

Facilitators

Wally Walker started his 34 year track record in the aviation industry in aircraft manufacturing. From there, Wally developed his experience moving into Aerodrome Quality and Safety Operations, aircraft Accident Investigation and specialising in Safety Management Systems and Operational Procedures. After 25 years in aircraft manufacturing Wally moved to Kent International Airport, as Operational Safety and Quality Manager to undertake the conversion of the aerodrome from military operation to a licensed civil aerodrome.

Wally now works as trainer for ACI on this specialised topic.

Onno de Jong's started his career 26 years ago in the Royal Military Police (KMAR). The last 10 years in the KMAR he was involved in aviation. He was active in many areas such as disasters and calamities, safety and security and immigration and rose through the ranks to acting head of the department while based at Groningen Airport Eelde (GAE) in the Netherlands. In 2002, he switched to GAE as his employer and became airport manager. Onno serves as an auditor in the Netherlands to ensure compliance for the safe use of the aerodrome regarding design, layout, equipment as well as the safety management system in place and is project leader of the Green Sustainable Airports association.

Tom Kok is director of the AviAssist Foundation and has over 15 years experience with safety project management & promotion in East and Southern Africa. Having lived, worked and flown in the region for many years, Tom has gained unique expertise on African aviation safety issues.

He has facilitated numerous safety trainings & workshops in Africa & is founder of the Foundation's full colour magazine SafetyFocus.

Course materials

Participants will receive a course manual including excerpts from relevant ICAO documentation. Further materials will be made available through the Yahoo user group <http://uk.groups.yahoo.com/group/AirsidesafetyAfrica/>

Registration & certificates

The registration fee is € 150 for the whole course, to be paid in **cash Euros** on the 1st course day (receipts will be issued). For registration forms, please contact us on events@aviassist.org Registration closes on the 28th of October - there will be a maximum of 17 places available in this course. Applications for participation without completed registration forms will not be accepted.

Participants that actively participate in the course **and** pass the exam at the end with a passmark of 70% or above will be awarded a **certificate of completion**. Participants that obtain a passmark of less than 70% will be issued a **certificate of participation**.

What will be expected of participants?

The AviAssist Foundation implements high quality training programmes. Participation is key to any successful training programme. Therefore, we urge participants to complete all course assignments including those that may require preparation prior to the start of the course.

The regional affiliate of



Femina Mullerstraat 197
2135 MJ, Hoofddorp, The Netherlands
Chamber of Commerce no. 34283204

Tel. +44(0)1326-340.308 (UK)

www.aviassist.org

E-mail: info@aviassist.org



Airside Safety & Apron Planning Training

Kilimanjaro Airport Tanzania

14-18 November 2011



In co-operation with



About the AviAssist Foundation

The AviAssist Foundation dedicates its programs to improving aviation safety in East and Southern Africa (ESAF). It is the regional affiliate of the internationally renowned Flight Safety Foundation. As an independent non-profit organisation registered in the Netherlands, the AviAssist Foundation is reliant on support from corporations, governments, foundations and fees for services.



Course overview

This condensed ACI course gives an overview of many aspects of airside safety and apron planning. It provides essential guidance to airport managers and staff on best practices, equipment, procedures and regulations, applied to the safe and efficient operation of the airside environment.

It assists aircraft operators and airlines in underpinning their lobby for improvements to the airport operations and their own handling procedures. Understanding airside safety hazards will increase chances for the implementation of stakeholder supported airside safety & operations improvements.

Course background

Many of the airports in the region have been designed as ICAO category C airports for medium sized aircraft such as Fokker 50s and Boeing 737s. Nowadays, many of these airports handle wide body aircraft with much longer fuselages and greater wing-span. On top of that, some of the airports are nearing their aircraft and passenger handling capacity. With cramped aprons, aircraft turnaround planning and capacity management becomes of crucial importance. This capacity bottleneck has direct safety consequences, particularly in the area of airside safety and runway incursions.

ICAO Annex 14 volume 1 requires airports to establish a safety management system (SMS) to deal with the hazards associated with the airport environment. Part 8 of the Airport Services manual to Annex 14 of the Chicago Convention calls for the appropriate authority to take action to ensure a safe apron environment. This requires adoption of procedures, regulations, policies and safety promotion (incl. training programs) for reduction of the risks associated with issues of airside safety & apron operations.

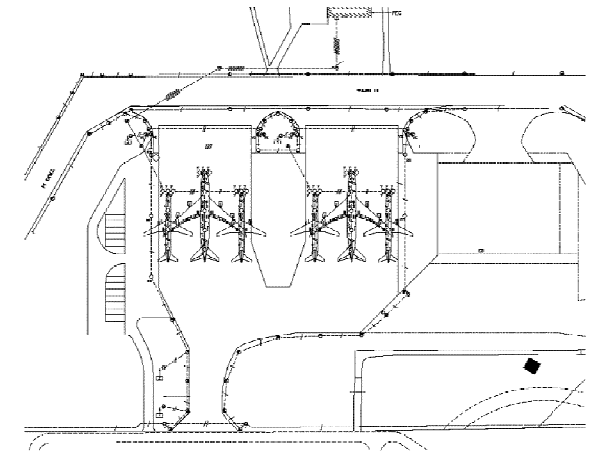
To address the shortage of courses in the region addressing these subjects, the AviAssist Foundation is organising this training in co-operation with the Airports Council International. The training is funded by the Netherlands Ministry of Transport with support of Airports Council International (ACI) and Kenya Airways and hosted by Kilimanjaro International Airport.

The AviAssist Foundation is offering a unique opportunity to take part in this in-region training. As a non-profit organisation devoted to safety promotion in ESAF, the AviAssist Foundation brings this course within reach of smaller operators for the first time.

Course subjects

Course subjects dealt with will include:

- Aerodrome operator/licensee responsibilities
- Aerodrome operations - obstacle limitations
- Signals, signs & markings and lighting
- Aerodrome development & control of obstacles
- Airside vehicle control & driving
- Runway incursion awareness & prevention
- Adverse weather & low visibility procedures
- Traffic prediction and planning
- Apron movement
- Marshaller training
- Safety Cultures



Course delivery methodology

The training will be delivered in a series of lectures in combination with discussions related to the practical reality of the operators and a number of field sessions.

Who should attend?

- Airport managers
- Safety Managers
- Duty Managers
- Operational staff