

**Workshop on Implementation of EU Regulation no. 139/2014
21-22.09.2015, Cluj-Napoca, ROMANIA**

**TRAINING
PROGRAMME**



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Aerodrome Safety Manager**



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- Training Programme
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Regulations

- Regulation (EC) 216/2008, Art.B.1.(K) – Annex V
- Commission Regulation (EU) No 139/2014 of 12 February 2014
- Part – ADR.OPS and Part – ADR.OR
- Romanian CAA National Regulations - PIAC-AD-IPAD (*becomes guidance material after conversion of the certificate*)



Regulation (EC) 216/2008, Art.B.1.(K) – Annex V

- THE AERODROME OPERATOR SHALL USE ONLY **TRAINED AND QUALIFIED PERSONNEL**
- FOR AERODROME OPERATIONS AND MAINTENANCE SHALL IMPLEMENT AND MAINTAIN **TRAINING AND CHECK PROGRAMMES** TO ENSURE **CONTINUING COMPETENCE** OF ALL RELEVANT PERSONNEL



Purpose of the training

- Untrained personnel
- Untrained instructors
- Inadequate training of personnel
- Deviations from standard procedures due to lack of training can lead in time to process changes within the organization
- We have to realized that all mentioned above are latent hazards within the organization .



Purpose of the training

- A proper training in compliance with the requirements of Commission Regulation (EU) No 139/2014 is an important component for the airport to achieve

„high level of safety performance”



Examples

- The lack of airside drivers training can cause:
 - RWY incursions
 - Failure to obtain clearance to enter the runway
 - Failure to comply with ATC instructions;
 - Communications errors
 - Lack of familiarization with the aerodrome
 - Lack of knowledge of aerodrome signs and markings
- All mentioned above can cause aviation incidents that implicates higher costs to an organization than personnel training





Quick eyes and fast actions by the first officer of a QantasLink Boeing 717 prevented what otherwise may have been a deadly encounter between the twin-jet and an airport operations car on a foreign object debris (FOD) inspection at the Perth Airport in Australia



A syllabi for maneuvering area driver should include:

- Aerodrome regulation an requirements
- Personnel requirements
- Aerodrome layout
- Hazard and maneuvering area driving
- Emergency procedures
- Practical training (visual training)
- Radiotelephony training



Through periodically training and assessment of personnel we can detect if there is error in the system



Training Programme

AMC.ADR.OR.D.017 (a) (b)

- The aerodrome operator shall establish and implement a training programme for personnel involved in the operation, maintenance and management of the aerodrome.
- The aerodrome operator shall ensure that unescorted persons operating on the movement area or other operational areas of the aerodrome are adequately trained.



In the organization we identified 5 levels of personnel:

- Accountable manager
- Senior Manager: Operational Manager, Maintenance Manager
Safety Manager
- Line Manager: Head of compartments
- Supervisor
- Agents: security personnel, ground handling agents, rescue and firefighting personnel, infrastructure maintenance personnel, visual aids and aerodrome electrical system maintenance personnel, personnel responsible with wildlife control, personnel responsible with monitoring and inspection of movement area





According to GM1 ADR.OR.D.017(e) the training program includes:

- *Initial training*
- *Recurrent training*
- *Refresher training*
- *Differences training*



- **Initial training**

- The initial training is valid for 12 months

- **Recurrent training**

- All personnel should have recurrent training every 12 months

- **Refresher training**

- When a person has not performed any duties for a significant period of time less than 12 months the aerodrome operator should insure that the person completes a refresher training

- **Differences training**

- Same aerodrome operator should insure that aerodrome personnel complete the necessary training being assigned for different duties which covers the difference between previous and future duties

- If the personnel is employed to another aerodrome operator and has completed the necessary training it has to do training only for the differences between those two aerodromes



The training programme should consist of the following:

AMC1 ADR.OR.D.017(a);(b)

1. Identifying the activities in the organisation
2. A process to identify training standards for each type of training
 - Maintenance
 - Ground Handling Agent
 - Drivers , Airside Drivers
 - Fire Fighters
3. Personal qualifications required
4. Syllabi
5. Personnel assessment
6. Frequency for each type of training and area of activity
7. Training manager (AMC1.ADR.OR.015(a)) - evaluation of trainers



8. Instructors for each type of training (ADR.OR.D.017(d))
9. Assessors for the trainee (ADR.OR.D.017(d))
10. Procedures for training and checking the trainees
11. Training records of individuals (GM1 ADR.OR.D.017(e))
12. Training records (GM1 ADR.OR.D.017(e))
13. Proficiency check records
14. Maintaining the level of training programme, trainers and manuals up to date in compliance with new regulations



Implementation

- The Commission Regulation (EU) No 139/2014 in comparison with ICAO requirements gives the direct responsibility to the aerodrome operator to implement the training program within the organization
- Because creating training centers in each aerodrome in the country will be not cost efficient, due to high cost of logistics, equipment and the training of instructors we propose to create one training center within the Romanian Airport Association
- In order to maintain a high standard of training and to have a consistent and an equal approach at national level, it is important to create a training center that facilitates implementation of EU requirements for all relevant ADR personnel.



*Thank you very much
for your attention!*

