

# EASA

## E- NEWSLETTER



**MARCH 2021**

**ISSUE NO 8**

Edited and Designed by Kanini Mutinda

---

## DIRECTOR'S MESSAGE

Dear Esteemed Stakeholder,

This is the 8<sup>th</sup> issue of EASA newsletter since we started publishing in January 2018, and with great gratification I welcome you as we recount events of this third quarter of the 2020/2021 FY. I hope you will find the contents of this newsletter interesting and useful.

EASA is at the forefront of skills development and innovation hence playing a major developmental and transformative role in the industry, as a reflection of our determination to be a hub of excellence.



With the help of very dedicated staff, we have been able to hold several successful activities, explored ways of offering Aviation training online, and acquired the proper infrastructure to see the concept through.

In time, this will enable Cabin Crew, Flight Dispatchers, Aircraft Technicians and other aviation professionals upgrade their qualifications online, especially now that we are dealing with the Covid- 19 pandemic constraints.

Aviation is built on partnerships- We all have unique set of expertise when it comes to aviation, and through collaborations we continue to bring this expertise together, so we can bring about even better, more targeted training solutions to ensure safety. This quarter, EASA collaborated with Singapore Aviation Academy to offer a course online that will be reported in this issue, and plans for other courses are ongoing.

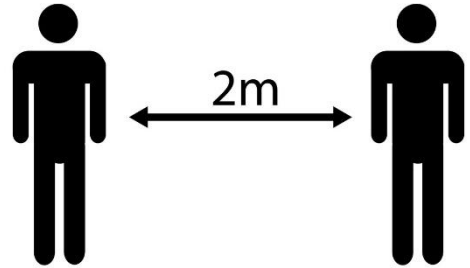
Training visionaries and reformers have long predicted a significant transformation of learning where technology would play a principal role, and now that moment is here with us. Attempts to make aviation more sustainable are innumerable, and right from training, we have intensified our efforts on professionalism and safety to ensure accidents rate stay disconnected from the growth in services. We gladly welcome any suggestions, comments and inputs.

**Enjoy the read.**

**Dr. Mugambi M'Nchebere**

## Contents

EASA E-Learning Program .....	4
Let's reflect on Flight Dispatch.....	5
SAA EASA Collaboration.....	7
IATA certifies EASA.....	9
The year of security culture.....	10
Coping with Depression and Anxiety.....	11
8 <sup>th</sup> March needs no introduction.....	13
News Pictorial.....	14
Alumni's corner .....	17





# EASA E- LEARNING PROGRAM

By Joseph Birengo, Instructor EASA

The government of Kenya closed all schools and colleges nationwide in response to COVID-19 on March 15, 2020, disrupting classroom learners countrywide.



While EASA knew all along that E-Learning would be the future of training and was working towards setting the right infrastructure for that, effects of Covid-19 and the protocols that had and still have to be adhered to, necessitated the need to fast-track the entire process of setting up an e-learning platform. EASA has adopted remote and digital mode of learning which is really helping to bridge the gap. Currently, the following online classes are ongoing, while other classes are on recess and field attachment but will be reporting back soon;

1. **Diploma in Tours and Travel Management**
2. **Diploma in Airport Operations**
3. **IATA Airline Cabin Crew Training**

## Advantages of e- learning;

- i. Added flexibility and Self- Paced learning; Wherever you are, at your own pace
- ii. Better Time Management; you will cover a lot of class work and your life will go on.
- iii. Demonstrated Self-Motivation; Sense of accomplishment
- iv. Improved Virtual Communication and Collaboration; Online training has improved many people's knowledge on Information Technology, hence making communication easy and reliable.

**Email [registrar@easa.ac.ke](mailto:registrar@easa.ac.ke) to inquire about online classes.**

---

## LET'S REFLECT ON FLIGHT DISPATCH

By Muthii Munene, Chief Lecturer EASA



Early aircraft dispatchers ensured that a particular aircraft was available, as well as determined whether or not weather conditions were optimal for air delivery. By use of phones and low frequency radios, the aircraft dispatchers communicated with the pilots and briefed them on weather and the airway traffic they might encounter before their departure. In 1928, with use of the teletype circuit and the air-ground radio, the aircraft dispatcher was able to disseminate and receive weather reports and transmit the information to an aircraft in flight.

The aircraft dispatchers were responsible for negotiating altitudes and departure times with the air traffic control centers, in an attempt to control arrivals at busy terminals. Aircraft dispatchers were also responsible for alerting the captain of changes in weather and re-dispatch the flight to another airport if it was necessary.

### How it all started

The aircraft dispatchers would relay position reports and weather updates using teletypes and phones. Since the teletypes would become so backlogged, a separate “white” circuit was established for the aircraft dispatcher reports in 1937.

Today, Kenya has advanced legislation/regulations to regulate a flight dispatcher (also known as an airline dispatcher, flight follower or flight operations officer) functions with emphasis on currency and top notch competence. The specialist assists in planning flight paths, taking into account aircraft performance and loading, en-route winds, thunderstorm and turbulence forecasts, airspace restrictions, and airport conditions.

Dispatchers also provide a flight following service and advise pilots if conditions change. They usually work in the operations center of the airline. They examine mechanics' reports to ensure required maintenance has been completed.

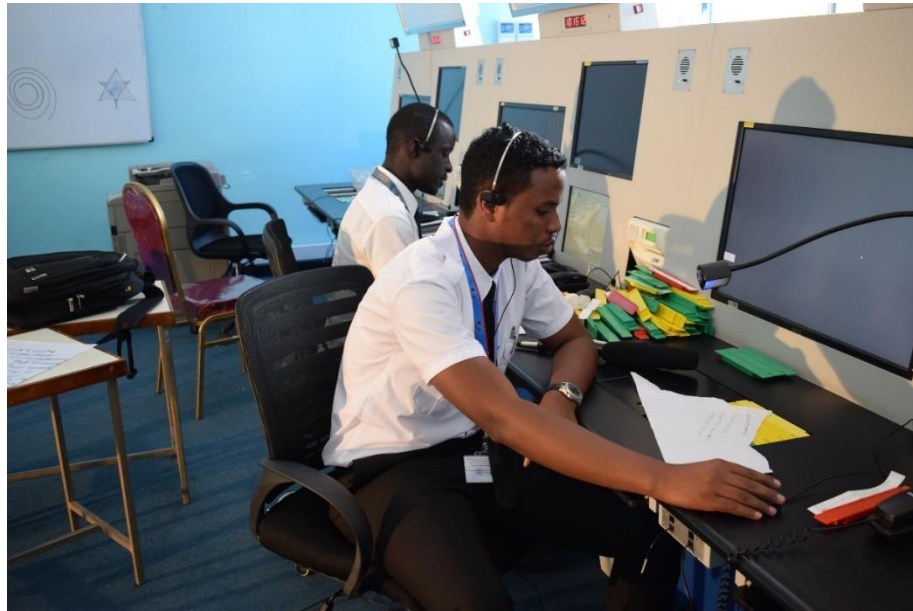
## How it's going

The East African School of Aviation as the training directorate of Kenya Civil Aviation Authority and an Approved Training Organization does not slack in this role. The school has taken up this tremendous role boldly since 2006 when the first graduates were injected into the market.

The programme has since been upgraded from certificate level to Diploma with graduates proving to be undisputedly competitive in the market.

EASA has trained Flight Dispatchers who are currently working in major airlines such as KQ, Qatar Airways among other local and international markets.

These cutting edge specialists are molded as such in an environment robustly dyed in exposure to the real working environment.



## APPLY FOR CERTIFICATE IN FLIGHT OPERATIONS REFRESHER

### Course Objectives

- Enable the learner to prepare for FOO license
  - Enable the learner to remain current.
  - Revitalize agility and aptitude

### Eligibility Criteria

- a) Be in possession of flight operations license from a recognized authority; or
- b) Persons qualified to apply for FOO license in accordance with applicable CAA regulations
- c) Physically and mentally fit for the FOO duties in the opinion of a qualified health profession

### Target Audience

- Flight operation officers-module 1(usd 500)
- Assistance flight operation officers-module 1(usd 500)
- Non-AOC trained trainees-module 1, 2, 3(usd 1500)

## "NOBODY CAN GET THERE UNLESS EVERYBODY GETS THERE." - COLLABORATION

Over 300 trainees from 15 African States have benefited from the EASA SAA Aviation Training Partnership.



Since the establishment of the collaboration between SAA and EASA in 2012, 11 offerings have been conducted for courses that include;

1. Auditing Techniques for Regulators
2. Customized Safety Management Systems Implementation Course
3. Customized State Safety Programme Implementation Course
4. Customized Cabin Safety Inspectors Course
5. Customized Aircrafts Accidents Investigations Techniques
6. Customized Safety Audits for Air Traffic Services.

**Note:** The courses are organized on need basis depending on the training needs of the Authority and the industry.

**Organizations can make training requests under the collaboration.**

### Course highlight

**Customized state safety programme implementation course.**

*(A module of SAA's Diploma in Aviation Safety Management and Civil Aviation Management)*

This course covers ICAO Annex 19 SARPs Safety Management and ICAO Doc 9859 Safety Management Manual (SMM) guidance material pertaining to State Safety Programme (SSP) implementation and administration.

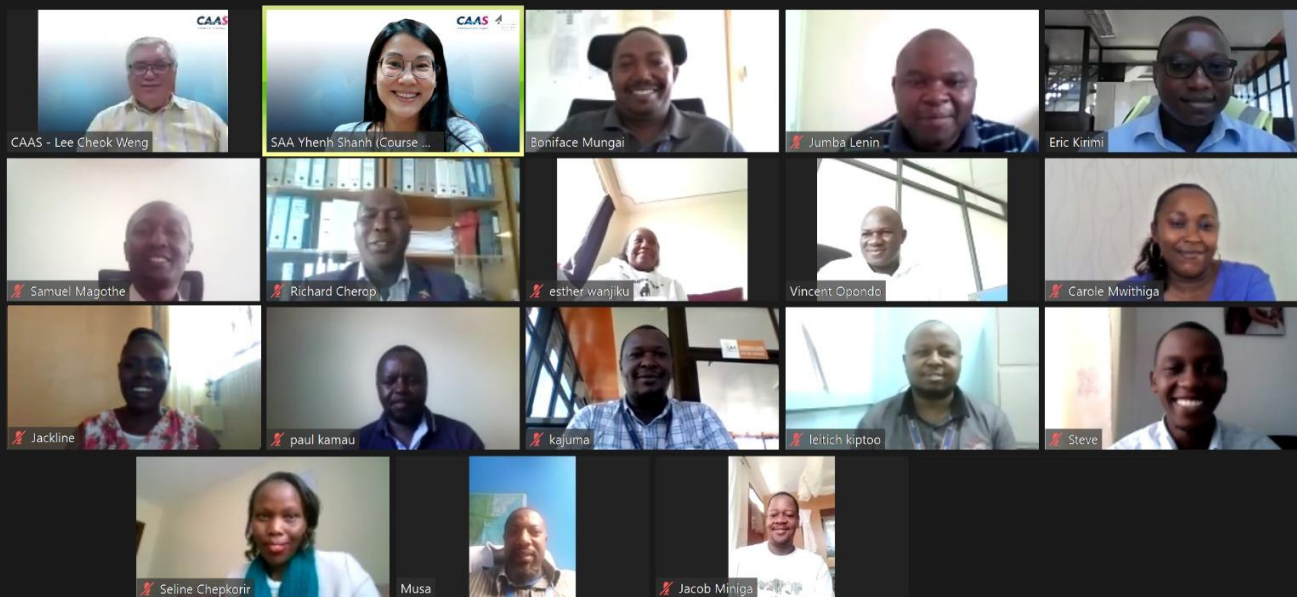
**THE COURSE TARGETS PERSONNEL RESPONSIBLE FOR:**

- SSP implementation and administration and state safety oversight;
- Acceptance and surveillance of service providers' SMS; and
- Aviation accident investigation from civil aviation administrations



The first of many **VIRTUAL SAA-EASA** collaborative course took place from  
**12-16<sup>th</sup> April 2021 - SAFETY AUDITS OF AIR TRAFFIC SERVICES**

### SAA - Kenya EASA Customised Safety Audits of Air Traffic Services, 12 to 16 April 2021



This course provides you with the competencies to plan and conduct effective safety audits of air traffic services (ATS), as well as identify and implement corrective action plans relevant to an ATS operational environment. This course is developed in accordance with ICAO documents.

#### WHAT WAS LEARNT.

Upon completion of this course, you will be able to:

- Plan and develop safety audit procedures
- Implement effective corrective action plans
- Identify deficiencies in the ATS system
- Define the role and responsibilities of safety auditors



## **IATA Certified EASA to conduct courses in the transport of dangerous goods by air, covering initial or recurrent training for Shippers, Packers, Cargo agents and Airline staff. Category 1 to 17.**

EASA is now listed as an accredited school in a central registry maintained by IATA and students who pass the approved test are recorded in IATA'S International Student Registry.

The course is intended for those who handle and process shipments of dangerous goods. It meets all the legal requirements of the International Civil Aviation Organization (ICAO) Technical Instructions and IATA'S Dangerous Goods Regulations (DGR).

After successful completion of the course, students will be able to handle and process dangerous goods for carriage by air and will be qualified to do the following:

- Identify Dangerous goods which are;
  - Forbidden for air transport, or
  - Permitted as cargo under the regulations, or
  - Excepted from the regulations in all or in part;
- Apply the IATA Dangerous Goods Regulations correctly.
- Correctly provide information to pilot in command.
- Recognize and apply the appropriate state and /or operator variations;
- Identify the nine classes of dangerous goods by their principle criteria;
- Understand all legal aspects and responsibilities of shippers, agents and operators (airlines) involved in the carriage of dangerous goods;
- Read the Alphabetical list of Dangerous Goods and apply the information it contains;
- Apply the general packaging requirements and the specific packaging instructions or verify that they have been followed;
- Verify that the use of a packaging complies with the limitations of the specification indicated on the package;
- Properly mark and label a dangerous goods package or verify the marking or labelling requirements have been met;
- Complete a shipper's declaration for dangerous goods or verify the information provided on the form complies with the regulations;
- Properly enter the appropriate information on the Air Waybill or verify that the information was entered properly; [for cargo agents or operators' staff only]
- Accept or reject a shipment correctly by using the acceptance check list;
- Follow general emergency procedures when a damaged/leaking package is discovered.

# THE YEAR OF SECURITY CULTURE

By Millicent Henga, ICAO Regional ASTC Coordinator | ICAO Instructor |



Security Culture is a set of norms, beliefs, values, attitudes and assumptions that are inherent in the daily operation of an organization and are reflected by the actions and behaviors of all entities and personnel within the organization.

## **Why the conversation on Aviation Security Culture?"**

Security is everyone's business: it is one of the foundations of trust no matter what companies we work for.

We need customers, but in return they need to trust in order to make a transaction functional. An effective and successful company has a level of trust established with their customers. "No security no assured business continuity"

## **EASA's Role in Driving the Security Culture Change in AVSEC Trainings Amidst Covid-19**

-EASA provides Initial and Refresher Trainings at regular intervals- on security matters to include new threats, vulnerability, information sharing and consequences of the threats of security failures and suspicious behavior's.

-EASA also supports employees in expanding their security knowledge and skills through mentorships, and career development on AVSEC thus building capacity- KCAA and part-time lecturers,

-Encouraging embedding of Security culture messages in staff mails, in EASA website.

-Engaging the ICAO Certified AVSEC Instructors and National Instructors in our course deliveries to build their competencies on AVSEC.

-Working together with 3rd party security provider organizations on the need to effectively protect the KCAA properties i.e. HQs, EASA, other vital installations in the country through relevant trainings.

-Communicating to the industry on the planned EASA AVSEC Activities and delivering effectively the courses geared towards improving knowledge skills and attitude among the AVSEC Implementers in different states.

# COPING WITH DEPRESSION AND ANXIETY

By Michelle Eshutchi

**A**s we continue to fight Covid- 19 and be positive for better days ahead, we must acknowledge the fact that the mental health caused by isolation, financial uncertainty, and impacts of COVID-19 pandemic is taking a toll on a number of us.

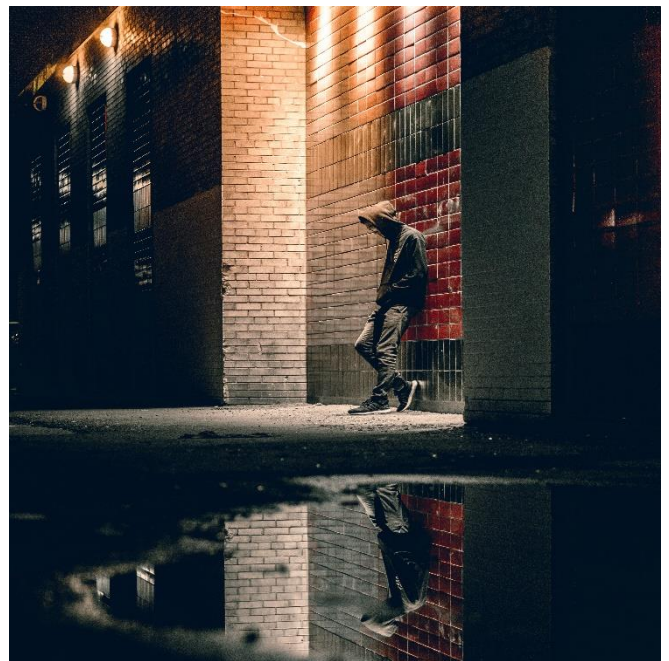


A word that is solely said and easily thrown around, not given much thought to. A word that describes a bad day or when things are just not going as planned. Do people always say you should talk to someone? The question is how you explain to someone the things running through your head that you cannot understand. Or, how do you explain that this is no longer a choice but something that you are constantly thinking about in your life. Anybody going through this readily knows exactly how it feels and it's just not a word to use just because. It is much more than any one word can describe.

## How can one recognize someone with depression/Symptoms of depression?

It sometimes isn't easy to tell if someone is undergoing depression. Most people are aware they are going through it or they don't know or they'll put a smile on their face to cover up whatever is going on with them. However here are some of the symptoms to look out for;

- Deep feelings of sadness
- Social withdrawal
- Reduced interest in previously enjoyed activities
- Fluctuations in weight
- Feeling restless or suicidal attempts
- Abusing drugs and alcohol
- Traumatic Childhood



## How can one cope with depression?

There are a couple of easy ways to deal with depression:

- Therapy
- Practice mindfulness exercise
- Spend time in nature and with loved ones
- Improve your nutrition
- Strengthen your social connections
- Avoid drugs and alcohol use

Most people don't like talking about depression because of the stigma surrounding it. They often feel the need to keep their struggle a secret, for fear that they'll be judged, shamed, or mistreated for their illness. However, both education and spreading awareness are a way to ending the stigmatization that occurs in society concerning depression.



EASA sends her well- seasoned instructors Mr. John Ndiritu and Mr. Elijah Obong'o to Abuja Nigeria, to offer **AUDITING TECHNIQUES FOR AVIATION MANAGEMENT SYSTEMS COURSE**.



The Course was officially opened by the DG of Nigeria Civil Aviation Authority on 22<sup>nd</sup> March 2021 with participants from Nigeria CAA and two instructors from EASA Kenya. The course ran for 5 days.

#### Course Objective

The objective of the course is to equip participants with adequate knowledge, skills and attitude required to become lead auditors by developing practical audit management and team leadership skills and refining their skills in planning, managing and conducting audits in and out of the aviation industry.

Would you like EASA to send instructors to your organization to offer a course?  
It's possible! Kindly reach out to [registrar@easa.ac.ke](mailto:registrar@easa.ac.ke).



## 8<sup>th</sup> MARCH NEEDS NO INTRODUCTION.

Over the years, International Women's Day has assumed a new global dimension for women all over the world, making the commemoration a rallying point to build support for women's rights and participation in the political and economic arenas. The day also marks a call to action with stakes being high this year; given the novel coronavirus pandemic and all the struggles that accompanied it.

EASA held a colorful Women's Day function on 8th March, in collaboration with Association of Women in Corporate and Business Aviation (AWICA) and JamboJet. In attendance was well seasoned Women in Aviation; Charity Muthoni Director ANS, KCAA, Dr. Serah waitiki Registrar Academic Affairs EASA, Mercy Makau YACA president and the guest speaker Nerea Awino from Jambojet.



They encouraged aspiring young ladies in aviation with their incredible career stories, cut a cake and planted trees around the school to mark the special day.

**Women have worked hard to realize more representation in the Aviation industry, and have rightfully earned their seats at the table. While numbers are still less, women in aviation continue to nurture and empower young girls to take up aviation courses and be a part of the change.**

---

## CONSECRATION OF EASA CHAPEL



For holistic well-being of students, an institution is required to invest in the academic and general welfare of the students. The general welfare of students is ensured through student deanship and the functions include co-curricular activities, counselling and chaplaincy. Since the inception of EASA, chaplaincy had not been integrated into the general welfare of the students despite demand for spiritual nourishment of students been on the rise. To address this, EASA constructed an inter-denominational chapel with a sitting capacity of 400 people.

Speaking at the consecration ceremony, KCAA Director General Capt. Gilbert Kibe thanked God for giving us the numerical growth that occasioned the necessity of constructing the chapel, and the hearts that willingly followed through the entire process.

The chapel design employed flowing, curvilinear forms on its floor plan and embodied the same concept in its EPS walling. Director EASA, Dr. Mugambi highlighted in his remarks that the real beauty of the chapel is not the appearance but the purpose which is to unite EASA and give the institution a bond of peace regardless of our religious beliefs and customs.

The editorial team would like to acknowledge the various committees that worked diligently both in planning and in the implementation of the plan, without forgetting the little things that no one else saw or knows but were all done quietly and silently behind the scenes to accomplish the task.

Click [here](#) to watch the consecration ceremony held on 25<sup>th</sup> January 2021



## NEWS PICTORIAL



**KCAA DG, Director EASA, Religious Leaders and Staff after the chapel dedication ceremony**



**Tree planting session at EASA**





The official opening of ICAO GSI PEL Course with the Director EASA, HCDU, Instructors and participants



EASA AVSEC Instructor, Madam Millicent Henga (Left) with Kenya Airways employees after an in-house training on Basic AVSEC Screeners Initial course.



## EASA ALUMNI'S CORNER



You will not find a more comprehensive Aviation Security course anywhere else other than EASA.

The instructors are motivated, professional and very well-informed.

The course content was tailored to our specific aviation security needs and I gained a lot of exposure to the other delegates which I found very valuable.

After attending the course I am starting to apply the skills that I learnt from the course.

I have, and will continue recommending this course to my colleagues.

**Christopher Achi,**  
**Nigeria Civil Aviation Authority**



### Contact us



+254716164230, +254788777724,



[info@easa.ac.ke](mailto:info@easa.ac.ke), [registrar@easa.ac.ke](mailto:registrar@easa.ac.ke),



[EASA Kenya](#)

Views expressed in this publication are the contributors' personal observations.

Accuracy is ensured at the time of publishing.

THE SKY IS ONLY BUT THE LOWER LIMIT