

ICAO CODE NO	COURSE TITLE	DURATION IN WEEKS	STARTING DATE	TERMINATING DATE	TUITION FEES \$	REMARKS
	<u>V. RADIO MAINTENANCE</u>					
162A	Fundamentals of Microwaves and Radio Links	10	01.01.94	09.03.94	1596	
167	Microwave Link System Maintenance and Repair	8	19.03.94	11.03.94	1277	
161 A	Basic Aeronautical Radio Maintenance	34	04.09.93	04.03.94	4106	
161 B	Advanced Aeronautical Radio Maintenance	34	04.09.93	04.03.94	4106	
166A	Teletype Maintenance (SAGEM TX-20)	12	26.02.94	23.03.94	1916	
166B	Teletype Maintenance (SAGEM TX-35)	16	04.09.93	22.12.93	2554	
163	VHF/UHF Communications Systems	10	03.03.94	18.03.94	1596	(Telekad)
169A	Multichannel Recorders	6	04.09.93	13.10.93	958	(ARMAN-200)
169B	Operational Consoles	12	11.12.93	02.03.94	1916	(TOM 3179)
164A	VOR "Intensive"	8	13.11.93	05.01.94	1277	(WILCOX 585B)
164B	ILS "Intensive"	10	04.09.93	10.11.93	1596	(PHILIPS 7404)
164/17	DME THOMSON	6	08.01.94	16.02.94	958	(THOMSON 721)
162	Printed Circuits Technology	5	02.10.93	03.11.93	798	
163A	Satellite Communications	7	02.04.94	18.03.94	1118	
163B	Digital Communications	7	21.03.94	12.07.94	1118	
169	Airport Security Equipment Maintenance	6	09.04.94	16.03.94	958	
	<u>VI. TRAINING DIRECTORATE</u>					
	Instruction Techniques	4	11.09.93	06.10.93	406	
		4	26.03.94	20.04.94	406	
	Procurement and Stores Management	16	06.11.93	23.02.94	1932	

ICAO CODE NO	COURSE TITLE	DURATION IN WEEKS	STARTING DATE	TERMINATING DATE	TUITION FEES *	REMARKS
	<u>VII. COMPUTER DEPARTMENT</u>					
162	MICROPROCESSOR 6800 AND/OR 8080	12	04-09-92	24-11-92	2916	
		22	05-02-94	27-04-94	1916	
169A	Introduction to Computer & Programming.	1	04-09-92	08-09-92	120	
		1	05-02-94	09-02-94	120	
169B	MICROSOFT (MS/DOS IBM)	3	18-12-92	03-01-94	369	
		3	11-06-94	29-06-94	369	
169C	BASIC LANG.	3	11-09-92	29-09-92	369	Pre requisite 169A
		3	12-02-94	02-03-94	369	
169D	FASCAL LANG.	4	02-10-92	27-10-92	485	Pre requisite 169A
		4	05-03-94	20-03-94	485	
169E	ADVANCED FASCAL LANG.	3	30-10-92	17-11-92	369	Pre requisite 169D
		3	09-04-94	27-04-94	369	
169F	C LANG.	4	20-11-92	15-12-92	485	Pre requisite 169A
		4	01-05-94	25-05-94	485	
169G	COBOL LANGUAGE	4	20-11-92	15-12-92	485	Pre requisite 169A
		4	01-05-94	25-05-94	485	
169H	FORTRAN LANGUAGE	4	20-11-92	15-12-92	485	Pre requisite 169A
		4	01-05-94	25-05-94	485	
169I	DOS+DBASE III PLUS	4	18-12-92	12-01-94	485	
		4	11-06-94	06-07-94	485	
169J	DOS+DBASE IV	4	18-12-92	12-01-94	485	
		4	11-06-94	06-07-94	485	
169K	DBASE PROGRAMMING	3	15-01-94	02-02-94	369	Pre requisite 169I
		3	09-07-94	27-07-94	369	or 169J
169L	DOS+LOTUS 1-2-3	3	18-12-92	12-01-94	369	
		3	11-06-94	06-07-94	369	
169M	ADVANCED LOTUS 1-2-3	3	15-01-94	02-02-94	369	Pre requisite 169L
		3	09-07-94	27-07-94	369	
169N	COMPUTER AIDED ADMINISTRATION	3	18-12-92	03-01-94	369	
		3	11-06-94	27-06-94	367	
169O	AUTOCAD	04	18-12-92	12-01-94	485	Pre requisite 169A
		04	11-06-94	06-07-94	485	

NATIONAL CIVIL AVIATION TRAINING ORGANIZATION
ATC AND ACADEMIC STUDIES INSTITUTE
EMBABA - CAIRO

SCHEDULE OF TRAINING COURSES

1993/1994

P.O. BOX : 1390 - EMBABA AERODROME
CAIRO - EGYPT.

TEL. : 202-346-1635
202-346-5990
202-346-9191

TELEX : 22903 - CAIRO, EGYPT.

FAX : 202-344-9095
CAIRO, EGYPT.

PART 1 : AIR TRAFFIC CONTROL COURSES

ICAO CODE NO	COURSE TITLE	DURATION IN WEEKS	STARTING DATE	TERMINATING DATE	TUITION FEES \$	TUITION FEES L.E	REMARKS
052A	ATC Licence and Aerodrome Rating	25 or 37	04.09.93 04.09.93	23.02.94 25.05.94	3008 4452	10228 15137	
052B	ATC Licence and Aerodrome Rating	25 or 37	08.01.94 08.01.94	13.07.94 03.08.94	3008 4452	10228 15137	
053	Approach (Terminal) Control Non-Radar	11	06.11.93	03.08.94	1324	4502	
054	Approach (Terminal) Control Radar	12 12	20.11.93 07.05.94	09.02.94 03.08.94	2388 2388	8120 8120	
055A	Area (Airways) Control Non-Radar	11 or	27.11.93	09.02.94	1324	4502	
056	Area (Airways) Control Radar	12 12	04.09.93 05.02.94	24.11.93 04.05.94	2388 2388	8120 8120	
021	Aeronautical Information Service	28	09.10.94	24.04.94	3369	11455	
022	AIS Cartography	10	30.04.94	13.07.94	1203	4091	
029	AIS Automation	6	19.04.94	01.06.94	722	2455	
051	Introduction of ATC & Pseudo Pilot Training	6	ON	REQUEST	722	2455	
059A	ICAO Regulations.	3	ON	REQUEST	361	1228	
059B	Flight Plan Processing	3	04.09.93	22.09.93	361	1228	
059C	Flight Data Processing	3	02.10.93	20.10.93	361	1228	
059D	Radar Data Processing	3	23.10.93	10.11.93	361	1228	
278A	Flight Operations Officer	8	04.06.94	27.07.94	963	3275	
278B	Aircraft Despatching Officer	8	12.03.94	11.05.94	963	3275	

PART 2 : AIRLINES, AIRPORTS AND CIVIL AVIATION ADMINISTRATIONS (AACAA) MANAGEMENT:

ICAO CODE NO	COURSE TITLE	DURATION IN WEEKS	STARTING DATE	TERMINATING DATE	TUITION FEES \$	TUITION FEES L.E	REMARKS
122A	Basic AACAA Management	5	ON	REQUEST	602	2047	
122B	Advanced AACAA Management	5	ON	REQUEST	602	2047	
122C	Senior AACAA Management	5	ON	REQUEST	602	2047	
122D	Airport Commercial Management	2	ON	REQUEST	241	820	
122E	Airport safety and Security Management.	5	ON	REQUEST	602	2047	
122F	Advanced Aerodrome Operations.	5	ON	REQUEST	602	2047	
122G	Air Traffic Services Management	5	ON	REQUEST	602	2047	
122H	Flight Safety and Human Factors.	5	ON	REQUEST	602	2047	
291	Aviation English (ATC).	5	ON	REQUEST	602	2047	
135	Management of Training Technology.	5	ON	REQUEST	602	2047	
122I	Basic CNS/A.T. Management.	5	04.09.93	06.01.93	602	2047	

AACAA = AIRLINES, AIRPORTS AND CIVIL AVIATION ADMINISTRATIONS.
 CNS/ATM = COMMUNICATIONS, NAVIGATION, SURVEILLANCE AND AIR TRAFFIC MANAGEMENT.

PART 3 : COMMUNICATIONS OPERATIONS COURSES

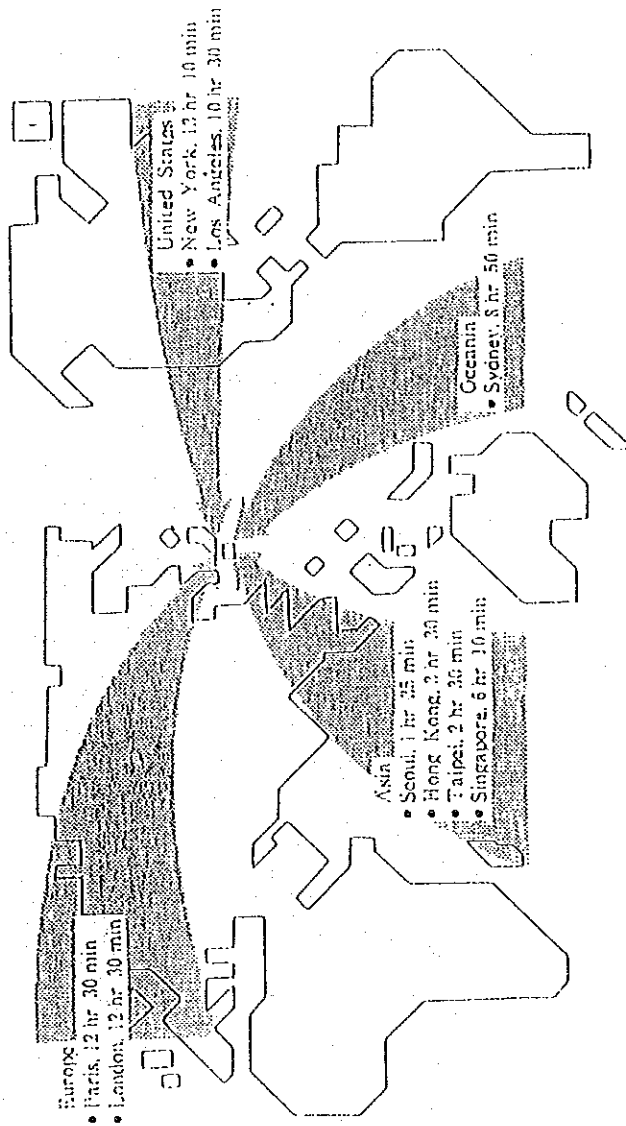
ICAO CODE NO	COURSE TITLE	DURATION IN WEEKS	STARTING DATE	TERMINATING DATE	TUITION FEES \$	TUITION FEES L.E	REMARKS
171	Aeronautical Mobile Service Operator	26	04.09.93	02.03.94	3128	10636	
172	Aeronautical Fixed Service Operator	24	04.09.93	16.02.94	2888	9820	
174 A	Advanced Radio Teletype Operations	22	04.09.93	02.02.94	2647	9000	
174 B	Advanced Radio Telephony Operations	22	29.01.94	13.07.94	2647	9000	
176	Aeronautical Communication Service Supervisor	12 12	04.09.93 05.03.94	24.11.93 08.06.94	1444 1444	4910 4910	
179	Com/OpS Technical Knowledge	14	09.04.94	13.07.94	1685	5729	

TUITION FEES INCLUDE : (1) Reception and Transportation from and to Cairo Airport
 (2) Field Visits.
 (3) Daily Transportation Facilities to and from the Institute.

AIRPORT DEVELOPMENT IN JAPAN

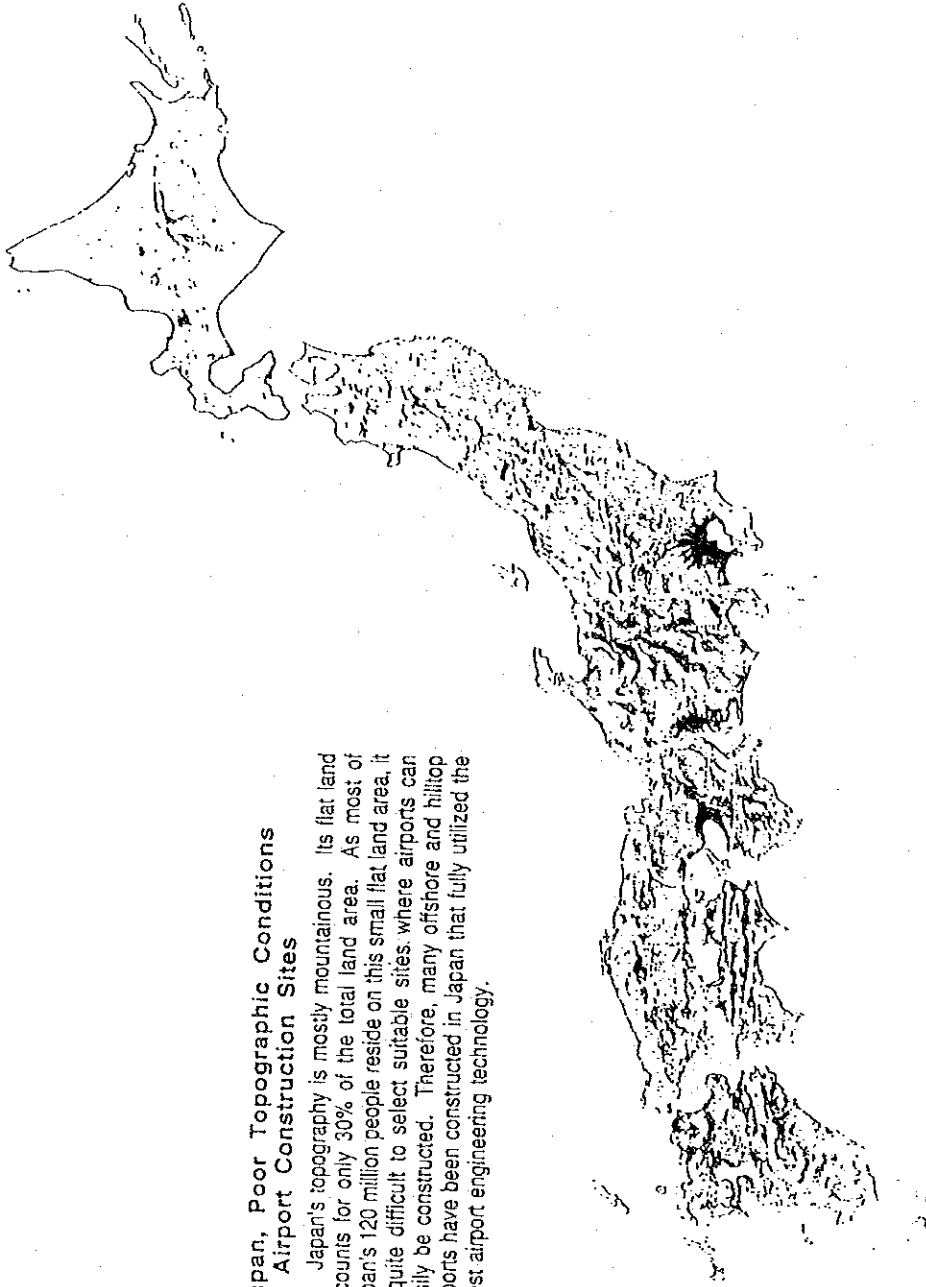
NOVEMBER, 1993

JAPAN INTERNATIONAL COOPERATION AGENCY (JICA)
CIVIL AVIATION BUREAU, MINISTRY OF TRANSPORT



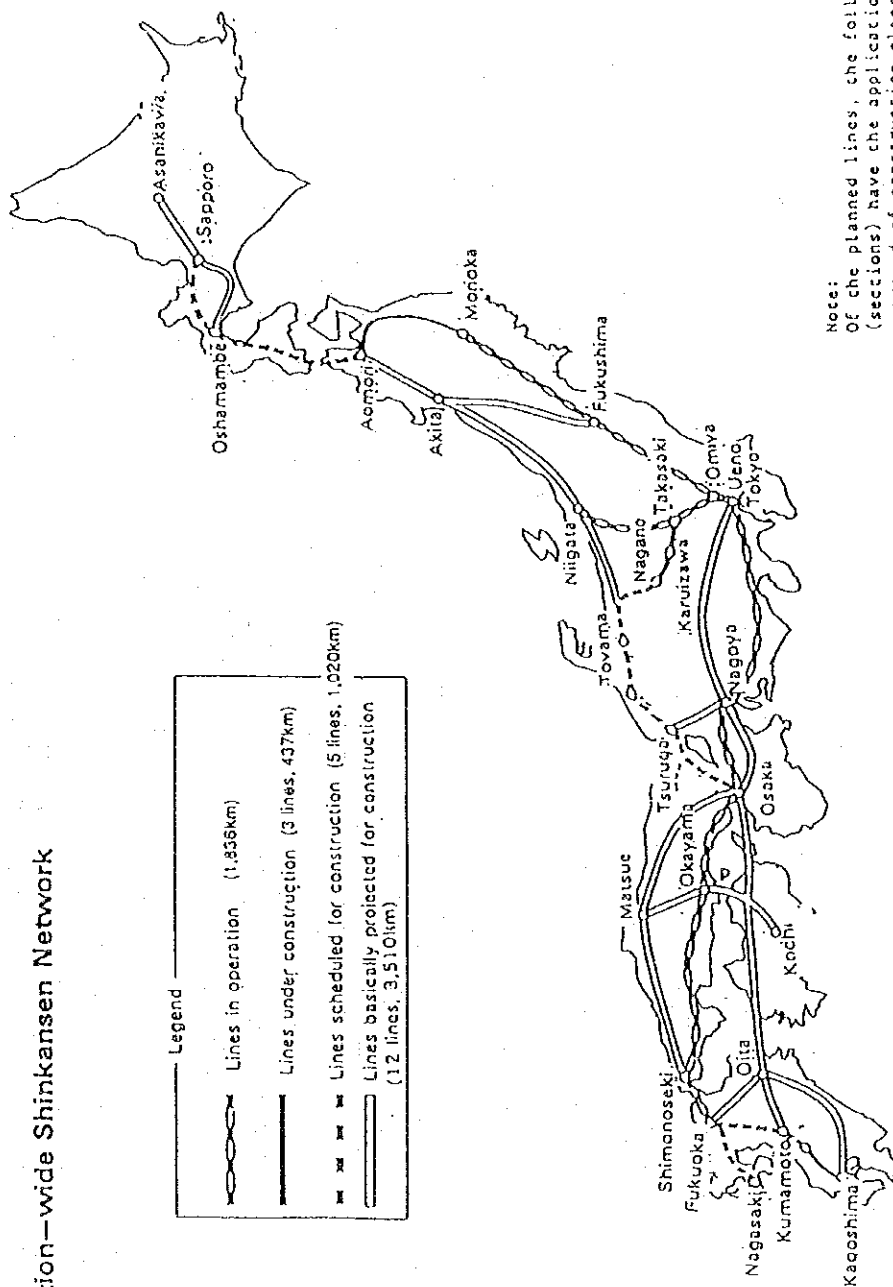
**Japan, Poor Topographic Conditions
at Airport Construction Sites**

Japan's topography is mostly mountainous. Its flat land accounts for only 30% of the total land area. As most of Japan's 120 million people reside on this small flat land area, it is quite difficult to select suitable sites where airports can easily be constructed. Therefore, many offshore and hilltop airports have been constructed in Japan that fully utilized the latest airport engineering technology.



The Present Status of Major Traffic Facilities

Nation-wide Shinkansen Network



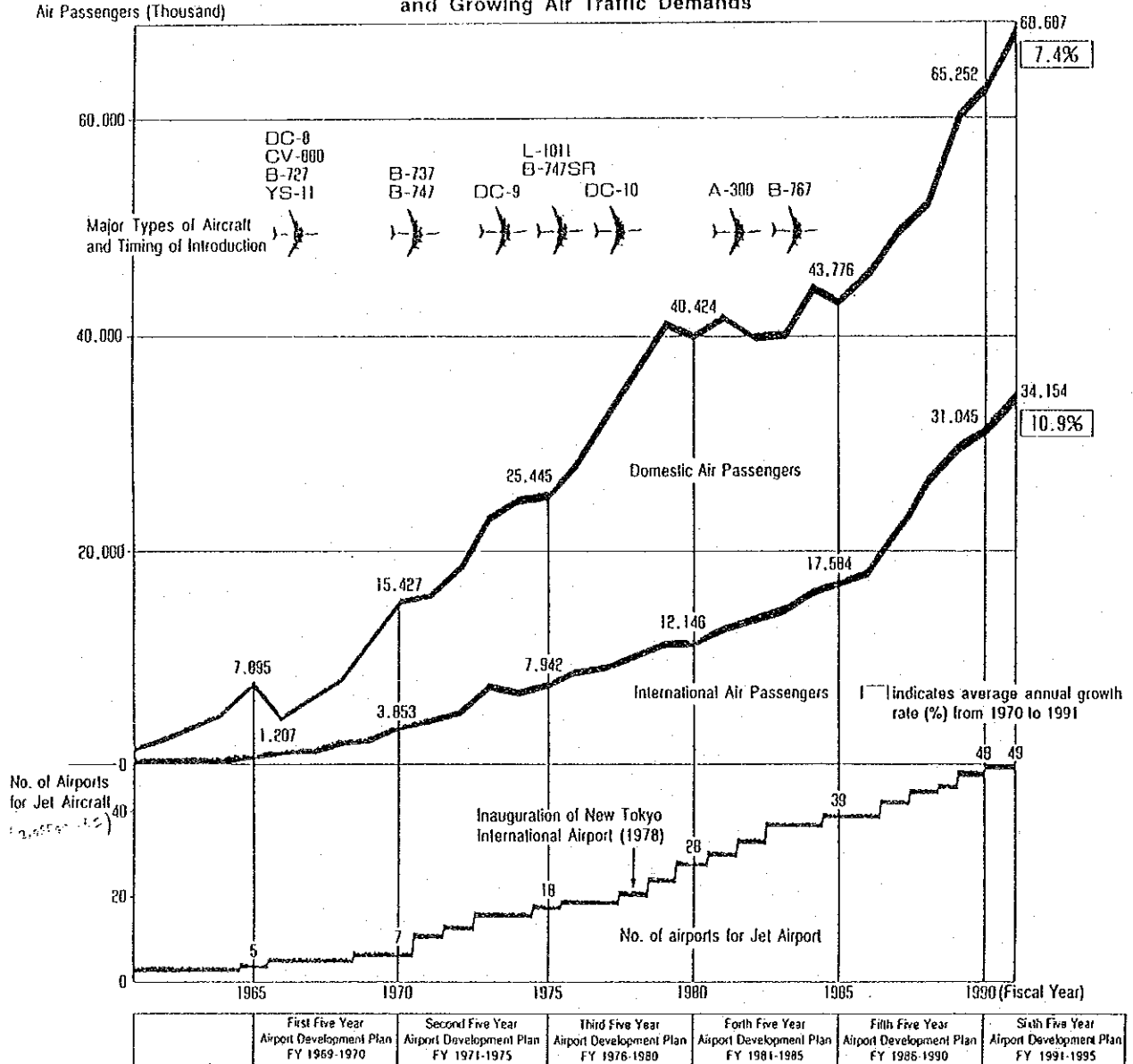
Legend	
	Lines in operation (1,836km)
	Lines under construction (3 lines, 437km)
	Lines scheduled for construction (5 lines, 1,020km)
	Lines basically projected for construction (12 lines, 3,510km)

Note:
Of the planned lines, the following 3 routes (sections) have the applications for approved of construction plans presented to date.

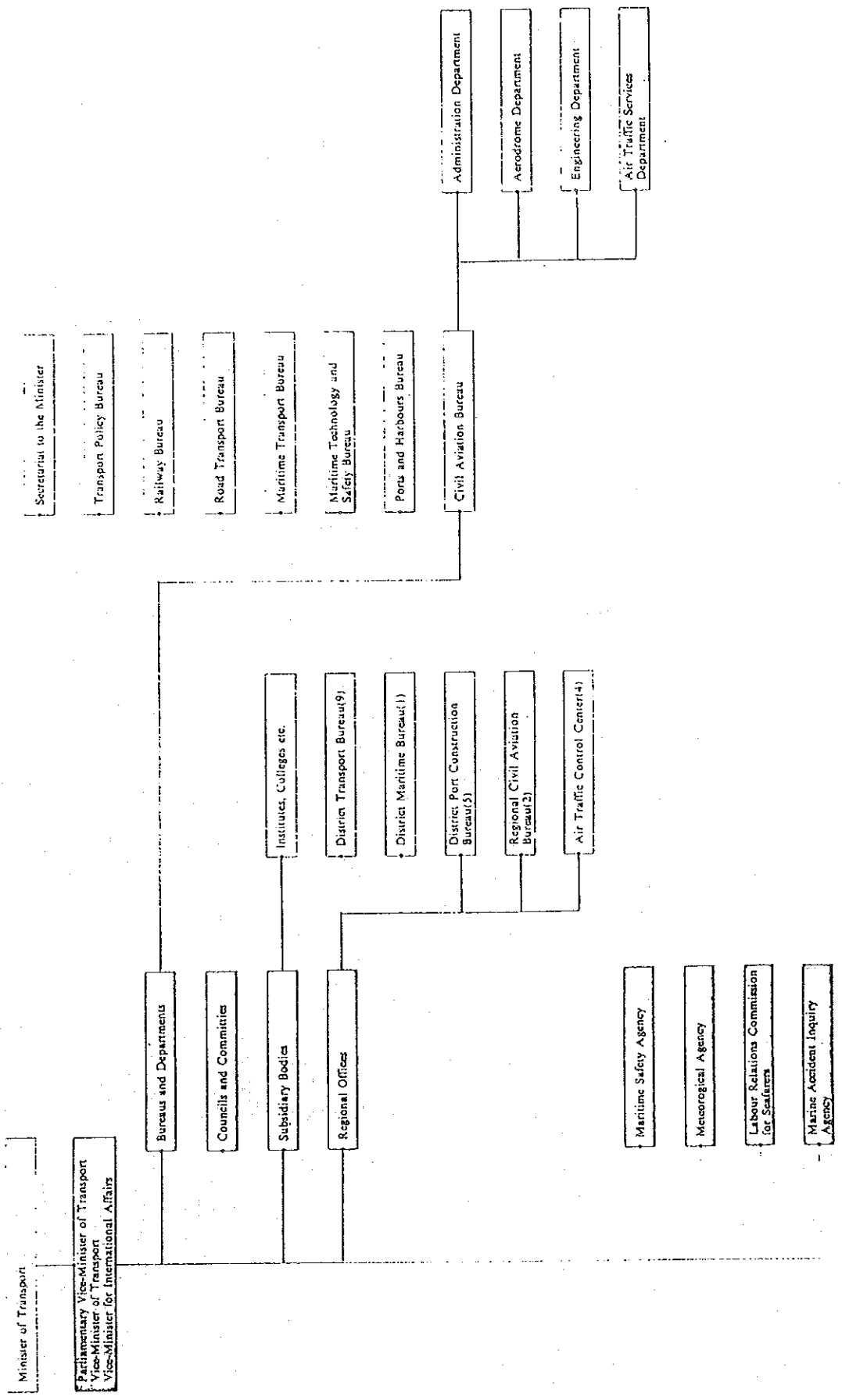
- 1) Tohoku Shinkansen (Morioka - Aomori)
- 2) Hokuriku Shinkansen (Takasaki - Komatsu)
- 3) Kyushu Shinkansen (Fukuoka - Kagoshima)

Source: Ministry of Transport

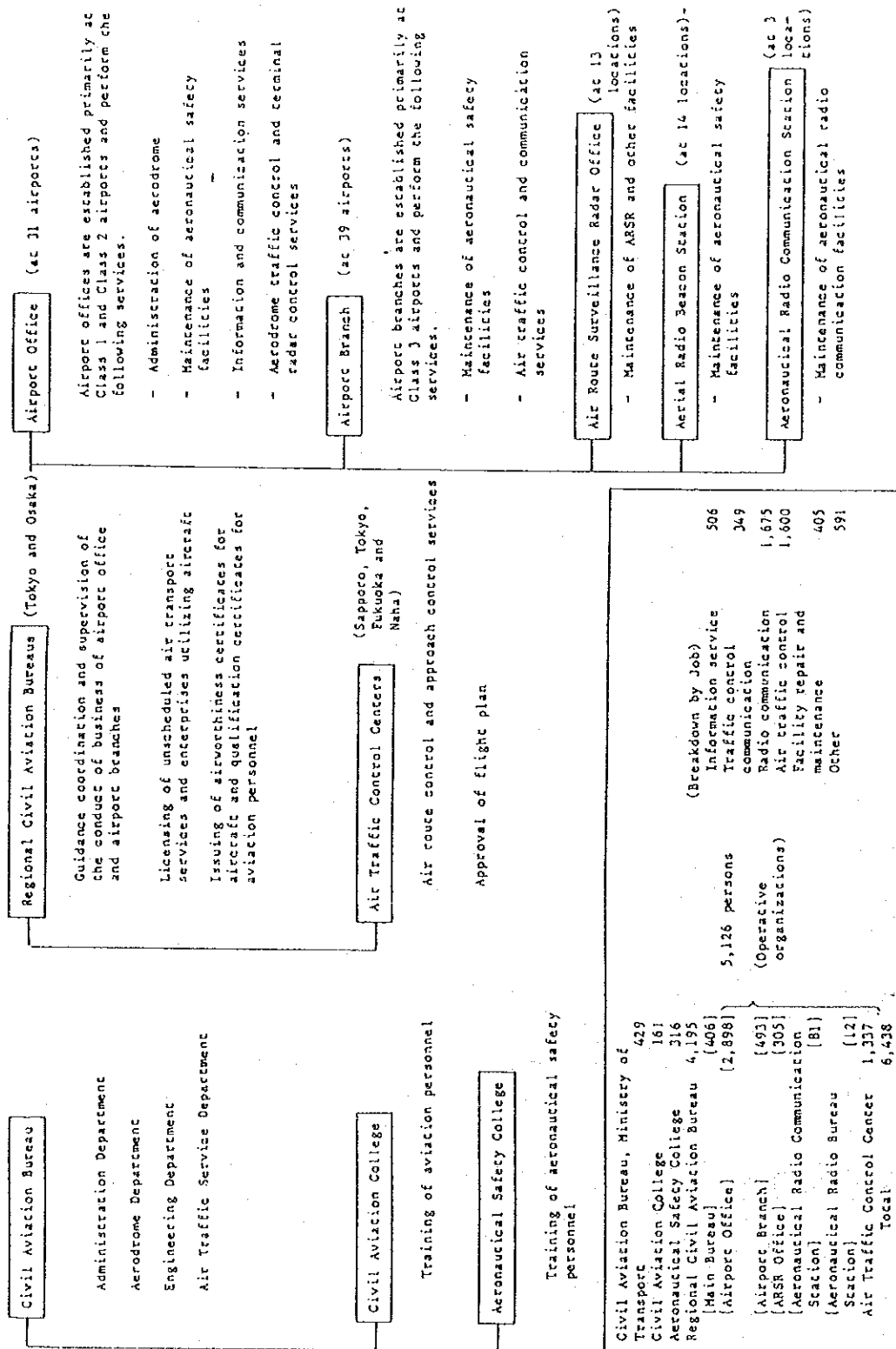
Progress of Airport Upgrading for Jet Aircraft and Growing Air Traffic Demands



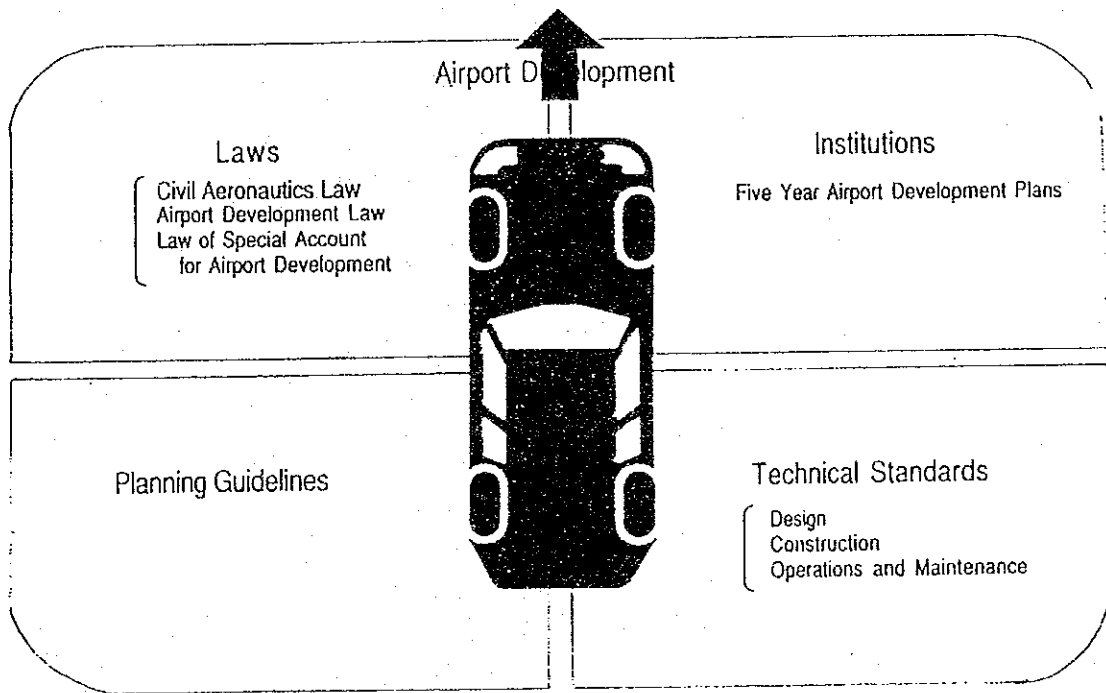
Ministry of Transport



Aviation-related organization and personnel (Fiscal 1992)

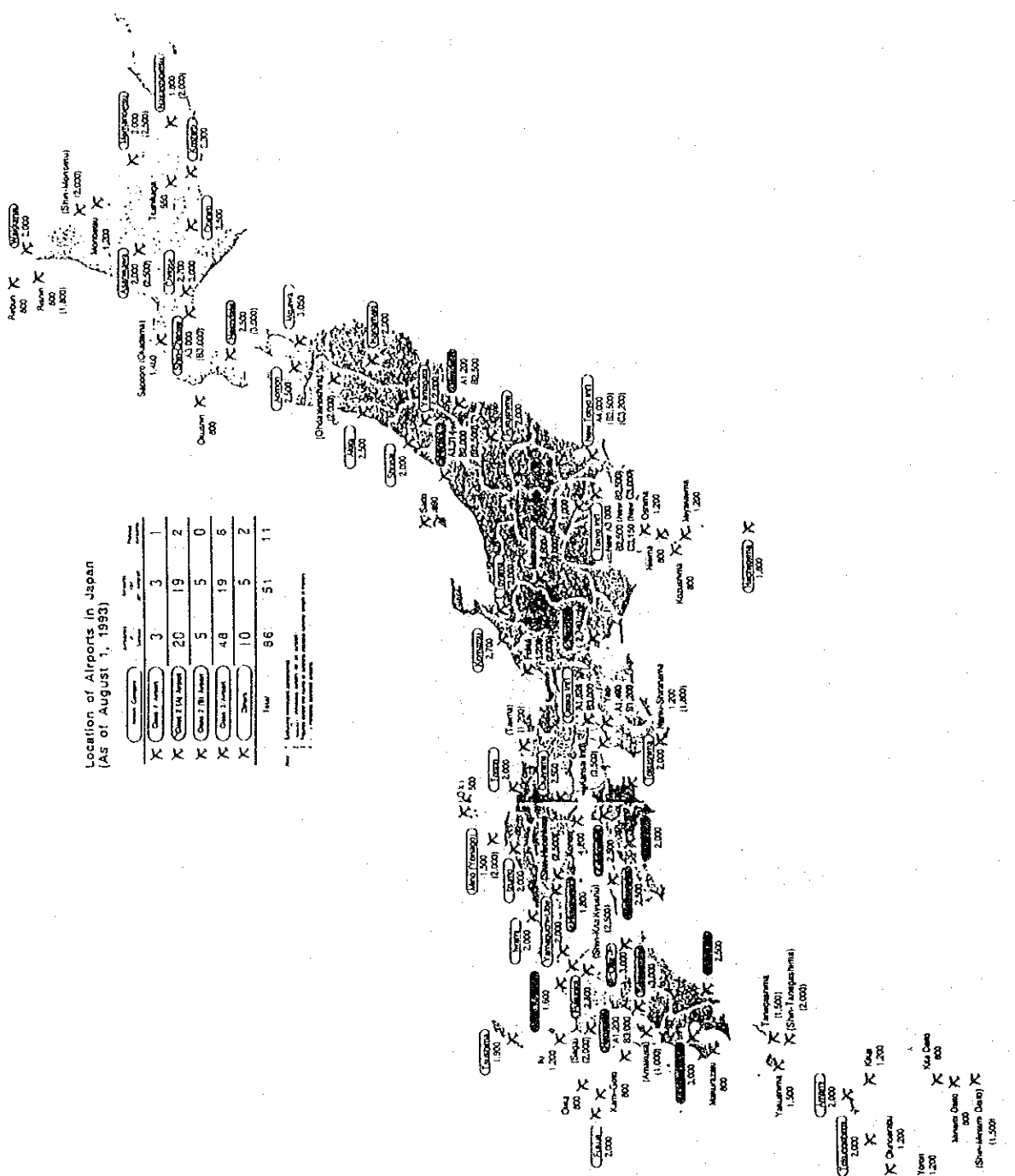


Four Wheels for Airport Development



Location of Airports in Japan
(AS of August 1, 1993)

Class	Number	Total
Class 1 Airport	3	3
Class 2 Airport	20	19
Class 3 (A) Airport	5	5
Class 3 (B) Airport	4	19
Class 3 (C) Airport	10	5
Class 4 Airport	86	51
Class 5 Airport	11	11



Airport Category and its Administration

Airport Category	Established and Administered by	Main Place of Airport
Class 1 Airport	Ministry of Transport Airport Authority	National Airport
Class 2 Airport	Local Government	Local Government
Class 3 (A) Airport	Local Government	Local Government
Class 3 (B) Airport	Local Government	Local Government
Class 3 (C) Airport	Local Government	Local Government
Class 4 Airport	Local Government	Local Government
Class 5 Airport	Local Government	Local Government

Airport Development Law

The Airport Development Law aims at facilitating the smooth implementation of airport construction and contributing to the development of air transport by stipulating the matters concerning the establishment and administration of airports and sharing of project costs. In this law, the airports in Japan are categorized as Class 1, Class 2 and Class 3, and authorities responsible for the establishment and administration of airports and percentage share of state subsidies in costs for airport development are indicated for each category.

According to this law, the costs for the development of Class 1 airports are basically 100% born by the state. Local governments share 25% of the costs for Class 2 airports and 50% for Class 3 airports. (The percentage share of the state subsidies is increased for airports in remote islands and other specified areas.)

Airport Category and Its Administration

Aero- dromes	Aerodrome for Public Use	Airport Category	Established and Administered by	Main Role of Airports
		Class 1 Airport	Minister of Transport New Tokyo International Airport Authority Kansai International Airport Co., Ltd.	Airports mainly for International air transport
Class 2 Airport	Minister of Transport (including airports to be entrusted to local governments)	Major airports mainly for domestic air transport		
Class 3 Airport	Local Government	Local airports mainly for domestic air transport		
Joint-use Aerodromes	Director General of Defense Agency, U.S. Forces			
Other Aerodromes	Minister of Transport, Local Government			
Non-public Aerodromes				

Percentages of Sharing of Airport Development Cost and
Subsidization by the National Government

Classification of Airport	Administrative Authority	Sharing of Cost or Subsidization	Facilities	New Construction or Improvement					Repair of Damage
				General	Hokkaido	Isolated Island	Amami Islands	Okinawa	
Class 1 Airport	Minister of Transport	Sharing of cost	Basic facilities Ancillary facilities	100	-	-	-	-	100
				100	-	-	-	-	100
Class 2 Airport	Minister of Transport	Sharing of cost	Basic facilities Ancillary facilities	75	95	90	-	100	80
				100	100	100	-	100	100
Class 2 Airport	Established by Minister of Transport Administered by local government	Sharing of cost	Basic facilities Ancillary facilities	75	80	90	-	100	80
				Not more than 75	Not more than 80	90	-	100	Not more than 80
Class 2 Airport	Local government	Sharing of cost	Basic facilities Ancillary facilities	50	75	90	90	100	80
				Not more than 50	Not more than 75	90	90	100	Not more than 80

Notes: 1. Basic facilities refer to runways, landing zones, taxiways and aprons.
2. Ancillary facilities refer to drainageways, lighting installations, revetment, roads, car parking areas, bridges and airport buildings lots designated by government ordinances.
3. The cost sharing and subsidization percentages for airport facility construction and improvement projects in general areas and Hokkaido and IOT damage repairs are as stipulated by the Airport Development Law.
4. Exceptions provided for the isolated islands are as stipulated by the Isolated Islands Protection Law.
5. Exceptions provided for the Amami Islands are as stipulated by the Amami Islands Promotion and Development Special Measures Law.
6. Exceptions provided for Okinawa are as stipulated by the Okinawa Promotion and Development Special Measures Law.

Airport Facilities and Operating Organizations

Category	Functions of Airport		Landing and Take-off of aircraft					Passengers cargo service				Service for aircraft	
	Establishment	Aircraft facilities	Fundamental facilities		Aviation security facilities			Terminal building for passenger	Terminal building for cargo	Facilities for international passenger and cargo check	Roads and parking lots	Aircraft maintenance facilities	Aircraft fueling facilities
			Land-Runways zones	Run-Taxiway Apron	Radio facilities	Lighting facilities	Weather observation facilities						
Class 1 Airport	Minister of Transport	Minister of Transport	○		○	○	○	△	△	○	○	△	△
	New Tokyo International Airport Authority	New Tokyo International Airport Authority			○	○	○	○	○	○	○	△	○
Class 2 Airport	Minister of Transport	Minister of Transport	○		○	○	○	△	△	○	○	△	△
	Kansai International Airport Company, Ltd.	Kansai International Airport Company, Ltd.			○	○	○	○	○	○	○	△	○
Class 3 Airport	Local Public Organization	Local Public Organization	□		○	○	○	△	△	○	○	△	△
	Local Public Organization	Local Public Organization	□		○	○	○	△	△	○	○	△	△

Note: Operating organization

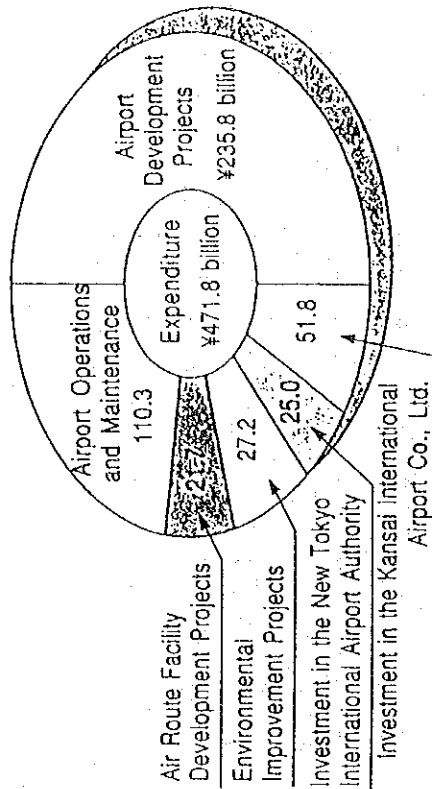
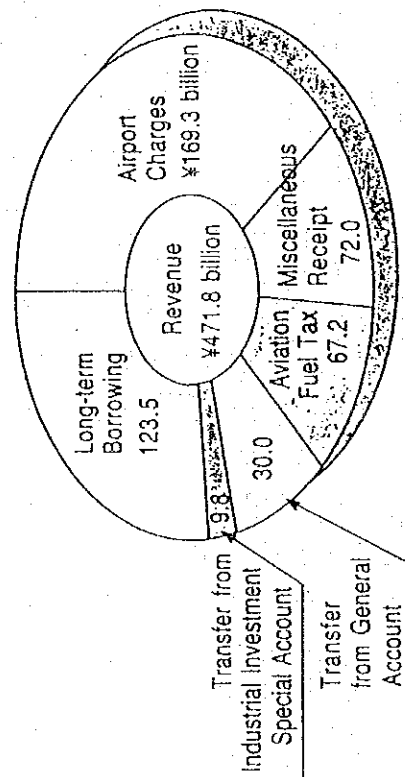
○ : Government
 □ : Local public organization
 △ : Private corporation

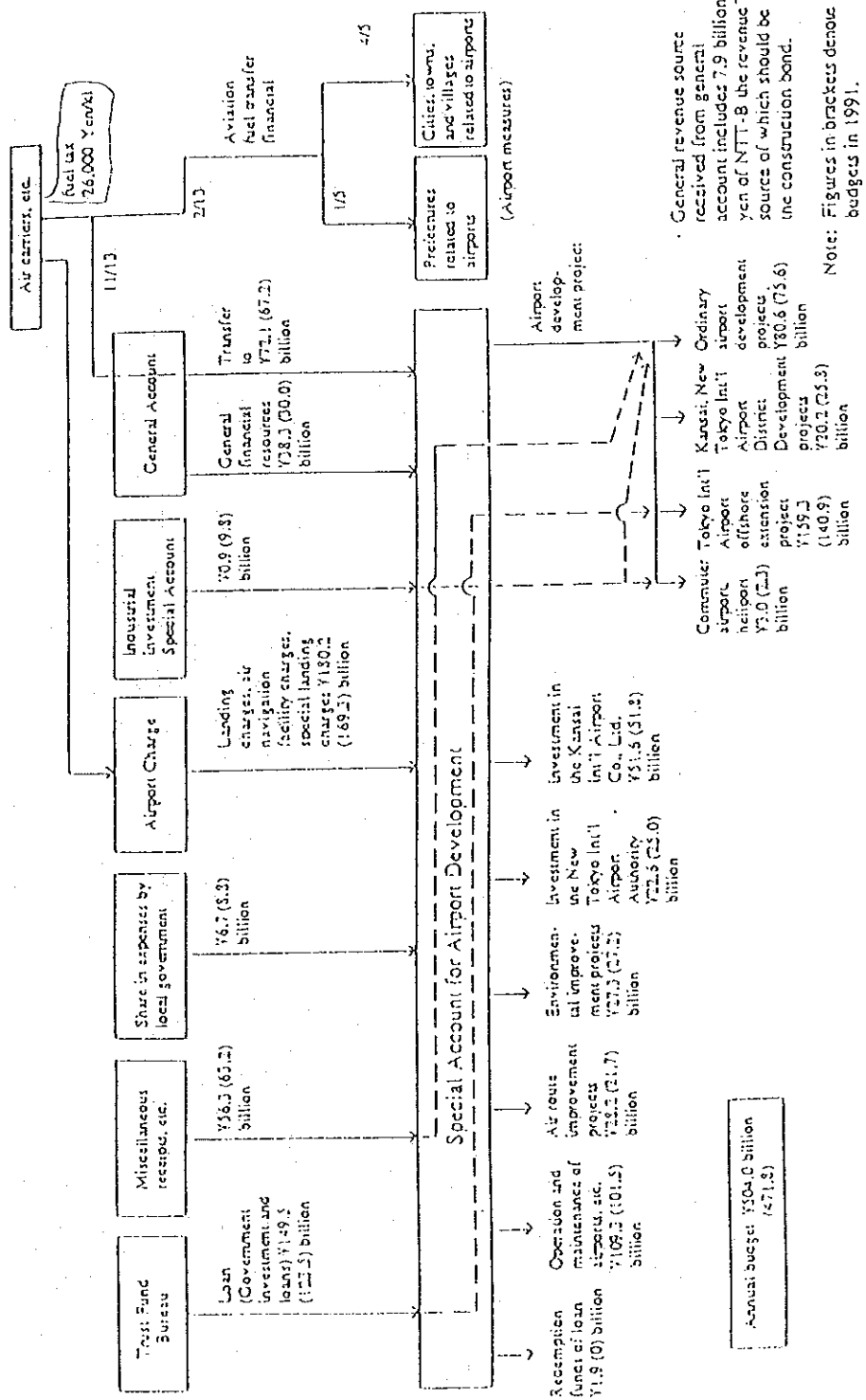
Law of Special Account for Airport Development

The Law of Special Account for Airport Development was established to secure the necessary budget for the development, operations and maintenance of airports by enhancing a principle that those who will benefit have to bear the cost. By this law, the financial background for the airport development was strengthened.

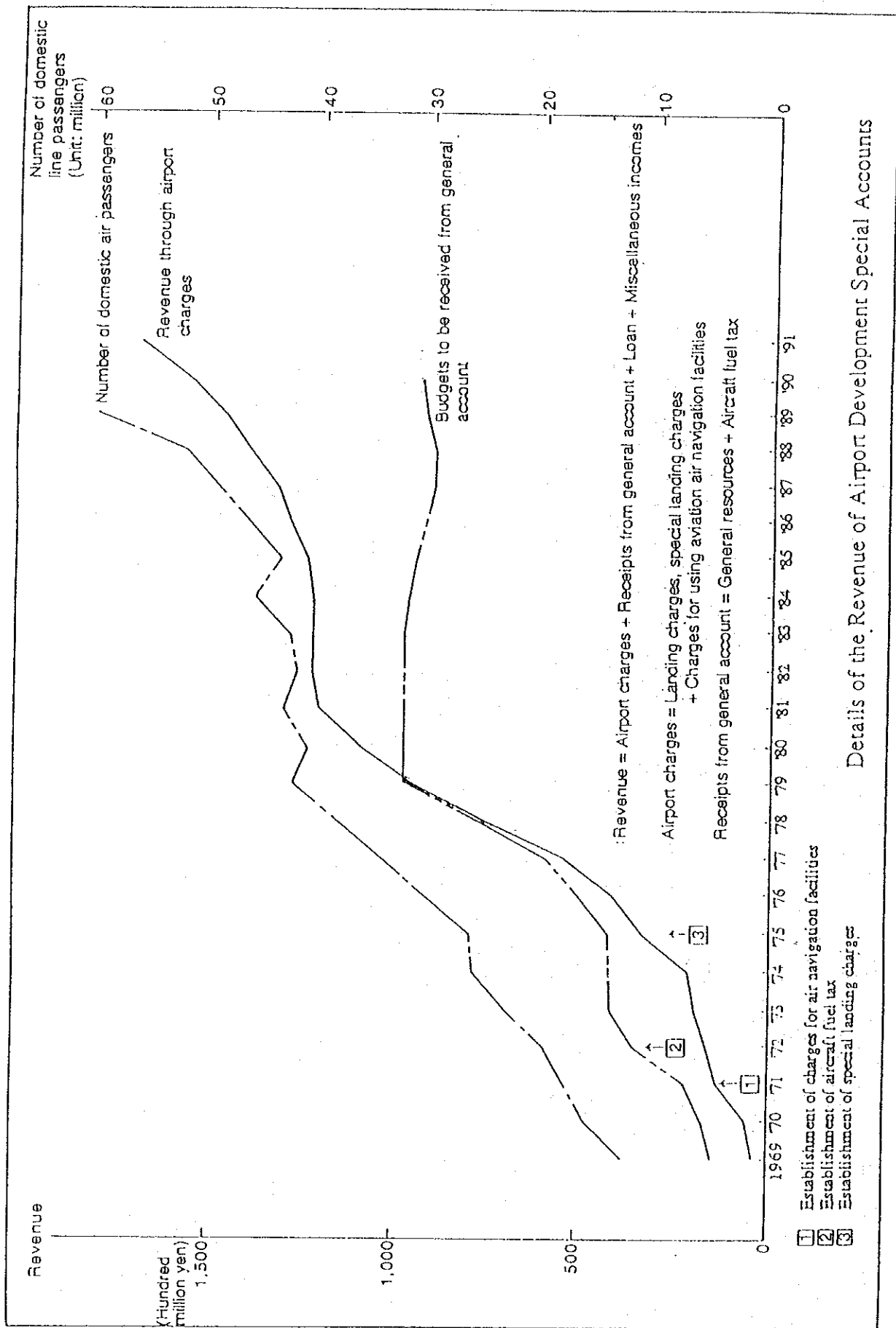
The revenue from the special account mainly comprises airport charges (aircraft landing charges, air navigation facility charges, etc.), transfer from general account (aviation fuel tax, etc.), long-term borrowing for the development of the Tokyo International Airport (Haneda), etc. The revenue is allocated to the expenditure on airport development projects, environmental improvement projects, air route facility development projects, operations and maintenance of airports under state administration, investments in the New Tokyo International Airport Authority and the Kansai International Airport Co., Ltd. and others.

Balance of Special Accounts
for Airport Development
(Fiscal Year 1991)



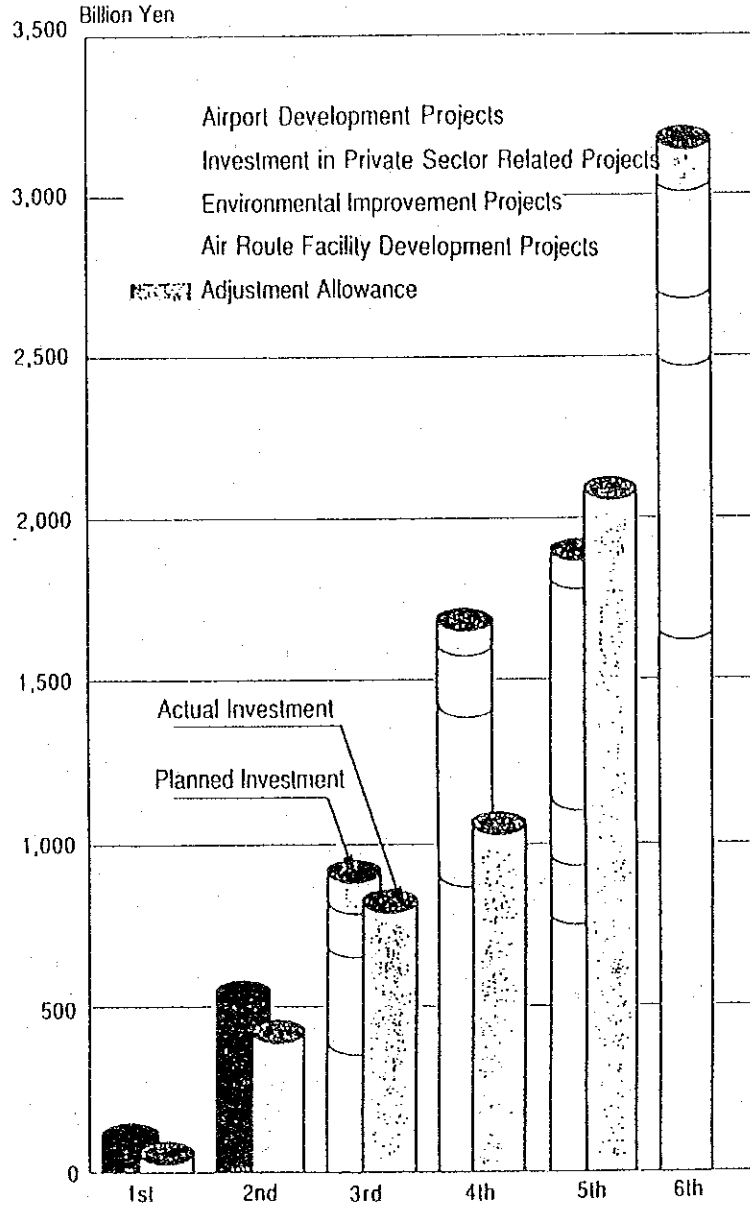


Fund Flow of Special Account for Airport Development (budget for fiscal 1992)



Details of the Revenue of Airport Development Special Accounts

History of Five Year Airport Development Plans



The Sixth Five-Year Airport Development Plan

(Formulated by the Cabinet Meeting on November 29, 1991)

1. Targets of Implementation of Airport Development Projects

- A total of 3,190 billion yen shall be invested.
- The plan starts in 1991.
- The targets of individual projects under this plan are as shown below.
 - (1) Development of Airports
 - 1) The completion of Three Major Projects.
 - 2) To extend local airports to meet the increasing use of larger aircraft.
 - (2) Promotion of Environmental Measures in Airport Surrounding Areas
 - (3) Development of Aviation Safety Facilities

2. Amount of Airport Development Projects

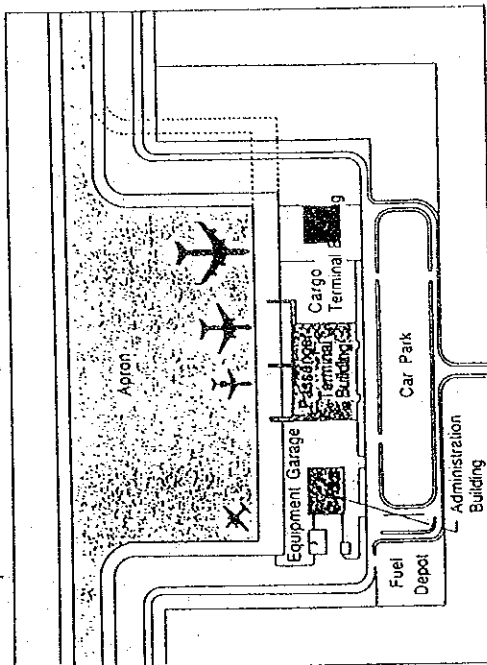
(1) Airport development:	1,610 billion yen
(2) Promotion of private sector-related project:	845 //
(3) Promotion of environmental measures in airport surrounding areas:	265 //
(4) Improvement of aviation safety facilities:	300 //
(5) Adjustment work expense:	170 //
Total:	3,190 //

Guidelines for Airport Planning

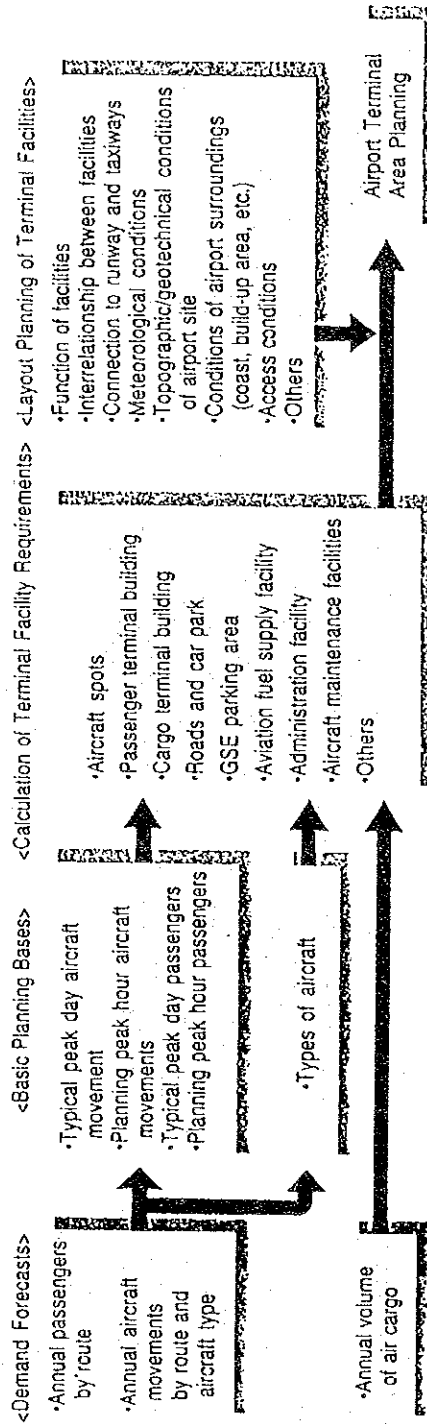
To build an efficient air network within the limited budget, it is important to develop airports efficiently and rationally. The planning guidelines that standardize the level of the airport development are necessary for this purpose.

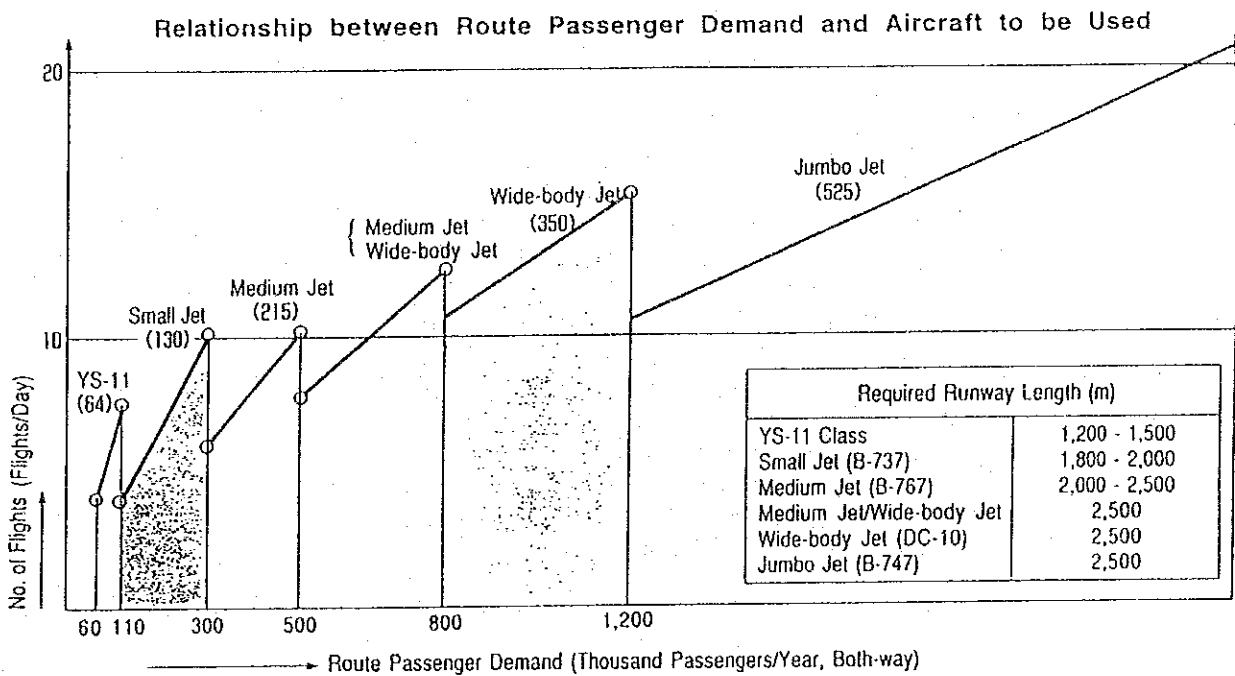
The planning guidelines for airport facilities in Japan stipulate the basic layout of airport facilities, such as runways, taxiways, aprons, passenger terminal buildings, etc., and the methods for calculating the facility requirements. The guidelines apply both to basic facilities, such as runway and taxiways, and to terminal area facilities, such as apron and terminal buildings.

An Example of Basic Layout Plan for Terminal Area



Flowchart for Airport Terminal Area Planning





Note: The above aircraft introduction criterion reflects local conditions in Japan where the number of aircraft operations at airports in Tokyo and Osaka is restricted. Therefore, modifications may be required to adopt it to other countries.

Civil Aeronautics Law

The Civil Aeronautics Law is the basic law regarding Japan's air transport that is stipulated in accordance with regulations set forth in the International Civil Aviation Treaty and with standards, methods and procedures adopted as an annex to the above treaty. Its objectives are to secure aviation safety, to ensure orderly operations of airlines and then to enhance the development of air transport. The Civil Aeronautics Law covers aircraft registration and airworthiness certification for the safety of aircraft, certification of skills and qualifications of aviation personnel, establishment and administration of airports/air route facilities, procedures and regulations for aircraft operations, licensing system for air transport business and so forth.

Regarding the airports, it stipulates procedures for the establishment of airports (aerodromes) and obstacle limitation surfaces, etc. The Aeronautics Regulation (Ministry of Transport Ordinance), as standards for the establishment of airports, prescribes configurations and dimensions of basic facilities, such as runway strips, runways and taxiways, in accordance with ICAO ANNEX 14.

○ Design standards are classified into 'standards', 'procedures' and 'guidelines' according to a need for observance and technical maturity.

① Standards

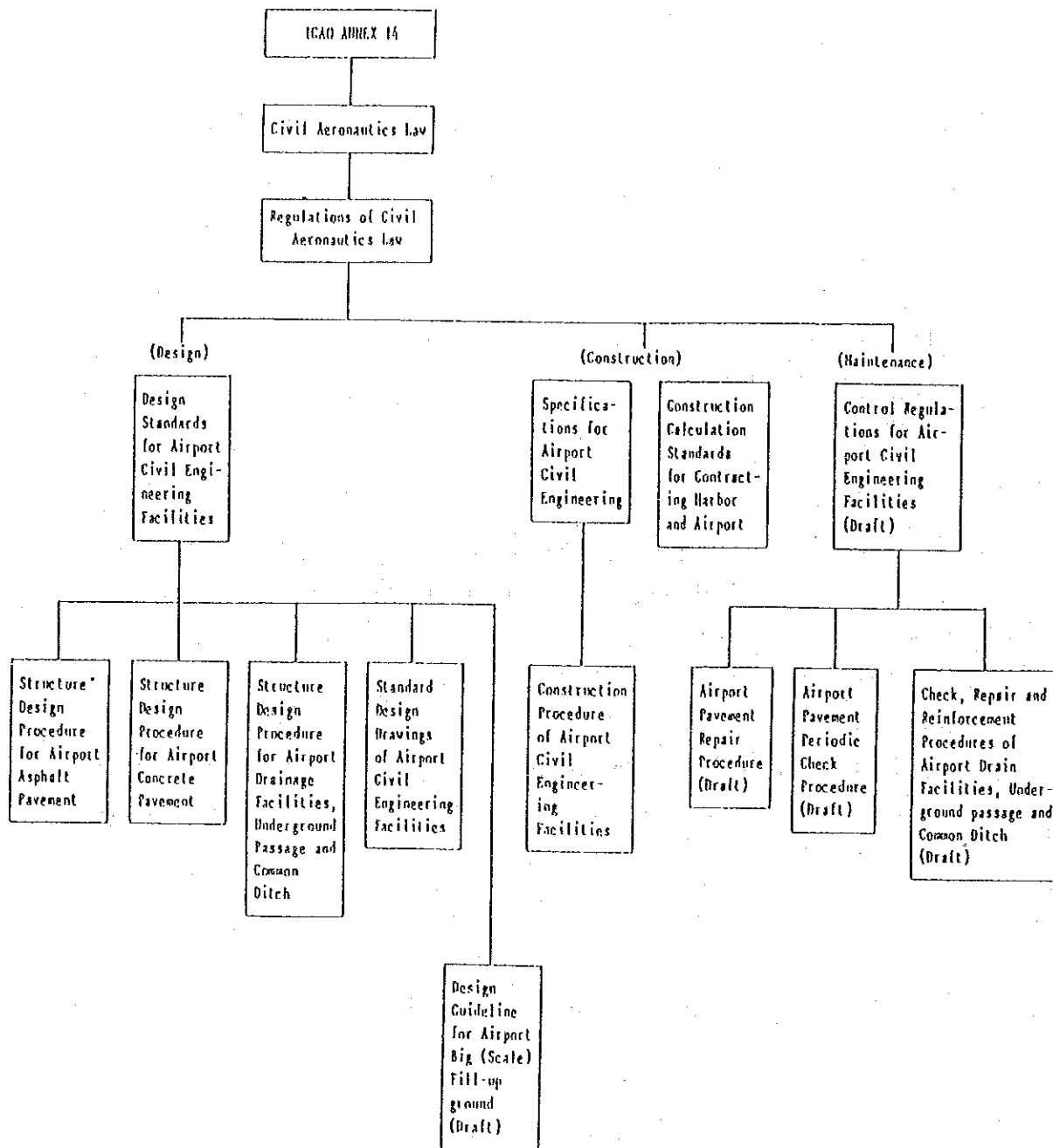
Standards, which impose a great deal of restrictions on airport planners, prescribe basic concepts on location, shape and stress of facilities for the purpose of ensuring functionality and safety, and pursuing economic viability.

② Procedures

Explanations for design standards, which are considered appropriate technically and worth recommending airport planners to observe, are 'Procedures' with ease of use.

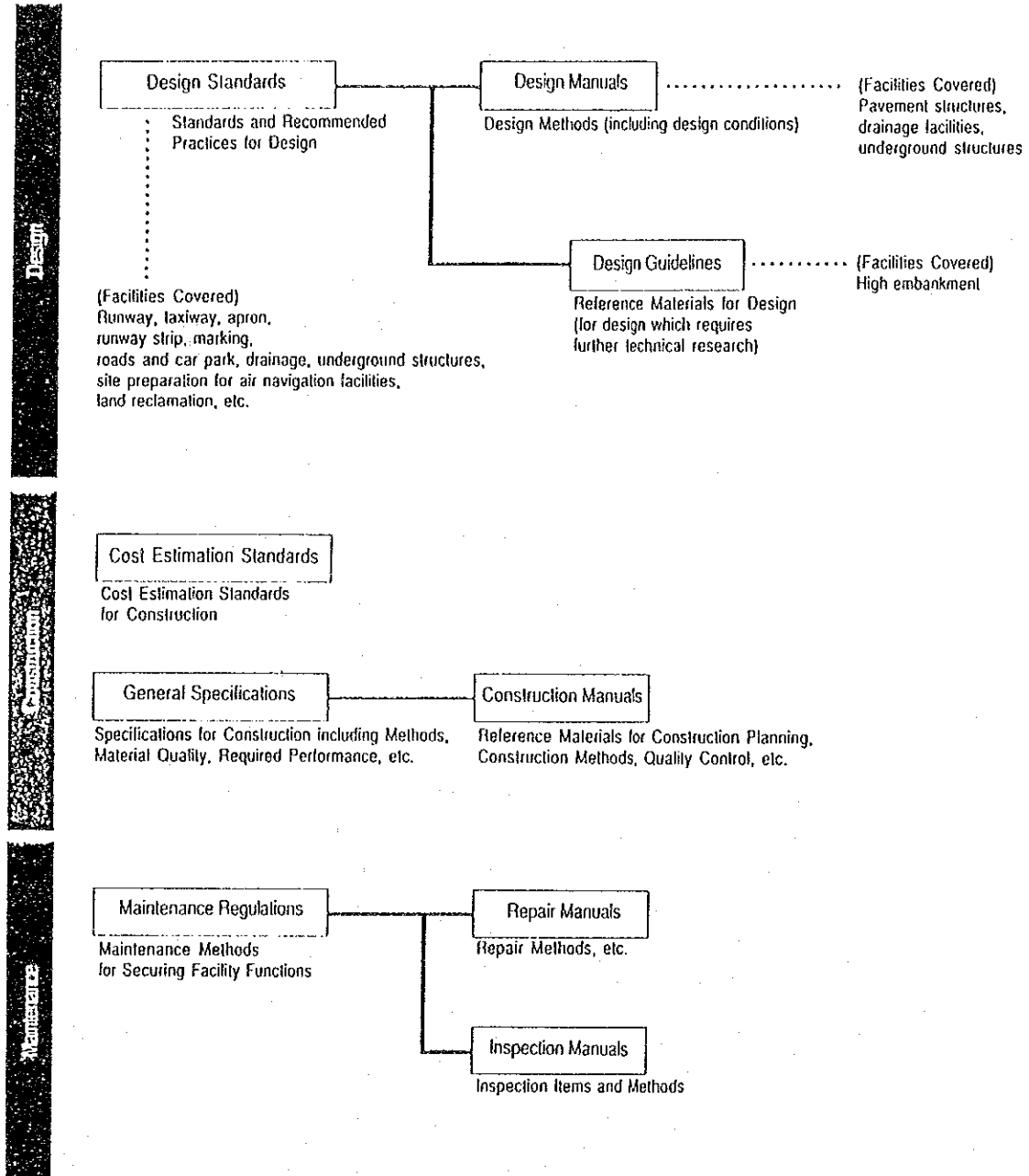
③ Guidelines

Guidelines, which are considered not appropriate technically and have no restrictions, are provided to airport planners as reference materials.



System of airport civil engineering facilities design standards

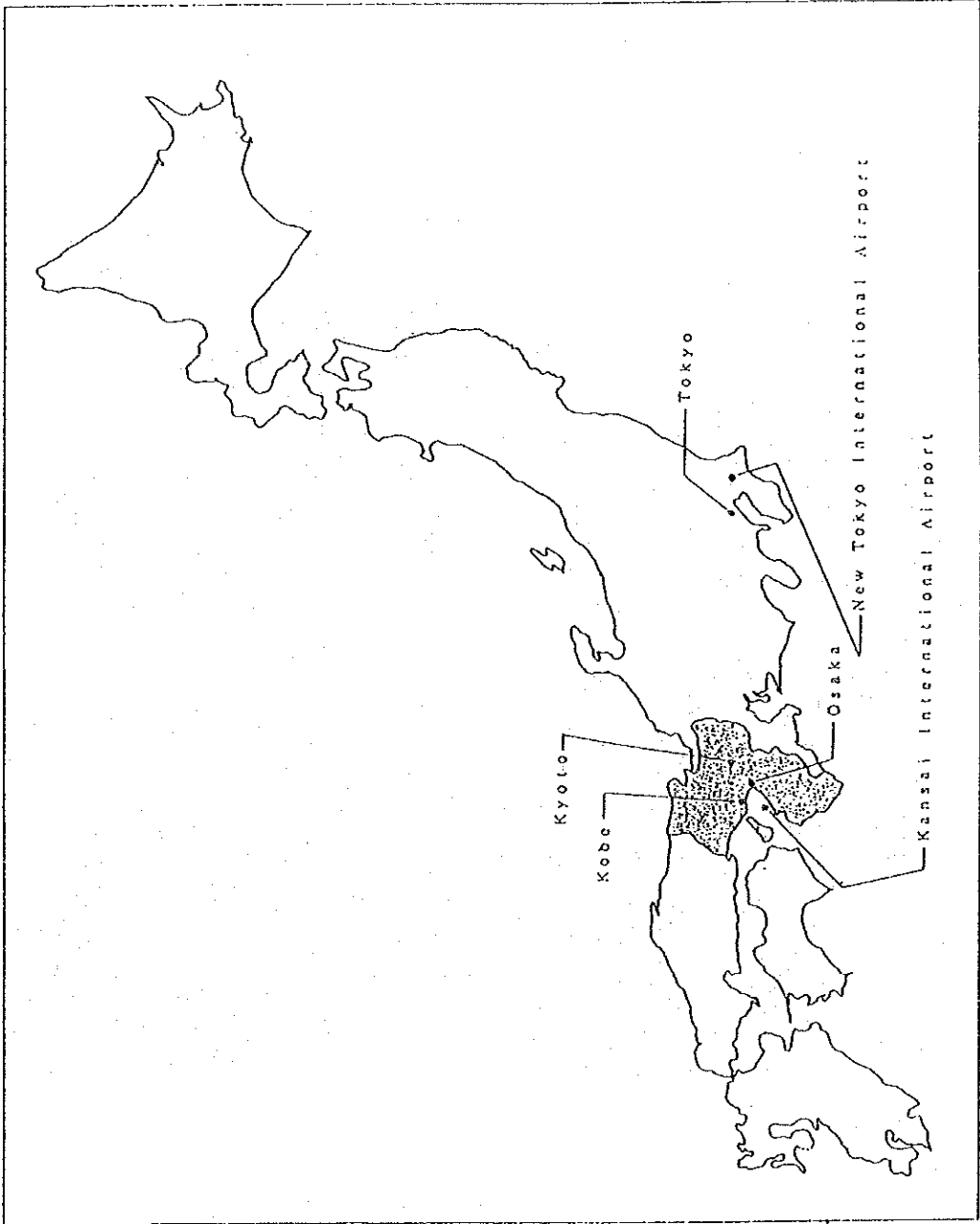
Systematic Provision of Standards for Airport Civil Engineering Facilities



KANSAI INTERNATIONAL AIRPORT PROJECT

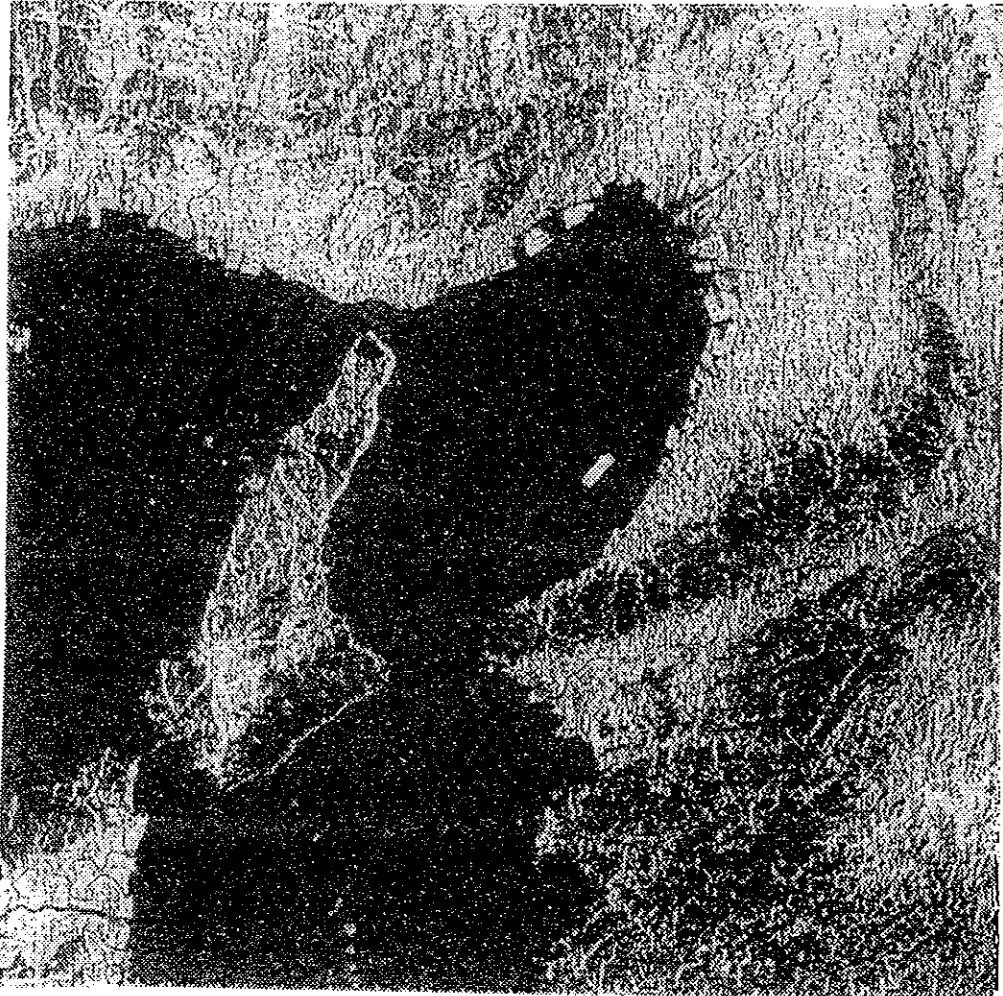
NOVEMBER, 1993

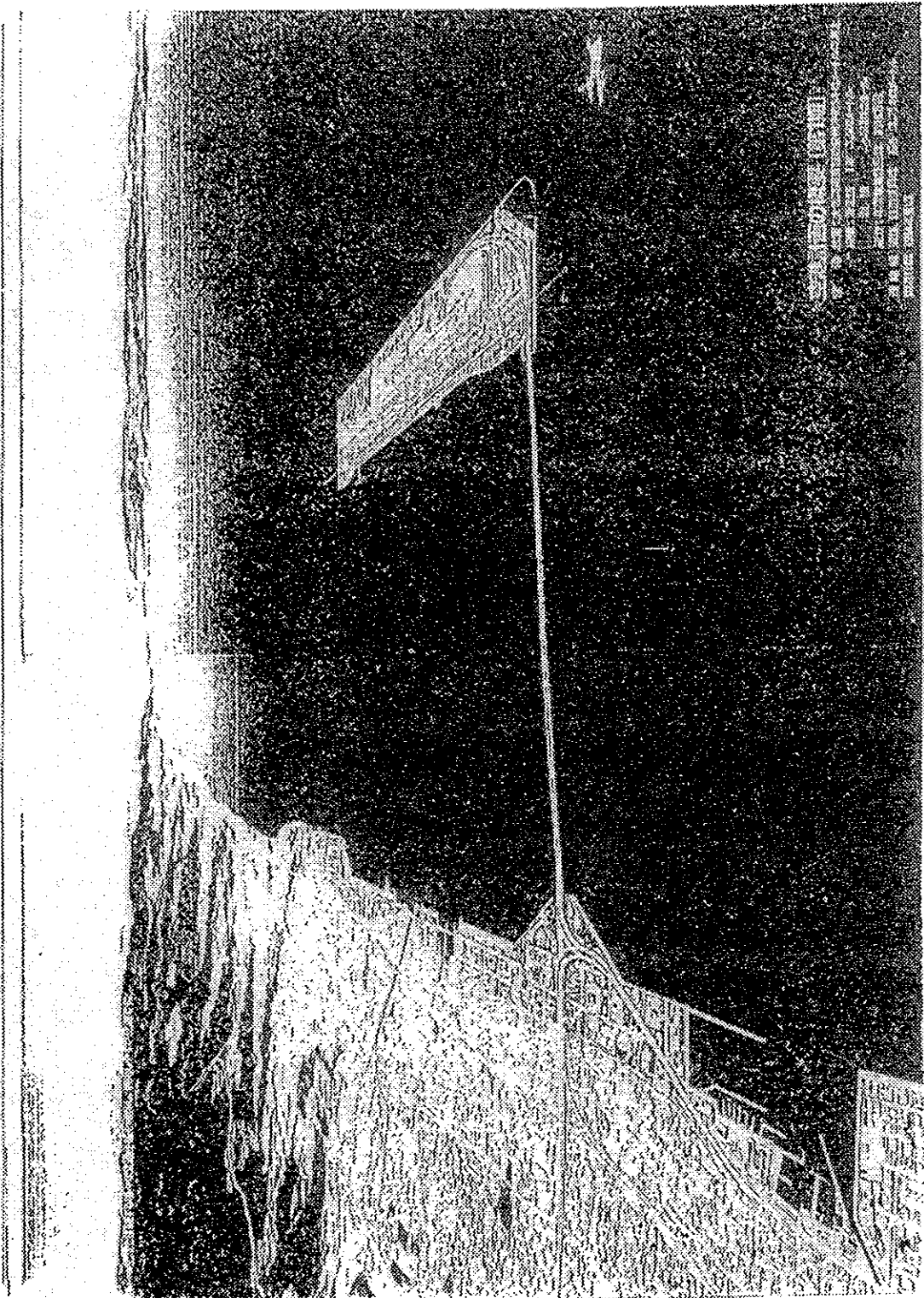
JAPAN INTERNATIONAL COOPERATION AGENCY (JICA)
CIVIL AVIATION BUREAU, MINISTRY OF TRANSPORT



Location of the Kansai Region & the Kansai International Airport

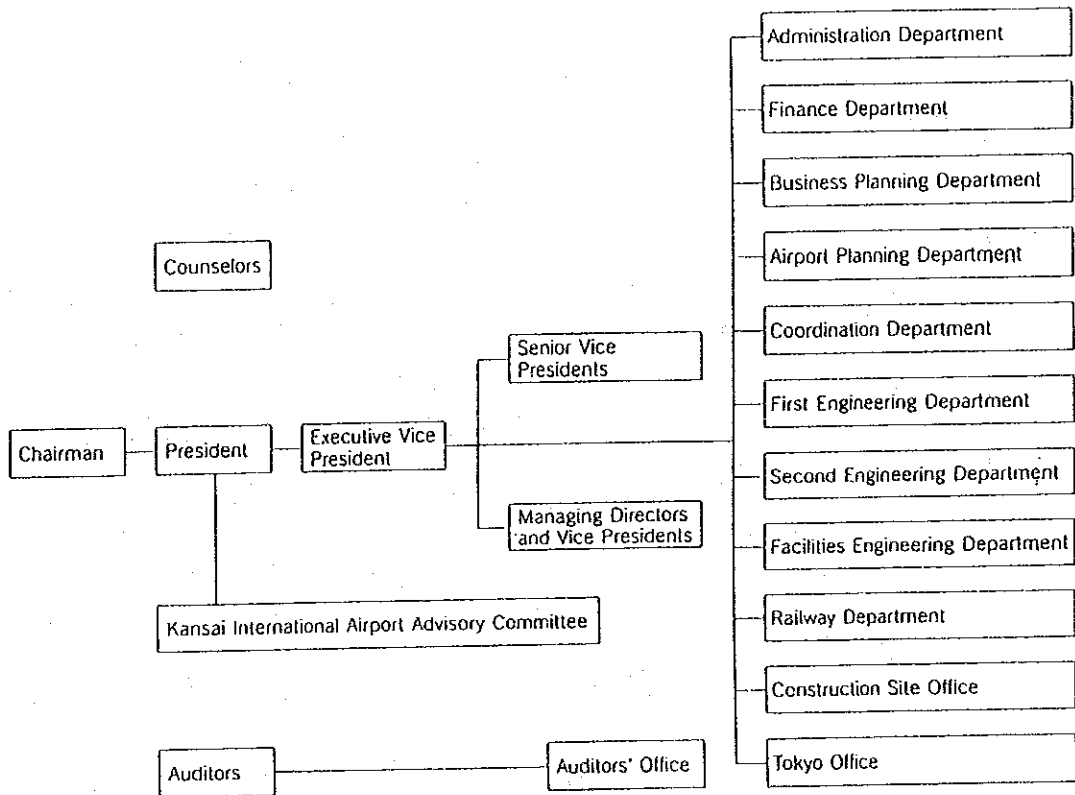
THE KANSAI INTERNATIONAL AIRPORT





Growth of Air Traffic Demand in Japan

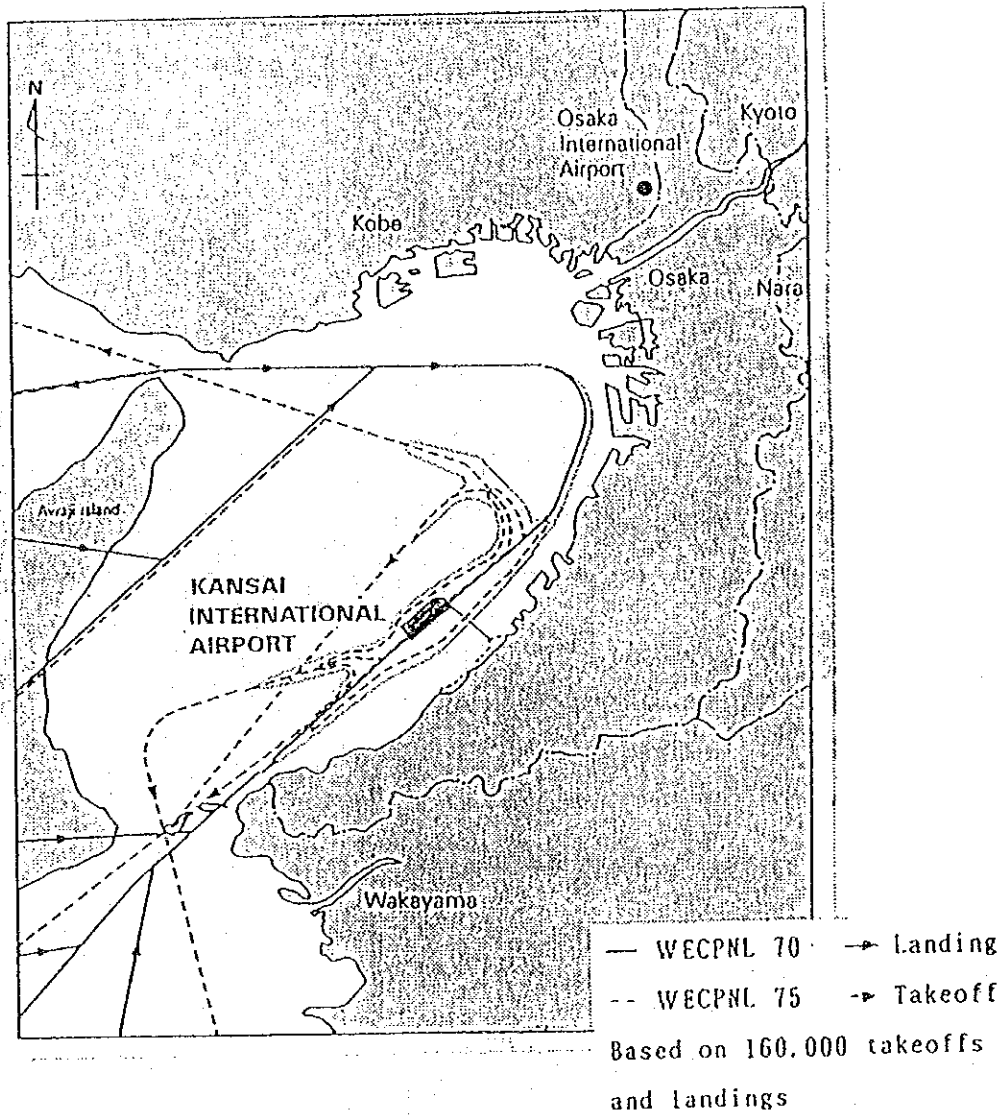
	1980FY	1985FY	1990FY	2000FY(forecast)
Passenger International (thousand)	12,100	17,600	31,000	57,000
Domestic	40,400	43,800	65,300	103,000
Cargo International (thousand ton)	530	870	1,580	3,100
Domestic	300	470	690	1,250



Organization Chart for KIAC

Cost Breakdown and Financing for the Phase 1 Plan

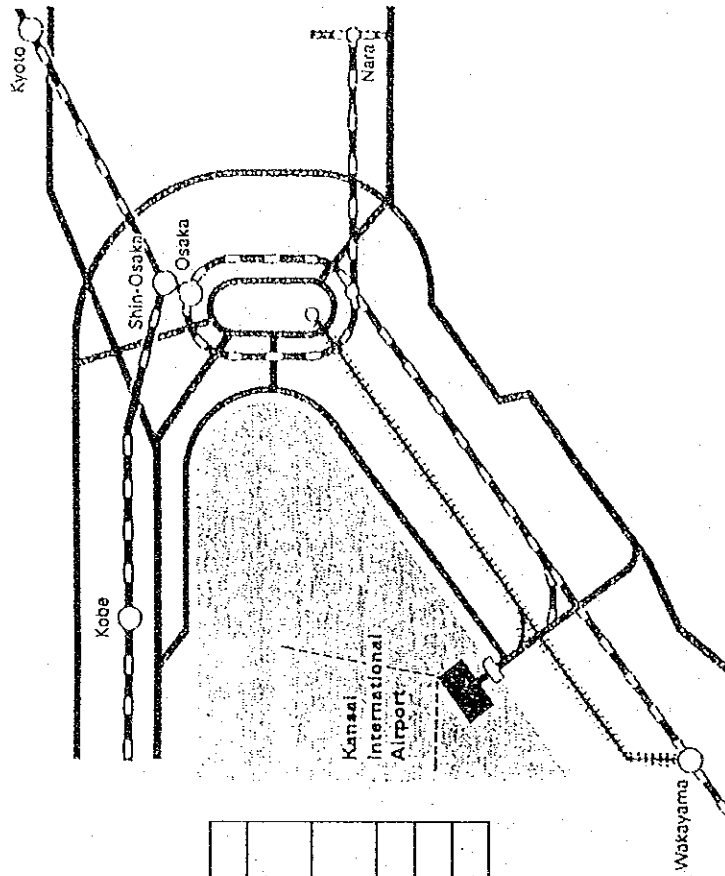
	Item	Billion Yen
Project Cost	Land Reclamation	5 1 0
	Access Bridge	1 5 0
	Airport Facilities	5 1 0
	Overhead & Interest	2 6 0
	Total	1. 4 3 0
Financing	Invested Capital 30%	4 2 9
	Central Government 20%	2 8 6
	Local Governments 5%	7 1 . 5
	Private Businesses 5%	7 1 . 5
	Bonds & Loans 70%	1. 0 0 1
	Total	1. 4 3 0








Flight Routes & Airport Noise Patterns

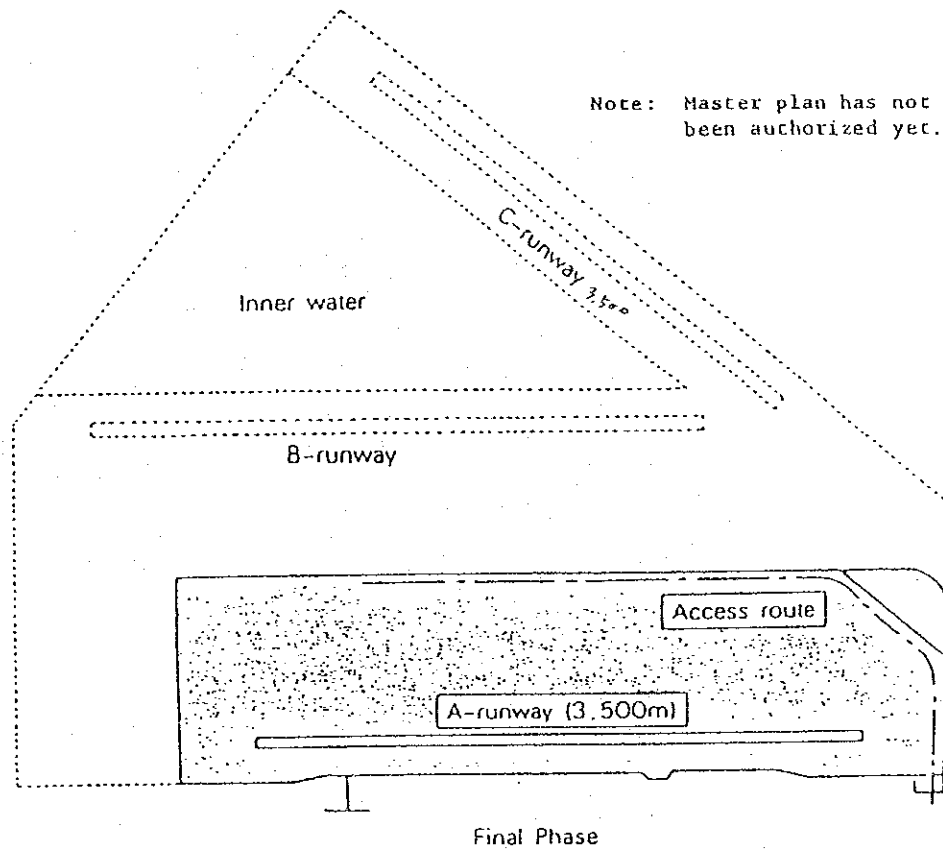
Approximate access time from the new airport

Location	by rail	by car
Osaka City Center (Namba and Minatomachi)	30 min.	50 min.
Shin-Osaka (Shinkansen Station)	55 min.	60 min.
Kyoto	85 min.	110 min.
Nara	75 min.	80 min.
Kobe	30 min. by sea	80 min.

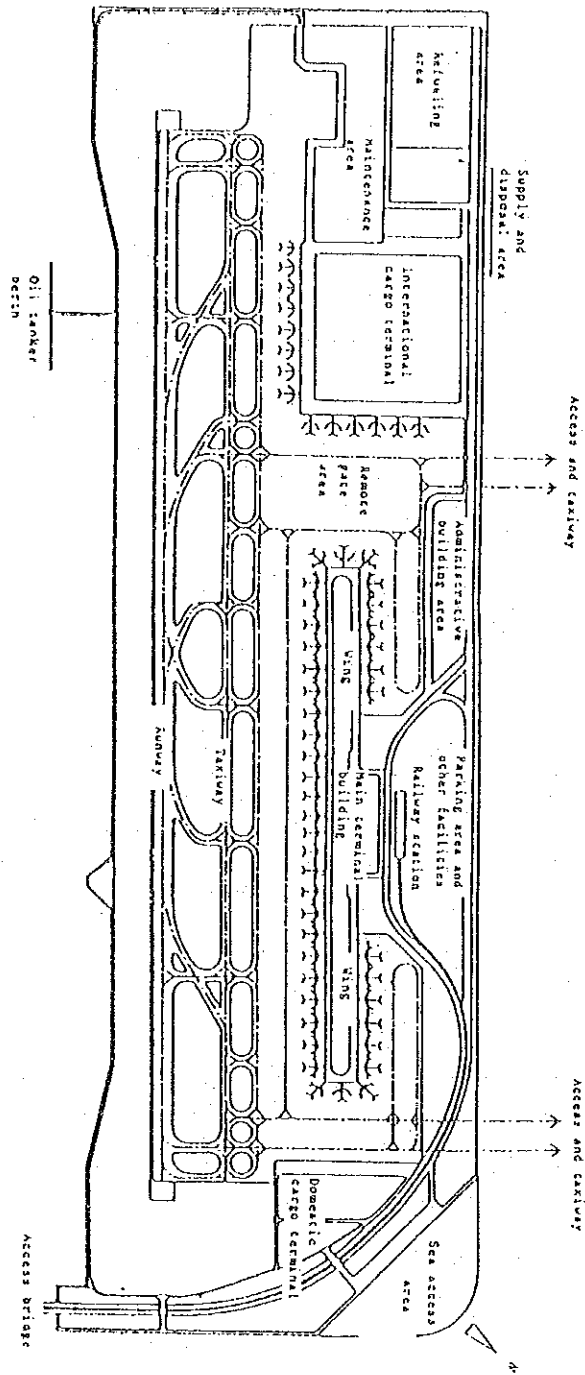


Airport Access, Major Routes

-  JR Shinkansen ("Bullet Train") Line
-  JR Line
-  Private Railway
-  Expressway
-  Ship



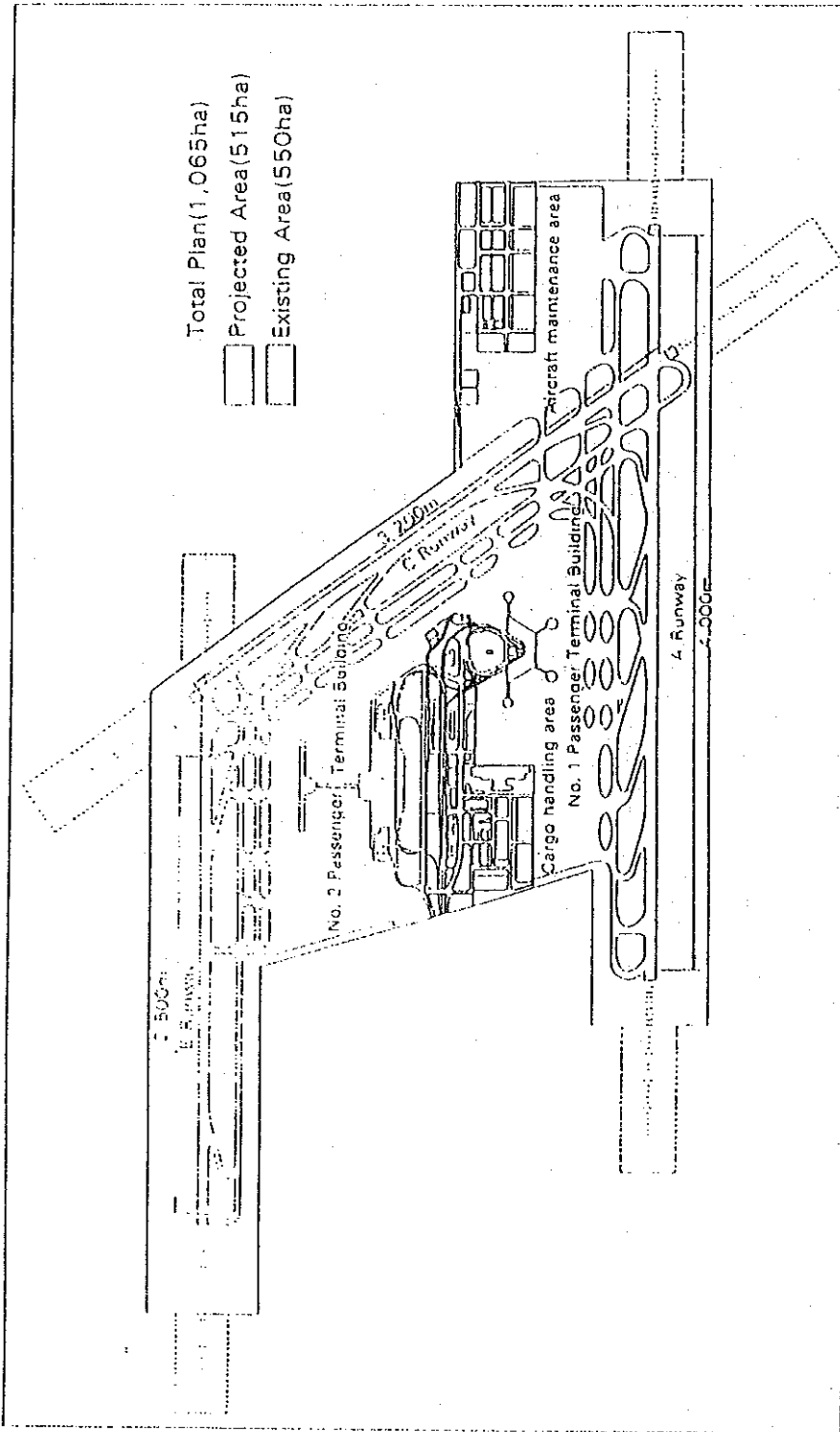
Phase I Plan and Master Plan



Size & Capacity of the Kansai Airport vs. Narita Airport

Item	Kansai Phase 1	Narita Phase 1
Area (ha)	5 1 1	5 5 0
Runway Length (m)	3 5 0 0	4 0 0 0
No. of Aircraft Gates & Stands	6 9	8 9
Floor Area of PTB (ha)	3 0	1 7
Area of International Cargo Terminal (ha)	2 6	2 0
No. of Aircraft Movements per year(thousand)	1 6 0	1 1 8
No. of Passengers per year (million)	3 0	2 1
Volume of Cargo handled (thousand ton)	1 4 0 0	1 3 7 0

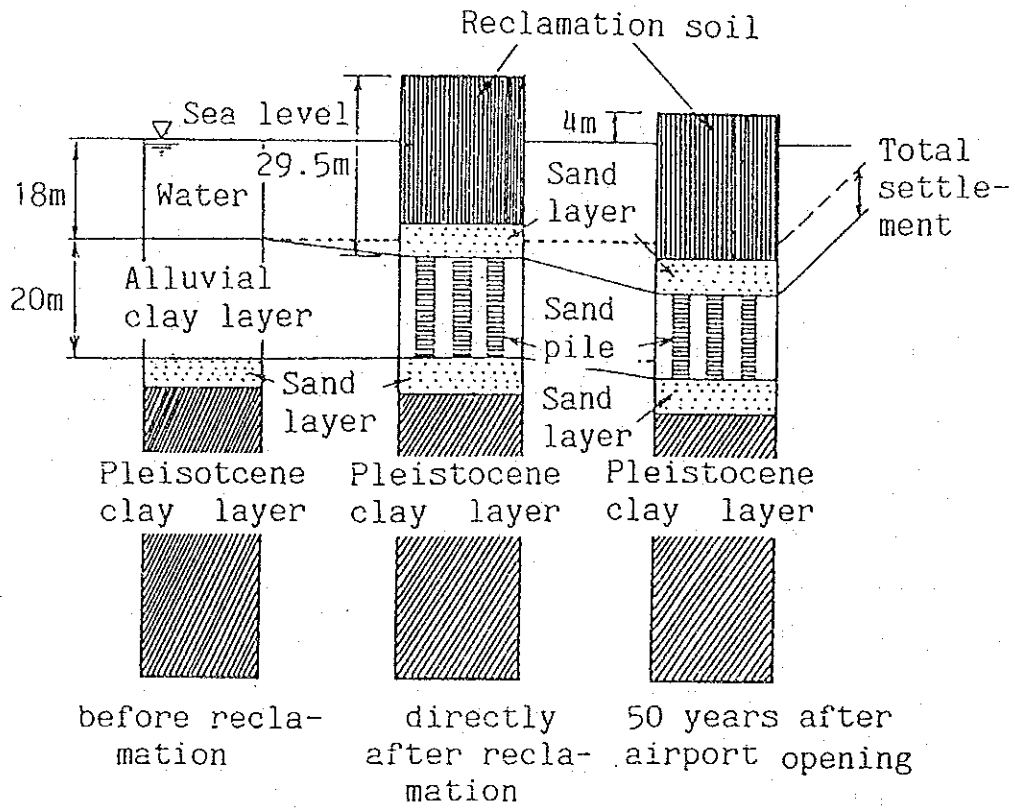
Note: Figures for Narita indicate actual data as of 1990.



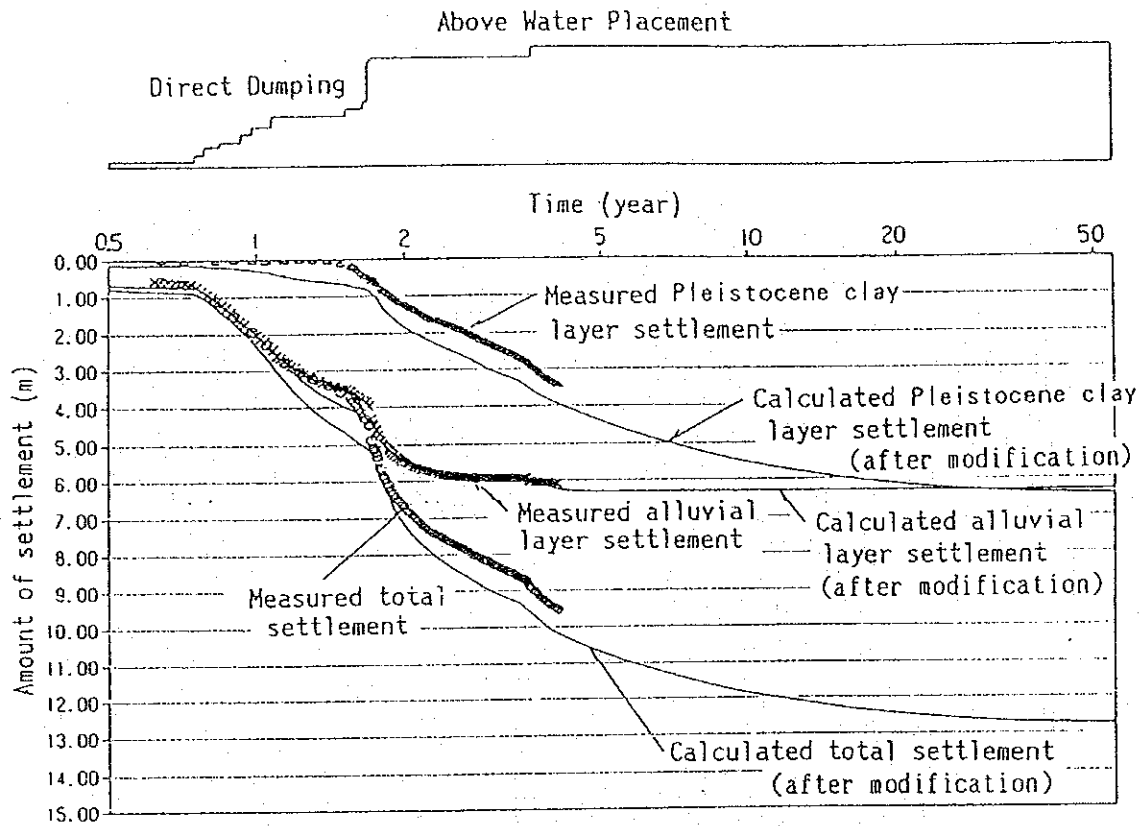
Overall View of New Tokyo International Airport at Completion

Construction Schedule

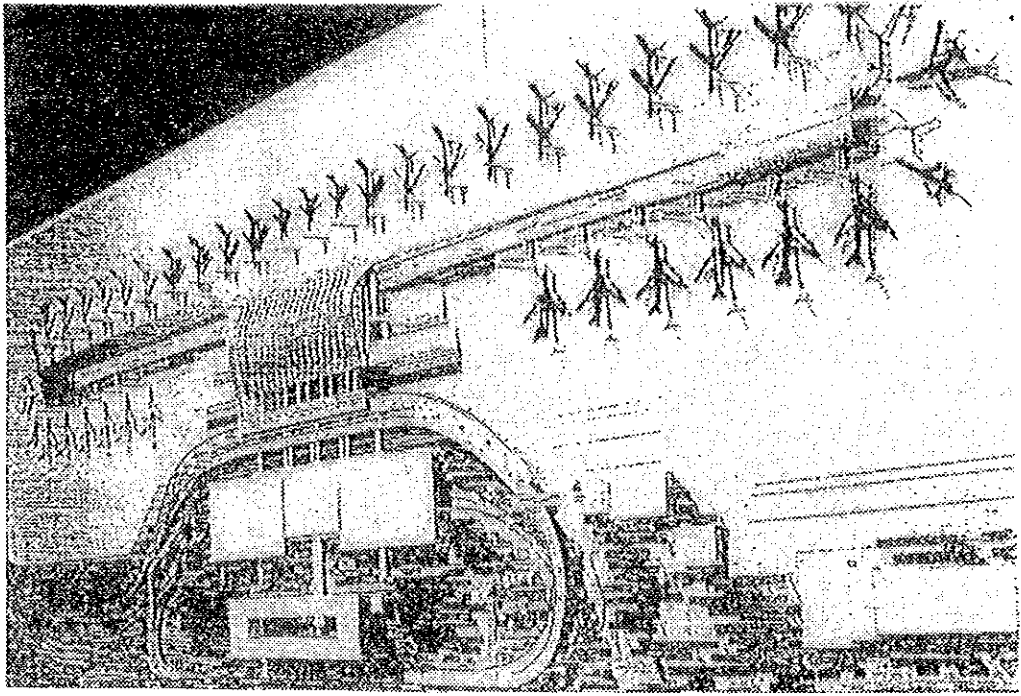
	1987	1988	1989	1990	1991	1992	1993	1994
Seawall								
Island Reclamation								
Passenger Terminal Building								
Runway/ Taxiway/ Apron								
Other Airport Facilities								
Access Bridge								
Access Railway								



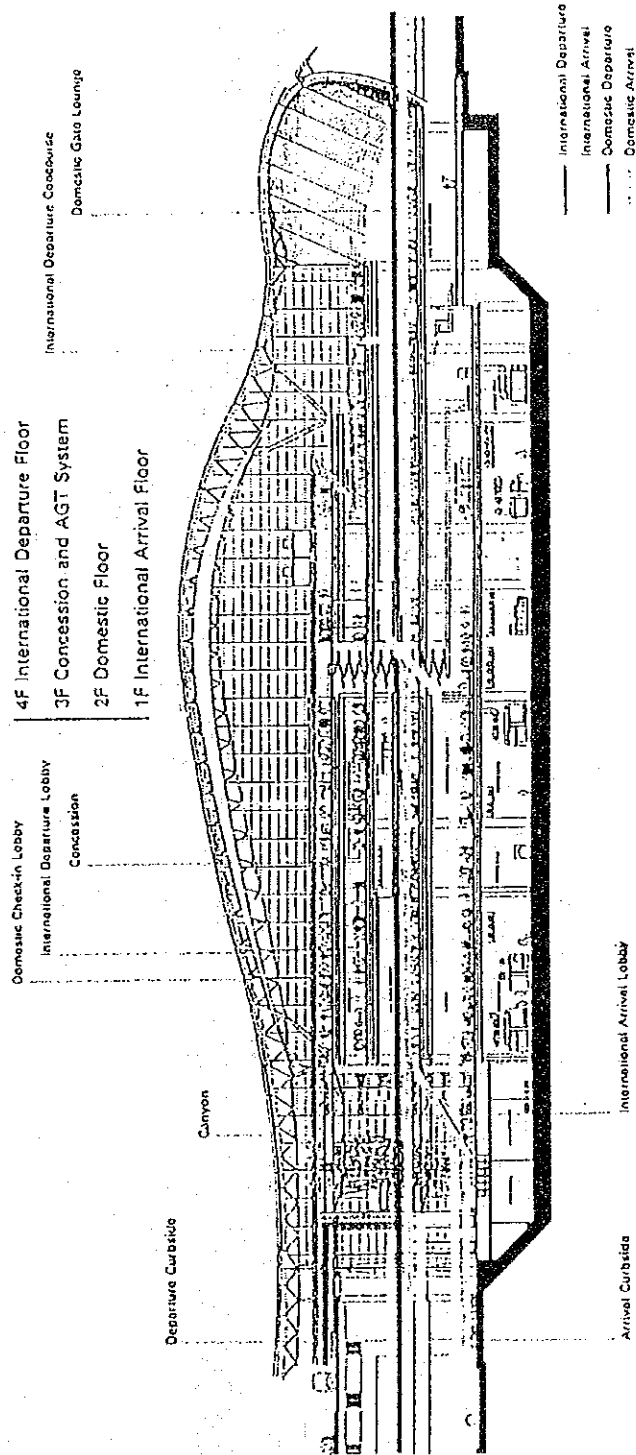
Settlement of Seabed due to Reclamation (after Modification)



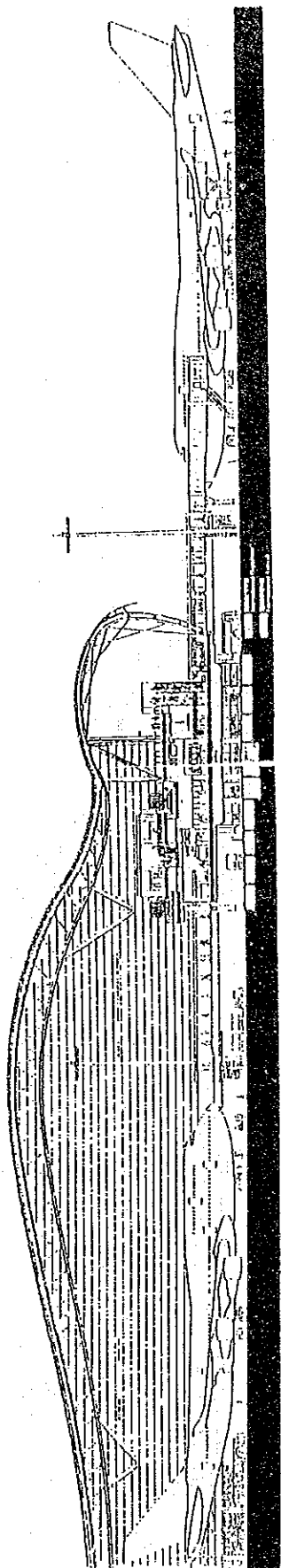
Comparison of Calculated and Observed Settlement in the Pilot Area



Basic Concept and Main Features of the Airport Planning



Terminal Building Levels and Passenger Circulation



Four Major Characteristics of the PTB

- ① Convenient access
Two levels of roads (from bridge and boat landing) run to the third floor for departing and the first floor for arriving passengers, while the railway terminates at the second-floor concourse.
- ② Fast passenger circulation
Elevators, escalators, and the AGT convey international travelers to their gates quickly. Domestic passengers reach their gates on the second floor without changing levels. Most passengers can board and deplane via boarding bridges.
- ③ Easy transit
International and domestic flights are processed in one building, so transit is readily accessible.
- ④ Flexible spot assignment
Certain places are available for both international and domestic flights, with flexible response to variations in demand.

Detail Data of the PTB

1) Terminal building

This vast structure is about 1 660 m with about 311 000 sq.m of floor space in the central building and the two wings.

Central building: 4 floors above ground and 1 below; about 300 m wide and 150 m deep

Wings: Both are on the 3rd floor above ground; 36 m wide by 680 m long

Floor area: Approximately 311 000 sq.m

Height: 38 m above ground (to highest point of roof)

Construction: Steel structure; Floating foundation and jack-up system will be used on the weak ground.

2) Number of passengers and number of spots	
No. of passengers	No. of spots
Int. 12 million/yr.	30
Dom. 13 million/yr.	11 (6)
Total 25 million/yr.	41

(帰国研修員用)

FOLLOW-UP FOR
JICA EX-PARTICIPANTS OF
SEMINAR ON AERODROME

Questionnaire for JICA Ex-Participants

You are kindly requested to complete this questionnaire and forward to the JICA office. Please use additional sheet of paper and attach it herewith, if necessary.

This questionnaire will be processed only for the improvement of future JICA programs; it will not be used for any other purpose.

1. Your Name and the Year of Participation in the Seminar.

(Please underline your surname or family name.)

Mr./Ms. _____

19 ____

2. Your Address & Phone Number.

· Residence _____

Phone: _____ Fax.No.: _____

· Mailing _____

· Office _____

Phone: _____ Fax.No.: _____

4. Questions on Effects of Training Outcome.

4-1. Outcome of training can be categorised into 3 items shown below. Please evaluate your own training outcome by each items.

	greatly improved	----->			poorly improved
a. Improvement in Knowledge	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Improvement in Skill	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Improvement in Attitude	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

4-2. Do you think you could acquire sufficient knowledge to find out the problems, however small it may be, which needs to be solved in order to develop your organization or sector by participating in the course/seminar?

Yes (if Yes, go on to 4-2-1) No (if No, go on to 4-2-3)

4-2-1. Did you try to spread the knowledge you had acquired to other people?

Yes (if Yes, go on to 4-2-2) No (if No, go on to 4-3)

4-2-2. How did you spread the knowledge?

- By giving lectures
 - By presenting reports
 - By other means ()
- (now go on to 4-3)

4-2-3. Why do you think you could not acquire sufficient knowledge?

- Because course/seminar design was not appropriate
 - Because guidance given by lecturers was not appropriate
 - Because of your negligence or idleness in the course/seminar
 - Other reasons ()
- (now go on to 5)

4-3. Do you think you could acquire sufficient skill or ability to solve the problems you have found out in 4-2 above by participating in the course/seminar?

Yes (if Yes, go on to 4-3-1) No (if No, go on to 4-3-3)

4-3-1. Did you try to spread the skill you had acquired to other people?

Yes

No

(if Yes, go on to 4-3-2)

(if No, go on to 4-4)

4-3-2. How did you spread the skill?

By showing what to do as a trainer

By other means ()

(now go on to 4-4)

4-3-3. Why do you think you could not acquire sufficient skill?

Because course/seminar design was not appropriate

Because guidance given by lecturers was not appropriate

Because of your negligence or idleness in the course/seminar

Other reasons ()

(now go on to 4-6. except the part of 'how')

4-4. Did you actually try to solve the problems mentioned above?

Yes

No

(if Yes, go on to 4-5)

(if No, go on to 4-6.
except the part of 'how')

4-5. Did you actually solve the problems?

Yes

No

(if Yes, go on to 4-6)

(if No, go on to 4-5-1)

4-5-1. Why couldn't you solve the problems?

Because

your own effort was not enough

financial support was not enough

equipment support was not enough

man-power support was not enough

development of related sectors/industries was not enough

(specifically:)

of other reasons

(specifically:)

(now go on to 4-6. except the part of 'how')

4-6. What were the problems and how did you solve them?

what:

how:

5. Questions on Course/Seminar Design of the Seminar on Aerodrome.

Please refer to the course/seminar outline and curriculum attached and answer the following questions.

5-1. Were the purpose and the objectives appropriate for you?

Yes

No

(if Yes, go on to 5-2)

(if No, go on to 5-1-1)

5-1-1. How should we change them?

[]

5-2. See the latest curriculum of the course attached and evaluate each subjects from your present viewpoint by A;excellent, B;fair, C;poor.

5-3. What subjects or topics do you think we should add to the curriculum?

[]

5-4. Would you like to recommend your colleagues to participate in the course/seminar?

Yes

No

5-5. Any further comments or requests for the course/seminar.

[]

**** Outline of the SEMINAR ON AERODROME ****

JICA has been conducting SEMINAR ON AERODROME in accordance with Purpose, Objectives and Qualifications for Applicants specified bellow.

(1) Purpose

The seminar is designed to contribute to the levelling-up of technical knowledge about airport civil engineering for engineers who mainly work in the areas of airport planning, airport construction, and airport maintenance and operation of airport facilities.

(2) Objectives

By the end of the training period, the participants are expected to be able to:

- (A) get an overview of civil aviation as it is currently practiced in Japan including administrative organizations, civil aeronautical law and regulations, air traffic and flight operations,
- (B) acquire the methodologies and techniques needed for airport planning, construction and maintenance,
- (C) acquire a fundamental knowledge of the airport management and operation services necessary for airport civil engineers, and
- (D) identify the existing problems of aviation in their respective countries.

(3) Applicant Qualifications

Applicants should:

- (A) be nominated by their government in accordance with the formal procedures,
- (B) be university graduates or have an equivalent academic background in civil engineering or architecture,
- (C) be currently employed by their government or by public authorities for civil aviation as airport engineers or be newly-appointed personnel who will manage airport civil engineering matters,
- (D) have more than 5 years of occupational experience in the fields of airport civil engineering such as in airport planning, airport construction, or maintenance,
- (E) be under forty (40) years of age,
- (F) have a sufficient command of spoken and written English, and
- (G) be in sufficiently good health, both physically and mentally, to undergo the seminar. Pregnancy is regarded as a disqualifying condition for participation in the seminar.

I T E M S	Applicability to your job		
	A	B	C
A : Excellent B : Fair C : Poor			
1. CIVIL AVIATION IN GENERAL			
a. Japanese Civil Aviation Administration			
b. Airport Development System in Japan			
c. Japanese Transportation and Aviation Demand in Japan			
d. Air Traffic Control in Japan			
e. International Cooperation in Civil Aviation			
2. AIRPORT OPERATION			
a. Airport Administration and Operation System			
b. Security Measures at Airports			
c. Improvement Measures for Environmental Problems			
d. Aviation Weather Services			
3. AIRPORT PLANNING			
a. Airport Planning and Demand Forecast			
b. Basic Plan of Airports (Location, Scale and Basic Facilities)			
c. Terminal Area Planning			
d. Terminal Building Planning			
4. DESIGN AND CONSTRUCTION OF AIRPORTS			
a. Design Standards for Airport Civil Engineering Facilities			
b. Design of Pavement			
c. Airport construction management			

I T E M S	Applicability to your job		
	A	B	C
5. MAINTENANCE OF AIRPORTS			
a. Maintenance of Airport Civil Engineering Facilities			
b. Airport Maintenance Vehicles			
6. PROJECT STUDY			
a. New Tokyo International Airport (2nd Stage Development)			
b. Kansai International Airport (New Offshore Airport Development)			
c. Tokyo International Airport (Offshore Development)			
7. OBSERVATIONS			
a. New Tokyo International Airport (Narita)			
b. Ohsaka Airport			
c. Tokyo International Airport (Haneda)			
d. Kansai International Airport			
e. Port and Harbour Research Institute			
f. Tokyo Air Traffic Control Center			
g. Local Airports and others			

* The above items are not all the same as those when you attended the seminar. However, evaluate each item as the relevant field.

6. Questions on yourself

6-1. What is your present occupation?

a. Position _____

b. Division or Department _____

c. Name of Your Organization _____

d. Type of Your Organization () Governmental
() Local Governmental/Public
() Semi-Governmental
() Non-Governmental/Private

6-2. Please describe briefly the duties of your services at present.

[]

6-3. Please attach a chart of your organization and indicate your section in annexed paper.

6-4. Have you ever participated in similar training courses offered by other countries except Japan?

Yes

No

(if Yes, go on to 6-4-1)

6-4-1. What are they?

[Year of Participation, Name of Host Country or Organization,
Title of Training, Period of Training]

That's the end of the question. Thank you very much.

JICA