



Uganda Civil Aviation Authority

The global number of travelers is expected to increase from 3.3 billion people in 2014 to 3.8 billion travelers in 2015. China, Indonesia, India and Brazil are the major contributors of this traffic.

In the next 20 years, the traffic in Uganda, Tanzania, Ethiopia, and Sudan are expected to grow by at least 7%, according to a report by the International Air Travel Association (IATA) which traces traffic trends and uses passenger surveys.

On domestic operations.....

Domestic operations are not meeting expectations. We saw a rise in domestic flights during the 20 year insurgency in northern Uganda. There were several flights especially to Gulu and Arua as people feared to use roads. However, due to improved security and better all-weather roads many people now prefer to travel by road.

The 13 aerodromes around the country are not very active due to the absence of a city airport. Our studies show that you can travel from Moroto, Arua, Kasese, Gulu and anywhere around the country to Entebbe in 45 minutes and then take 2 hours to get to the city.

We have been searching for a good location for a city airport. Kololo airstrip is out of the question because of the developments around it. It also does not have a long enough run way for fixed wing aircraft – only helicopters can land there.

We have examined Namanve, Mukono; but the heavy traffic in the area means we still have a challenge. We are still looking at places at least 30km outside the city. We have given our views to the Ministry of Works to be included in the national transport plan. The situation might improve with the Entebbe expressway. However, we are likely to continue facing a traffic problem due to the rate at which cars are coming on the road.

We must also plan for other options. We need big ships that can access landing sites around Lake Victoria and bring people to Entebbe. Another proposal is for train services along the southern bypass.

The moment people value travelling by air, then people will use it. People will calculate the risks of travelling by road, which are high versus the risks of travelling by air, which are low.

The other factor is tourism; we need to promote local tourism. We think Ugandans are not touring around their country enough. People in the tourism sector need to look into that.



CAA's Manager Public Affairs, Ignie Igunduura stressing a point in his office during the interview.

On the national airline.....

We need to look at the national airline as mobile infrastructure just like we have roads which the government must invest in. A national airline is not just about making money; it facilitates trade by moving imports and exports. It facilitates tourists. Its physical presence abroad is a moving billboard. A national airline has a marketing element and could create many jobs.

In our submission to government we suggested airline models that could be considered. The more feasible one is the hub and spoke model. The model could also be married with a point-to-point model for better results. Government has commissioned Ernst and Young to look at investment options.

On the high fees charged.....

After the September 9/11 terrorist attacks, the International Civil Aviation Organization held a special assembly and recommended new security technology for airports. The new technology is costly but necessary. When the International Civil Aviation Organization audits

us we have to be operating at the international level.

We are putting in place a modern two way system for baggage conveyance. The system will be put in place by Verderland of Netherlands at a cost of \$4.8m. The project starts in May. At the moment we have a one way baggage system. We will be able to use one system or both concurrently. The new system is not off shelf, experts have to visit the airport and design the system to fit our needs.

The baggage system will be fully automatic – it will issue baggage tickets. We will also have 6 additional check-in counters. Currently we have 20 check in counters, for all Departures.

On Soroti flying school....

The Soroti Flying Academy is under the Ministry of Works and Transport. In 1971, the flying school was set up by the East African Community. However in 1977, the EAC broke up. Government has been funding it since then. A decision has to be made whether it stays with the EAC or it is run by Uganda. It would be good if it was given to Uganda.