of Power and Communications. Thus under this arrangement all the aviation service fees which were collected by the Chief Accountant in the town office, became the responsibility of the Airport Authority.

Legislation was enacted during the latter half of the year requiring all registered owners of aircraft using certain Government aerodromes to pay a fuelling service fee at the rate of ten East African cents per Imperial gallon in respect of aviation fuel uplifted.

(b) *Accommodation*

For the first time since the Airport was opened in 1958 the rents were reviewed and a slight increase effected. On the whole however, there has been a continued demand for additional accommodation in the Terminal Building, Engineering Stores and Freight Shed.

Towards the end of the year the Government enlisted the services of consultants on airports to advise on the future expansion of the Airport. All the airline companies and other interested organizations were given an opportunity to meet the consultants and to air their views regarding the proposed development of the Airport. It is expected that the Consultants' report will be published soon.

(c) *The P.A.B.X.*

The tie-line equipment, linking the Airport Exchange with East African Airways Terminal in the City was installed towards the end of 1966. This equipment will facilitate the installation of an additional board with an internal capacity of 200 extensions and 20 outside lines. When this job is completed the Airport will have an exchange with over 600 internal extensions and 51 outside lines.

(d) *Advertising*

In spite of competition from other forms of advertising media, revenue from this source showed a substantial increase. Negotiations are still taking place for the introduction of a better system of advertising in the Main Concourse of the Terminal Building.

(e) *Catering*

With the continued growth of the Airport activities, revenue from this source has shown a remarkable increase. Renovations were made to the Simba Restaurant which now looks very attractive. A snack bar which has proved popular was constructed on the Waving Base.

(f) *Amenities*

The waving base attracted an increased number of visitors during the year. The visitors were mainly people who had come to the Airport for the purpose of seeing-off or meeting their friends.

Foreign currency exchange and banking facilities continued to be provided by a branch of Barclays Bank, D.C.O., which is situated in the Main Concourse and which is open for 18 hours daily including Sundays and public holidays.

The shops in the Transit Lounge provided the usual services to passengers who are interested in locally made trophies, curios, books and newspapers, and other articles stored at the shops.

PART V—FACILITIES OFFERED AT NAIROBI AIRPORT

1. Aerodrome Fire Service

Nairobi Airport provides a 24-hour daily service of aerodrome fire fighting.

Action by this service was required on 110 occasions due to either technical aircraft difficulties, standby during fuelling when passengers are on board, or in providing assistance in cases of sickness and accidents.

In addition to the existing appliances an order has been placed for a new automatic foam tender worth £20,000, which is expected to be in use by January 1967. This tender is the first of its kind in Africa and it is much better than the other appliances as this can provide foam while on the run.

During the year the Aerodrome Fire Service attended to three minor aircraft accidents, 15 full emergencies, 76 local standby and 16 domestic fires and special services.

2. Information Service

An average of 360 people per day were dealt with during the year 1966 at the Information Desk.

The number of telephone calls seeking information regarding movements of aircraft were approximately 360 per day. There was a trend during the year for more people to use telephones.

Conducted Tours

During the year 1966 the Airport receptionists dealt with 220 groups of conducted tours round the Airport. This represents an increase of 175 per cent over the figures of 1965. Among these, 169 were Primary School groups, 40 were Secondary School groups, and 11 were groups of training centres, youth groups and Government institutions.

Information Desk Staff

During the year 1966 Africanization was completed at the information desk with the retirement of two European officers who had served at the desk since 1958. The six Trainee Receptionists qualified during the last half of the year under review.

3. Ministry of Works—Electrical Branch

A 24-hour daily service was maintained by the electrical department of the Ministry of Works throughout the year 1966. The staff of this branch provided services in maintaining and repairing electrical installations and equipment all over the Airport.

There was always a Duty Electrician in charge of the electrical maintenance team to ensure a continuous supply of electricity at the airport.

New Jobs

Three new jobs were started by this department during the last half of 1966. These were:—

The installation of electrical works at the new V.I.P. lounge which is now undergoing some major alterations.

Electrical installation work at the new Meteorological Observatory at the end of Runway 06.

The installation of security lighting round the Ministry of Works yard.

4. Ministry of Works—Building Maintenance

The year 1966 was a very busy one for this section, for in addition to Nairobi Airport services were provided for both Eastleigh and Wilson aerodromes.

WORK CARRIED OUT

Nairobi Airport

Nairobi Airport has been very busy with minor and general maintenance work which included:—

- (a) The construction of the Meteorological Observatory at the end of Runway 06.
- (b) The construction of the new security wall around the Ministry of Works yard.
- (c) The construction of barracks, blocks and offices at the G.S.U. camp.
- (d) The construction and alterations of the new V.I.P. lounge.

Wilson Airport

The aircraft movements at Wilson Airport have now reached 11,500 per month. This means a heavier maintenance cost to the murrum runway.

Because of the increased aircraft traffic at this airport, there is an ever-increasing problem of accommodation for both aircraft and personnel.

Funds have already been secured for the construction of an Immigration Office which is to be built adjacent to the Police Air-wing.

Eastleigh Airport

In September 1966 work started on the runway project which included the resurfacing of 6,000 ft. with tarmac and lighting the runway.

Labour Force

By 31st December 1966, this department had a work force of 184. Due to the increasing activities of this department it is desirable that the labour force should be increased. This could not be done as there were no houses available for accommodation.

5. Nairobi Airport Security Service

Security Department: Ministry of Power and Communications

During the year 1966 the security department was kept busy in providing the security arrangements for the safety of the V.I.Ps. who numbered 1,590. This represents 22.3 per cent over those who used the V.I.P. lounge in 1965. Among these, 22 were Heads of State/Prime Ministers, most of whom were in direct transit.

Lost and Found Property

During the year in review 638 articles were lost and found. Out of these 268 were handed back to the rightful owners, and the rest handed over to the police for disposal after being kept at the Airport for a period of six months.

6. The Kenya Police: Embakasi Police Station

Crime. There were 36 cases reported during the year which were connected with Nairobi Airport. The majority were thefts from the East African Airways Corporation. A breakdown of the offences is as follows:—

(i) Theft (including theft by servant)	26
(ii) Office breaking	2

(iii) Receiving/Conveying	3
(iv) Indecent Assault	1
(v) Theft of Motor Vehicle	1
(vi) Theft from Motor Vehicle	3

Convictions were obtained in 19 out of a total of 27 cases taken to court. At the time of writing two cases are still before court. The total value of property stolen was K.Sh. 9,848.10 of which K.Sh. 5,064.95 was later recovered.

Ceremonial Occasions. There were 24 occasions during the year when visiting dignitaries arrived or departed, requiring the attendance of extra police for security and traffic duties. Many of these were in April, when the Heads of States' Conference was held in Nairobi, and in November when the O.A.U. Conference was held in Addis Ababa.

There were also numerous occasions when lesser dignitaries arrived or departed, which required extra police coverage.

7. East African Posts and Telecommunications Administration

A full range of postal services facilities are offered at the Post Office between the hours of 0830 and 1630 from Mondays to Fridays and 0830 and 1300 on Saturdays. Limited facilities are offered by an appointed agent which include the sale of stamps, acceptance of telegrams and other postal transactions of similar nature.

Postal business at the airport has increased considerably during the last two years. This is due to the increase of airline establishments during the year under review.

During the year 1966 a total of 1,382,949 kilograms of mail passed through Embakasi Airport Post Office. This represented an increase of 10.8 per cent over the 1965 figures.

Among these, the number of mail bags handled reached 1,500. The number of unregistered letters reached 484,170.

8. East African Meteorological Department

A 24-hour service was maintained at the observatory and forecasting office throughout 1966. Half-hourly Airfield weather observations and special intermediate reports on sudden weather changes were provided. Airfield weather forecasts, briefing and documentation on weather along all internal and international air routes were issued on routine and request basis. Display units of airfield radar, ceilograph, runway thermometers and anemometers in the forecast office allow a precise briefing of aircrew on the take-off conditions before their departure.

The number of route weather documentations issued to aircraft departing from Nairobi Airport reached nearly 900 in some months, almost three times as many as in March 1958, when the airport was opened.

All staff in the Nairobi Airport Forecast Office are African.

METEOROLOGICAL DATA FOR THE YEAR ENDING DECEMBER 1966

Month	Rainfall (mm.)	MEAN HUMIDITY %		MEAN TEMPERATURE °C.		ABSOLUTE TEMPERATURE °C.		MEAN PRESSURE mb		HOURS OF SUNSHINE		No. of days with Fog or stratus $\frac{3}{8}$ or more below 300 ft.
		00.01 G.M.T.	12.00 G.M.T.	Max.	Min.	Max.	Min.	06.00 G.M.T.	12.00 G.M.T.	Hrs.	Mins.	
January	24.9	91	41	27.9	12.4	29.3	9.3	841.3	837.6	297	57	17
February	90.9	89	45	28.1	14.0	31.2	10.3	840.3	836.5	251	38	13
March	114.2	94	50	26.5	14.4	30.1	11.7	840.2	836.5	220	17	32
April	97.4	98	59	25.0	14.3	27.0	12.0	840.6	837.2	209	01	38
May	48.5	94	52	25.3	13.1	27.5	10.1	842.2	838.9	230	39	37
June	15.1	91	49	23.9	11.7	26.9	8.6	842.9	840.0	140	05	8
July	—	88	52	23.3	11.6	27.5	7.2	842.1	839.2	117	45	6
August	35.1	92	51	24.8	10.8	27.8	8.8	841.9	838.8	160	22	12
September	8.0	91	44	26.1	11.9	30.4	8.8	842.3	838.2	180	01	9
October	28.2	90	39	27.2	12.2	30.2	8.0	841.8	837.4	243	20	3
November	92.7	97	54	24.8	13.0	26.9	12.0	840.7	837.1	226	12	17
December	13.8	90	41	26.6	11.8	28.9	8.4	840.0	835.9	310	23	8

METEOROLOGICAL DATA FOR THE YEAR ENDING DECEMBER 1966—(Contd.)

NOTES

RAINFALL

The total produce of precipitation from the atmosphere as received and measured in inches in a rain gauge. The monthly depth of rainfall at Nairobi Airport is measured from 0900 E.A.S.T. on the first of each month to 0900 E.A.S.T. of the first of the following month.

MEAN HUMIDITY PER CENT

Humidity refers to the invisible gas or vapour, which may be mixed in varying proportions with the dry air of the atmosphere and is a measure of wetness. It is listed as a percentage for midnight and mid-day G.M.T. (0300 E.A.S.T.), the periods of approximately maximum and minimum humidity.

CENTIGRADE °C.

A scale having the ice point at 0° and the boiling point of water at 100°.

MEAN TEMPERATURE °C.

The temperature of the air is measured in a thermometer screen at 4 ft. 6 in. above ground level. The daily maximum and daily minimum temperatures are meant for the month, generally, maximum temperatures occur in the mid-afternoon and minimum temperatures just before dawn.

ABSOLUTE TEMPERATURE °C.

The absolute maximum temperature for the month is the higher daily maximum recorded in that month. The absolute minimum temperature for the month is the lowest daily minimum figure recorded in that month.

MEAN PRESSURE

The average force per unit area exerted by the air on a horizontal surface at airfield level. The mean pressures are listed for 0900 and 1500 E.A.S.T.; the times of approximately maximum and minimum pressures.

HOURS OF SUNSHINE

The duration of bright sunshine is measured by a trace on a card, when sun is shining, by a spherical lens. Intermittent sunshine produces broken lines the combined length of which gives direct measurement in hours.

FOG

When, due to the presence of particles of condensed moisture suspended in the atmosphere at ground level, the horizontal visibility falls below 1,100 yards, a condition of fog exists.

STRATUS CLOUD

A uniform layer of cloud, resembling fog but which is not resting on the ground.

9. Immigration Department

General

During the year 1966, the total number of passengers who passed through Immigration at Nairobi Airport was 199,531, compared with 162,028 handled in 1965. This represents an increase of 23.1 per cent over the figures of 1965.

The number of aircraft handled was 7,108 compared with 6,050 handled during 1965. This represents an increase of 17.5 per cent over the figures of 1965.

During the same period the total number of passengers travelling inter-territorially rose from 40,817 in 1965 to 41,556 in the year being reviewed, representing an increase of 4.2 per cent. The passengers are classified as follows:—

Type of Passengers	1965	1966	+ or —
Visitors	10,947	10,519	—428
Transit	12,693	13,567	+874
Holder of Kenya Passports	17,177	17,470	+293
TOTAL	40,817	41,556	+639

The total number of International passengers handled through Immigration Control rose from 121,211 in 1965 to 157,975 in 1966, an increase of 30.3 per cent.

Nairobi Airport Immigration staff stood as follows on 31st December 1966:—

Designation	Total Number	African	Asian	European	Kenya Citizen	British Citizen
Senior Immigration Officer	1	1	—	—	1	—
Immigration Officer ..	9	6	2	1	8	1
Asst. Immigration Officers	1	1	—	—	1	—
Orderly	1	1	—	—	1	—
TOTAL	12	9	2	1	11	1

10. Health Services

Nairobi Airport carries out a 24-hour daily service in providing health services in conformity with all requirements of International Health Regulations.

International Inoculation Facilities

One of the major additions to our existing facilities was getting the airport recognized as an International Vaccination Centre against Yellow Fever by the W.H.O. This means that for purposes of international travel our centre gives inoculation and the necessary certificate. This additional facility was quickly made use of by both international and local people. Whereas formerly one could only get such vaccinations like yellow fever, cholera, plague, typhoid from the City Hall, they are now readily available at our Port Health Office, practically for 24 hours.

Quarantinable Diseases

A weekly average of 75 international flights from both infected and other local areas were checked on arrival for the presence of insect infestation and also for ensuring if thorough disinfecting had been carried out. In addition, persons arriving from infected local areas were also checked for the relevant valid health certificates as required by the International Sanitary Regulations. Those without valid certificates were quarantined for the incubation period of the disease. Some were vaccinated and let go.

The total number of persons incubated, vaccinated and quarantined were as follows:

<i>Smallpox</i> . Persons arriving without valid certificates vaccinated ..	266
<i>Yellow Fever</i> . Persons arriving without valid certificates inoculated ..	13
<i>Cholera</i> . Persons arriving without valid certificates inoculated	42
<i>Yellow Fever and Cholera</i> . Persons quarantined for yellow fever and cholera	38

The measures taken against arrivals from locally infected areas without valid inoculation certificates for cholera and yellow fever have been criticized as strict, but we feel fully justified in the attitude we have taken to prevent the incidence of these communicable diseases.

Exports of Monkeys

Health certificates to cover vervet monkeys, baboons and bush babies were issued throughout the year. These animals held in mosquito-proof quarantine accommodation for a period of 15 days.

Sewage Disposal and Refuse Control

Constant checking on mosquito breeding and fly nuisance at the sewage lagoons was carried out throughout the year.

Mosquitoes

Strict anti-malarial measures were in force throughout the year. Weekly inspection of the Airport areas and oiling of the possible breeding spots, was carried out regularly. All the adult mosquitoes caught were examined by the Medical Research Laboratory. Two adult *Aedes Aegypti* were detected at the laboratory. Nevertheless, the *Aedes Aegypti* index remained below one per cent. Visits were paid regularly to some of the breeding spots.

Mosquito Control: Owing to a good deal of building construction work going on in and around the Airport it was inevitable that mosquito breeding should increase. The health staff nevertheless, were able to cope with this problem. The collection of three *Aedes* from the terminal building during the year should not cause undue alarm. Careful investigation seems to ascribe this to human failings rather than to lack of vigilance.

11. East African Customs and Excise

The Nairobi Airport Collectorate is under the control of the Collector of Customs and Excise stationed at the Airport. In spite of a general shortage of staff during the year, the Chief Preventive Officer and his staff of 26 Preventive Officers and 17 Preventive men were able to maintain a 24-hour service for the

clearance of passengers, air-crew and their baggage, the uplift of aircraft stores and general preventive duties. The section maintains a 24-hour watch and service throughout the year which ensures quick clearance of passengers and their baggage throughout the day.

Freight and cargo services are provided by the Freight Section at the Airport and a night officer is always available in case of need after office hours. The Department also carries out other duties on behalf of other Government Departments especially in connexion with import and export control of restricted and prohibited goods. Checks are carried out on import and export licences. The Department works in close co-operation with the Immigration Authorities at the Airport and with the Police Department in the enforcement of Government laws and regulations.

PART IV—FUTURE DEVELOPMENT

During the year in review the Airport which was designed to handle 200,000 passengers handled 624,675 passengers. Being conscious of this difficulty the Government enlisted the advice of Airport Consultants who visited Nairobi during November-December 1966 to study the problem then make recommendations on development of the Airport. The recommendations, which at the time of writing this report have been received by Government, cover most of the important aspects of development for Nairobi Airport. They include an extension to the existing Terminal Building in a north-easterly direction providing for a Departure Terminal, the present Terminal to remain for arrivals only. It is hoped that the extended Terminal will not only have the Departure Concourse, check-in points, Departure and Transit lounges, but also ample office accommodation for the airlines. The recommendations also include an additional apron, some 600 feet in a north-easterly direction keeping the same width as at present.

Recommendations were made for the provision of conveyor belts for baggage handling. It has also been recommended that a quarantine building be constructed some 400 yards behind the new departure building. In catering it is recommended that uplift catering be divorced from the catering facilities serving the restaurants and bars in the Terminal Building, and in order to facilitate this the existing building used by the concessionaire for uplift catering needs immediate extension. With these additional facilities in a growing Airport, there is also required more housing for staff.

As far as the handling of cargo is concerned it was suggested that to avoid congestion, a new cargo site be selected and set aside. The site should be provided with a separate apron which should be linked with a taxi-way either to the present "loop" on the runway or to the projected taxi-way from the "loop" to the apron. In order to cope with the cargo that will be handled through the Airport during the year 1972 it is suggested that some two to three larger buildings be provided for immediately, to face the proposed cargo apron. In these buildings which should be two storied, offices will be provided. It has also been recommended that cold storage facilities be provided at the Airport.

The Government is currently studying the Consultants' recommendations. If these recommendations are accepted and implemented, Nairobi Airport will be converted into one of the most modern Airports in Africa.

NETWORK OF CONTINENTAL SERVICES SERVED FROM NAIROBI AIRPORT



SENIOR STAFF OF THE DEPARTMENT

Airport Manager	Mr. J. D. Wandera
Business Manager	Mr. P. Ndibo
Chief Fire Service Officer	Mr. J. N. Akatsa
Operations Officer	Mr. S. M. Mwamuye
Security Officer	Mr. S. M. Nzioka
Executive Officer	Mr. W. K. Ngure
Chief Supervisor P.A.B.X.	Mrs. M. V. Bromley
Senior Receptionist	Mrs. M. A. Radier

AIRCRAFT MOVEMENTS 1966

Month	SCHEDULED COMMERCIAL		OTHER COMMERCIAL		OTHER NON-COMMERCIAL		CHARTER		PRIVATE		TEST AND TRAINING		TOTALS 1966				TOTALS 1965			
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	Civil		Military		Civil		Military	
													In	Out	In	Out	In	Out	In	Out
January ..	558	556	19	18	17	17	85	85	8	9	289	289	976	974	190	184	1,012	1,020	74	74
February ..	495	495	17	17	12	13	52	52	8	7	317	317	901	901	175	177	916	915	60	59
March ..	535	535	20	21	23	22	85	81	7	8	454	454	1,124	1,121	208	207	933	932	115	115
April ..	555	551	18	18	9	9	54	57	16	16	223	223	875	874	194	194	1,126	1,127	78	78
May ..	560	558	21	21	11	11	33	34	5	5	431	431	1,061	1,060	210	212	1,017	1,015	30	32
June ..	566	561	13	13	19	20	56	54	4	2	391	391	1,049	1,041	180	180	1,000	995	69	67
July ..	611	614	18	18	8	8	53	53	7	7	355	355	1,053	1,055	322	318	1,149	1,153	77	78
August ..	579	585	24	25	12	13	68	69	20	19	225	225	928	936	225	233	899	903	68	70
September ..	584	578	20	20	15	13	42	40	9	9	216	216	886	876	252	252	906	911	80	80
October ..	597	586	18	19	15	16	48	48	8	7	285	285	971	961	278	281	1,069	1,072	59	54
November ..	526	526	23	23	10	10	88	90	20	20	160	158	827	827	74	77	953	954	57	57
December ..	531	526	20	19	9	9	142	140	13	15	438	437	1,153	1,146	80	80	1,003	1,002	177	180
TOTALS ..	6,697	6,671	231	232	160	161	806	803	126	124	3,784	3,781	11,804	11,772	2,388	2,395	11,983	11,999	944	944

AIRCRAFT MOVEMENT—

An aircraft movement is one landing or one take-off.

SCHEDULED COMMERCIAL MOVEMENT

Is a landing or a take-off by an aircraft engaged on a commercial air transport flight operated to a published schedule.

OTHER COMMERCIAL MOVEMENT

Is a landing or take-off by an aircraft engaged on aerial work for hire and reward, but not when carrying passengers.

OTHER NON-COMMERCIAL MOVEMENT

Is a landing or take-off by an aircraft operated for the purposes of positioning for a scheduled flight or for the purposes of a flight to carry stores or spares, and Government owned and operated aircraft.

CHARTER MOVEMENT

Is a landing or take-off by an aircraft carrying passengers for hire or reward when not operating to a published schedule.

PRIVATE MOVEMENT

Is a landing or take-off by an aircraft owned and operated for private purposes.

MILITARY MOVEMENT

Is a landing or take-off by a Kenya or foreign military aircraft flown for military purposes.

TEST AND TRAINING MOVEMENT

Is a landing or take-off by an aircraft flown for purposes of testing an aircraft or training personnel therein. It also includes proving flight.

APPENDIX IV

PASSENGERS HANDLED

Month	In	Out	*Transit	Total 1966	Total 1965
January	16,208	16,797	8,945	50,895	44,546
February	13,470	14,466	6,003	39,942	38,889
March	14,559	16,761	7,334	45,988	47,191
April	15,066	17,409	8,581	49,637	44,595
May	14,212	14,533	9,150	47,045	44,216
June	14,706	15,432	8,784	47,706	41,478
July	19,495	19,586	10,388	59,857	51,864
August	19,221	20,112	10,414	60,161	54,059
September	18,053	18,577	10,811	58,252	51,546
October	16,105	16,650	10,270	53,295	45,482
November	15,133	15,269	7,842	46,086	41,304
December	18,482	18,494	9,744	56,464	49,521
TOTALS	194,710	204,086	108,266	615,328	554,691
MILITARY PASSENGERS .. ..	..	..	..	9,347	
GRAND TOTAL				624,675	

*TRANSIT PASSENGERS

Is one whose air journey does not begin or end at the reporting aerodrome, each transit passenger is shown as two passengers in the Total Column.

APPENDIX V

MAIL (KGM)

Month	In	Out	Total 1966	Total 1965
January	54,110	51,445	105,555	97,800
February	51,398	48,213	99,611	98,548
March	58,332	55,257	113,589	107,529
April	53,377	50,512	103,889	98,843
May	56,784	52,653	109,437	98,777
June	56,112	50,895	107,007	96,784
July	68,702	58,328	121,033	104,266
August	54,878	52,779	107,657	92,733
September	59,024	53,712	112,736	93,636
October	64,552	57,254	121,806	108,893
November	63,990	62,743	126,733	107,573
December	79,935	73,961	153,896	142,396
TOTALS	715,194	667,752	1,382,949	1,247,778

MAIL:

Despatches of correspondence and other objects tendered by and intended for delivery to Postal Administration.

FREIGHT (KGM.)

Month	In	Out	Transit	Total 1966	Total 1965
January ..	204,796	484,250	213,437	902,483	884,987
February ..	202,453	481,246	204,772	888,471	929,917
March ..	229,567	545,780	224,081	999,365	998,544
April ..	224,991	504,497	206,839	936,327	835,417
May ..	252,278	461,973	235,732	949,983	802,893
June ..	245,691	406,937	219,217	871,845	859,680
July ..	254,413	388,350	253,680	896,443	797,782
August ..	257,780	407,477	273,456	938,713	875,372
September ..	254,889	391,699	204,263	850,851	920,901
October ..	247,380	453,456	263,910	964,746	988,096
November ..	248,589	493,737	254,672	996,998	891,070
December ..	233,341	512,664	292,862	1,038,867	945,536
TOTALS ..	2,856,168	5,532,066	2,846,921	11,235,092	10,730,195

FREIGHT:

Excludes company stores, excess baggage, post office mail and diplomatic bags.

APPENDIX VII

AVIATION FUEL UPLIFT (IMPERIAL GALLONS) 1966

Month	80/87	100/130	115/145	73	AVTUR	Total 1966	Total 1965
January ..	38	69,186	48,415	270	2,719,791	2,837,700	1,835,953
February ..	142	43,895	31,421	385	2,364,211	2,440,054	1,599,669
March ..	54	61,234	53,873	358	2,577,242	2,692,761	1,781,633
April ..	110	42,891	19,496	90	2,688,136	2,750,723	1,668,311
May ..	264	53,091	22,115	360	2,911,704	2,987,534	1,798,595
June ..	100	28,281	18,400	180	2,596,139	2,643,100	1,946,569½
July ..	162	46,006	28,929	270	3,128,991	3,204,358	2,062,180
August ..	41	40,335	40,863	270	3,052,082	3,133,591	2,099,774
September ..	206	40,401	24,165	180	2,698,741	2,763,693	2,065,389
October ..	28	30,056	24,978	265	2,960,536	3,015,863	2,076,210
November ..	94	42,030	37,623	270	2,177,900	2,257,917	1,849,835
December ..	83	31,286	33,402	270	2,302,801	2,367,842	2,091,844
TOTAL ..	1,322	528,692	383,680	3,168	32,178,274	33,095,136	22,875,962½

WAVING BASE VISITORS—1966

Month	Students	Others	Total 1966	Total 1965
January	178	23,792	23,970	16,468
February	—	17,753	17,753	13,616
March	276	16,995	17,271	16,701
April	18	25,492	25,510	22,497
May	—	16,695	16,695	19,465
June	131	20,240	20,371	16,834
July	1,713	18,837	20,550	21,440
August	1,478	26,521	27,999	23,664
September	1,809	29,189	30,998	26,779
October	3,202	21,760	24,962	17,748
November	2,564	17,940	20,504	17,450
December	2,300	23,422	25,722	26,890
TOTALS	13,669	258,636	272,305	239,552

GENERAL INFORMATION

City/Aerodrome	Nairobi/Embakasi.
Latitude	011907 South.
Longitude	365533 East.
Location of Reference Point.. ..	054° Threshold R/W 06, 5,000 ft. on Centre line.
Distance and Direction from City ..	6·3 N.M.—E.S.E.
Elevation	5,327 ft.
Pre Flight Altimeter	5,311 ft.
Aerodrome Ref. Temp. (°C).. ..	23·4° (MAR).
Transition Altitude	8,500 ft.
Transition Level	F.L. 95.
Variation	3°W.
Controlling Authority	Kenya Government.
Operational Hours	H 24.
Postal Address	(a) Airport Manager, P.O. Box 19001, Embakasi. (b) Directorate of Civil Aviation, P.O. Box 30163, Nairobi.
Telegraphic Address	(a) Airport Manager, Aircom Embakasi. (b) Directorate of Civil Aviation, "ATCON, NAIROBI".
Telephone Number	Embakasi 82222.
Overnight Accommodation	Hotels in City.
Restaurant Accommodation.. ..	Yes.
Medical Facilities	Yes.
Transportation	Buses and Taxis.
Nearest Railway Station	Embakasi 3 N.M.
Nearest Railway Siding	On Airport.
Cargo handling facilities	Forklift (3,000 lb.) with crane attachment, electric trolleys and trailers.
Fuel Grades	80/87, 100/130, 115/145 Octane, Aviation Turbine Fuel (Avtur).
Oil Grades	Full Range.
Hangar Space	Nil for visiting aircraft.
Repair Facilities normally available..	To engine change standard.
Crash Equipment	Four foam tenders (totalling 2,900 gallons of water, 420 gallons of foam compound, 700 lb. of CO ₂ and 600 lb. of Dry Chemi- cal Powder). Two water tenders (totalling 2,000 gallons of water). One rescue tender (200 lb. Dry Chemical Powder) with a Power Saw. One Ambulance.
Day Markings.. .. .	Obstruction, taxi-way, taxi-holding position, runway designation, runway threshold, runway centre line, runway side line, signal area, wind direction indicator, landing direction indicator.

GENERAL INFORMATION

Local Flying Restriction	<p>(a) Await signal from the marshaller before entering or moving on apron.</p> <p>(b) Special rules apply to flights within 3 N.M. of and less than 2,000 ft. above the Airport.</p> <p>(c) Right-hand circuit runway 06. Left-hand circuit runway 24. Whenever possible pilots should arrange flights so that they can be cleared to land without making a circuit.</p> <p>(d) Use under IFR governed by regulations applicable to Nairobi CTR.</p>
Runway 06	<p>(a) Take-off run: 13,500 ft.</p> <p>(b) Stop-way: 200 ft.</p> <p>(c) Accelerate stop distance: 13,700 ft.</p> <p>(d) Take-off distance 13,700 ft.</p> <p>(e) Landing distance: 13,700 ft.</p> <p>(f) Direction: 054° (T).</p> <p>(g) R/W dimensions: 13,500 x 150 ft.</p> <p>(h) Strip distance: 14,300 x 500 ft.</p> <p>(i) Surface: Asphalt.</p> <p>(j) Touchdown elevation: 5,327 ft.</p> <p>(k) Lead-in/Approach lights: Low intensity red-coded centre line, length 3,000 ft. and three crossbars.</p> <p>(l) Threshold lights: Green.</p> <p>(m) Runway lights: Low intensity omnidirectional: Amber filters on last 2,000 ft.</p> <p>(n) Visual Approach Slope Indicator: Yes.</p> <p>(o) Gradient: -0.36 per cent.</p> <p>(p) Runway strength: LCN 100.</p>
Runway 24	<p>(a) Take-off run: 13,500 ft.</p> <p>(b) Stop-way: 200 ft.</p> <p>(c) Accelerate distance: 13,700 ft.</p> <p>(d) Take-off distance: 13,700 ft.</p> <p>(e) Landing distance: 13,700 ft.</p> <p>(f) Direction: 234° (T).</p> <p>(g) Runway dimensions: 13,500 x 150 ft.</p> <p>(h) Strip distance: 14,300 x 500 ft.</p> <p>(i) Surface: Asphalt.</p> <p>(j) Touchdown elevation: 5,278 ft.</p> <p>(k) Lead-in/Approach: Low intensity red centre line length 1,000 ft. and one crossbar.</p> <p>(l) Threshold lights: Green.</p> <p>(m) R/W lights: Low intensity Omnidirectional amber filters on last 2,000 ft. runway.</p>

GENERAL INFORMATION

					(n) Angle of Approach lights: NO
					(o) Gradient: + 0.36 per cent.
					(p) Runway strength: LCN 100.
Taxi way	..	..	..	..	Width: 75 ft. Surface: Asphalt.
Apron	..	..	..	..	(a) Dimensions: 1,100 x 900 ft.
					(b) Surface: Asphalt with concrete hard standings.
					(c) Elevation: 5,311 ft. MER.
Compass Base	..	..	..	..	No.
Safety Altitude within 25 N.M.	..			..	9,100 ft. (FL.95).
Obstructions:					
R/W 06	..	..	..	..	No obstructions penetrate a 0.7 per cent slope for a distance of at least 50,000 ft.
R/W 24	..	..	..	..	No obstructions penetrate a 0.8 per cent slope for a distance of at least 50,000 ft.
Aerodrome Obstruction Chart	..			..	Type A. available.
Seasonable availability	..			..	All year.
Meteorological Data	..	..	..	..	(a) Prevailing winds N.E. October to March; S.E. May to July; and E. April to August.
					(b) Rainy seasons: March to May; mid-October to mid-December.
					(c) Mean max. temp.: 78.7°F.
					(d) Mean min. temp.: 56.50°F.
					(e) Mean annual pressure: 840.8 Mbs.
					(f) DMO/MWO on Aerodrome.

RADIO FACILITIES AND NAVIGATIONAL AIDS

Facility	VHF/R.T.F.
General Description	Very High Frequency communications. Cannot achieve long ranges, but ideal for short-range precision working; only needs low power and small aerials. Not affected by static but suffers from interference from electrical machinery and is easily reflected by hills and buildings and, at centimetric wavelengths by rain.
Station	Nairobi Aerodrome Control.
Call Sign	Nairobi Tower.
Transmit Frequency	118.3 Mc/s.
Receiving Frequency	118.3 Mc/s.
Hours of Operation	H.24.
Facility	V.D.F.
General Description	Very High Frequency Direction finding. A system enabling aircraft to obtain navigational direction from the ground, and for ground stations to obtain bearings taken on a transmission made by an aircraft. Capable of bearing with a high degree of accuracy.
Station	Nairobi Aerodrome Control.
Call Sign	Nairobi Homer.
Transmit Frequencies	119.5 Mc/s. and 119.7 Mc/s.
Receiving Frequencies	119.5 Mc/s. and 119.7 Mc/s.
Hours of Operation	H.24.
Co-ordinates	012000 S. 365421 E.
Direction and Distance to Airport ..	057° (M) 0.6 N.M.
Facility	Locator Beacon.
General Description	A non-directional low power, medium frequency navigational beacon, used in conjunction with an aircraft's Automatic Direction Finder to enable the pilot to carry out a let down procedure to locate the runway during periods of poor visibility. Used also by Air Traffic Control as a holding point for aircraft during periods of peak traffic.
Call Sign	NO and NI.
Transmit Frequencies	273 Kcs. and 283 Kcs.
Hours of Operation	H 24.
Co-ordinates	012154 S. 36514 SE. 012005 S. 365413 E.
Direction and Distance to Airport ..	057° (M) 3.9 N.M. 057° (M) 0.8 N.M.
Facility	D.M.E.

RADIO FACILITIES AND NAVIGATIONAL AIDS

General Description	Distance Measuring Equipment. A secondary radar system, requiring an airborne radar transmitter and receiver, and a ground responder beacon, which enables the aircraft to "home" on to and orbit over the ground beacon and measures range and gives the pilot metered presentation of his distance from the Airport. Range up to 200 miles dependent upon the height of the aircraft.
Call Sign	N.D.
Transmit Frequency	230 Mc/s.
Receiving Frequency	218 Mc/s.
Hours of Operation	H 24.
Co-ordinates	012005 S. 365413 E.
Direction and Distance to Airport ..	057° (M) 0·8 N.M.
Facility	I.L.S.
Type	Pye P.T.C. 1100.
General Description	An Instrument Landing System which is aircraft operated and provides steering and descent information to enable the aircraft to carry out a descent through a cloud to a height of 150 ft. above the aerodrome elevation.
Glide Slope	2·75° (40% modulation depth).
Call Sign	Localizer NL.
Frequency	Localizer 110·3 MC. Glide Path 335 MC. Middle and Outer Markers 75 Mc/s.
Hours of Operation	H 24
Co-ordinates	Localizer 011804 S. 365653 E. Glide Path 011940 S. 365507 E. Middle Marker 011948 E. 365437 E. Outer Marker 012154 S. 365145 E.
Facility	V.O.R.
General Description	Very High Frequency Omni-directional Radio Range. A radio bearing aid in which a ground beacon transmits a continuous radio wave providing an infinite number of paths through 360°. The signal is detected by an omni bearing indicator, showing the relative bearing of the ground beacon.
Call Sign	NV.
Transmit Frequency	113·1 Mc/s.
Hours of Operation	H 24.
Co-ordinates	011751 S. 365718 E.
Direction and Distance to Threshold	R/W 06 237° (M) 18,000 ft.
Facility	VHF/RTF.

RADIO FACILITIES AND NAVIGATIONAL AIDS

Station	..	..	..	..	Nairobi Approach Control.
Call Sign	..	..	..	..	Nairobi Approach.
Transmit Frequency	..	..	..	..	119.7 Mc/s.
Receiving Frequency	..	..	..	..	119.7 Mc/s.
Hours of Operation	..	..	..	..	H 24.
Facility	..	..	..	..	Surveillance Radar.
Type	..	..	..	..	Cossor CR 787.
General Description	..	..	..	..	Operated by Air Traffic Control for Surveillance Air Traffic to a maximum range of 90 to 100 nautical miles on large high-flying aircraft and on carrying out PPI approaches.
Frequency	..	..	..	..	Between 2940 Mc/s. and 2980 Mc/s. (10CM).
Peak Power Output	..	..	..	..	450 kW.
Location	..	..	..	..	011821 365529 E. (Control Tower).
Facility	..	..	..	..	Visual Approach Slope Indicators.
General Description	..	..	..	..	A system of lights in the form of two pairs of wind bars so positioned as to indicate to the pilot an approach slope of 3° for use under visual conditions.
Situation	..	..	..	..	Operative for Runway 06 only. Downwind bar is 520 ft. from the threshold. Upwind bar is 720 ft. from the Downwind bar. Each bar consists of six lights, three on each side of the runway.

AIR DISTANCES FROM NAIROBI AIRPORT

<i>To Place</i>	<i>Nautical Miles</i>
Accra	2,308
Addis Ababa	628
Aden	976
Athens	2,464
Bombay	2,448
Brussels	3,539
Cairo	1,913
Cape Town	2,548
Dar es Salaam	360
Durban	1,752
Entebbe	281
Frankfurt	3,409
Hargeisha	779
Jeddah	1,407
Johannesburg	1,571
Karachi	2,358
Khartoum	1,048
Lagos	2,067
Leopoldville	1,308
Livingstone	1,187
London	3,691
Mombasa	228
Montreal	6,318
Moscow	3,426
New York	6,387
Ngorongoro	142
Oslo	3,873
Paris	3,496
Rome	2,914
Salisbury	1,054
San Francisco	8,340
Singapore	4,022
Sydney	6,549
Tananarive	1,222
Tel Aviv	2,002
Wellington	6,300
Zanzibar	324
Zurich	3,282

LEGISLATION GOVERNING NAIROBI AIRPORT

- Aerodrome (Control of Obstructions) Act. (Chapter 396 of the Laws of Kenya.)
Aerodrome (Control of Obstructions) Declared Area Boundary. (Chapter 396
Subsidiary Legislation.)
Aerodrome Regulations Act. (Chapter 397 of the Laws of Kenya.)
The Aerodrome (Nairobi Airport) Regulations. (Chapter 397 Subsidiary Legisla-
tion.)
East African Civil Aviation Act 1964.
Civil Aviation (Investigation of Accidents) Regulations 1965.
Civil Aviation (Charges for Air Navigation Services) Regulations 1965.
East African Air Navigation Regulations 1965.
East African Licensing of Air Services Regulations 1965.
East African Air Navigation Regulations 1965. (Use of Government Aerodromes
in Kenya.)
The Immigration Act: (Chapter 172 of the Laws of Kenya).
The Immigration Regulations: (Chapter 172—Subsidiary Legislation).
East African Customs Management Act 1952.
East African Customs Regulations 1954.
The Customs (Appointment of Customs Area, etc.) Notice 1960 E.A.C.S.O.
Legal Notice No. 25 of 1960.
The Statistics (Air Traffic) Regulations 1959.



KEY

- DIRECT FLIGHTS FROM NAIROBI
- - - FLIGHTS WITH DIRECT CONNEXIONS WITH NAIROBI FLIGHTS
- · - · - PROPOSED ROUTING

1875

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1875

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<p>1870</p> <p>1871</p> <p>1872</p> <p>1873</p> <p>1874</p> <p>1875</p> <p>1876</p> <p>1877</p> <p>1878</p> <p>1879</p> <p>1880</p>	<p>1881</p> <p>1882</p> <p>1883</p> <p>1884</p> <p>1885</p> <p>1886</p> <p>1887</p> <p>1888</p> <p>1889</p> <p>1890</p>	<p>1891</p> <p>1892</p> <p>1893</p> <p>1894</p> <p>1895</p> <p>1896</p> <p>1897</p> <p>1898</p> <p>1899</p> <p>1900</p>	<p>1901</p> <p>1902</p> <p>1903</p> <p>1904</p> <p>1905</p> <p>1906</p> <p>1907</p> <p>1908</p> <p>1909</p> <p>1910</p>	<p>1911</p> <p>1912</p> <p>1913</p> <p>1914</p> <p>1915</p> <p>1916</p> <p>1917</p> <p>1918</p> <p>1919</p> <p>1920</p>
<p>1921</p> <p>1922</p> <p>1923</p> <p>1924</p> <p>1925</p> <p>1926</p> <p>1927</p> <p>1928</p> <p>1929</p> <p>1930</p>	<p>1931</p> <p>1932</p> <p>1933</p> <p>1934</p> <p>1935</p> <p>1936</p> <p>1937</p> <p>1938</p> <p>1939</p> <p>1940</p>	<p>1941</p> <p>1942</p> <p>1943</p> <p>1944</p> <p>1945</p> <p>1946</p> <p>1947</p> <p>1948</p> <p>1949</p> <p>1950</p>	<p>1951</p> <p>1952</p> <p>1953</p> <p>1954</p> <p>1955</p> <p>1956</p> <p>1957</p> <p>1958</p> <p>1959</p> <p>1960</p>	<p>1961</p> <p>1962</p> <p>1963</p> <p>1964</p> <p>1965</p> <p>1966</p> <p>1967</p> <p>1968</p> <p>1969</p> <p>1970</p>

1971 1972 1973 1974 1975 1976 1977 1978 1979 1980



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AFRI CLEAR TAPES
Ref 701 - 24mmX35M

