

RAMP & APRON SAFETY TRAINING (RAST)



QualaTech Aero Consulting Ltd.

An international aviation Consultancy, providing services in:

Safety Management Systems (SMS), Management, Training, Change Management, Fatigue Management, Hazard Ident. & Risk Assessment, Safety Case, Harbour and Water Airport/Aerodrome Procedures, Emergency Response Procedures, Airports, Flight Operations, Compliance & Safety, Audits, Aircraft Maintenance Organisations (AMO), Human Factors, Manufacturing, Quality Assurance (implementation, design and audit), Training (QA, SMS, HF, ERP/AEP, Haz. & Risk Assessment).

The services offered by QualaTech-Aero Consulting Ltd. are focused on the aviation industry. However, the principles of Human Factors, Safety and Quality, apply equally to any industry by reducing human error leading to personal injury and loss.

Safety Management is Business Management!

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A rigorous approach to Safety Management, in combination with adequate and appropriate training will contribute significantly in reducing errors, incidents, liability, injury and death. QualaTech has provided numerous Safety Management System (SMS) Training courses, effectively, on time and to budget. QualaTech has extensive Air Operator and Airport SMS experience. Our Consultants have held senior posts with ICAO, IATA, other leading aviation organizations, service companies, International Airports and Civil Aviation Authorities and Tribunals.

General:

The two-day QualaTech Ramp & Apron Safety Training (RAST) Course is designed to help reduce the 10 to 20 billion dollar (estimated) loss which is annually accrued worldwide as a result of 'aircraft ground handling' incidents and occurrences. The training is also effective in the prevention of associated safety risks to passengers and airport/ramp workers.

Airline and airport/aerodrome operators, as part of the aviation industry, should be concerned with the high level and extent of damage inflicted to aircraft during normal ground handling procedures. However, RAST is not just about the physical damage to equipment and property; more importantly, it concerns reducing 'harm' to humans and the reduction of error and loss. It is estimated that a high per cent of all losses are unrecoverable by insurance claims and uninsured (according to some Health and Safety studies) costs of accidents can be up to 36 times greater than the costs of insurance premiums.

The guidance provided in the course material is presented as accepted 'Best Practice' and represents an acceptable, albeit not the only method, of accomplishing tasks safely and effectively on an active airside area. The training course exemplifies how Hazards and Risks can be identified and provides guidance covering how airside safety can be placed within the context of a structured Safety Management System (SMS).

It is impractical to state that adherence to the guidance material presented during the course will totally guarantee safety; nevertheless, it will help to reduce error and loss and save money. The Service Provider (SP) and the individual working for the SP are ultimately responsible for their own decisions and for deciding on the appropriateness and applicability of any particular safety arrangement with respect to their own unique circumstances; this includes monitoring for suitability and success.

Objective:

The training illustrates the sort of actions and events Organisations and individuals need to consider and be aware of to foster airside safety; no training can be totally encompassing of all potential issues, rather RAST is designed to make participants conscious of potential hazards and risks which in turn provide the skills to remedy a situation - breaking the chain of events. In other words, the training promotes and empowers an individual to think for him/her self, while taking control of their own operational work environment. Furthermore, from an Organisational perspective, the course will help persuade regulatory bodies that the effort to discharge safety accountabilities under the law is effective, well directed and responsibly applied.

Applicability:

RAST applies and is applicable to any employee working airside. Therefore, the intent of the course is to act as a guide to accepted Best Practices for all those engaged in working on and around the operational areas of an airport, aerodrome or heliport; in fact, any location where aircraft are attended to, handled, serviced and even boarded; this includes airline personnel working ramp and airside. Any organisation, regardless of its size or complexity of operation, can establish an acceptable level of Safety through the application of the general principles outlined in the RAST Course. The course's training material considers other symbiotic programmes and systems, such as: SMS, Quality, Human Factors, and CASO requirements.

Regulation:

There is often concern expressed by those responsible for Safety about the apparent overlap of regulatory responsibility between the Civil Aviation Authority (CAA) SMS requirements and that of Occupational Health and Safety (OHS) The area of responsibility for the two regulatory bodies is nevertheless clear: the CAA is responsible for securing adequate provision for the safety of aircraft and the OHS is responsible for securing adequate provisions for the safety of individuals in the work place. (Note: the latter in some situations is both Federal and Provincial jurisdiction). These responsibilities can, and often do, overlap; for example when a piece of equipment malfunctions, it may pose a hazard to the operator (OHS) and also cause damage to an aircraft (SMS). The course examines case examples that help participants understand the differing areas of jurisdiction by identifying problematic and conflicting areas of confusion, thus helping to resolve any difficulty while allowing for resolve between overlapping areas.

Error and Loss:

All Organisations (not just those operating rampside) need to manage aircraft and operations with a great degree of expertise and attention to rigorous standards. However, when adequate Safety Management, legal and/or moral obligations (duty of care) cannot be met, business losses will be incurred, including significant financial losses. Examples of losses may include:

- a) compromised aircraft safety and the potential for a catastrophic aircraft accident;
- b) costs of replacing and compensating injured employees or others;
- c) contractual penalties or loss of revenue if flights are delayed;
- d) damaged assets (including aircraft and equipment);
- e) loss of reputation;
- f) loss of existing and future contracts.

Many losses may not be covered by insurance. Health and Safety Executive (HSE) studies have shown that the uninsured costs of accidents can be up to 36 times greater than the costs of insurance premiums. Furthermore, directors, managers and nominated postholders (i.e. Safety Officer) can be held personally accountable for failures to control aircraft safety and OHS.