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COURSE BROCHURE

Airside and Terminal Equipment Renewal Planning Training Course

26 – 30 April 2027
Casablanca

Airside and Terminal Equipment Renewal Planning Training Course

Ref: 2066_76107 **Date:** 26 – 30 April 2027 **Location:** Casablanca **Fees:** 4900 GBP

Airside and Terminal Equipment Renewal Planning is a 1-week training course for engineering and maintenance managers who decide when to repair, refurbish or replace airfield lighting, baggage handling systems, passenger boarding bridges and terminal plant, and who leave with an Equipment Renewal Forecast. Ageing infrastructure, rising passenger volumes and tighter capital budgets make every replacement and repair decision more visible to airport leadership. Jupiter Prime Training offers this course.

Why Airside and Terminal Equipment Renewal Planning Matters Now

Three forces shape airside and terminal equipment renewal planning today: equipment installed in earlier expansion waves is reaching end of life at the same moment, airlines and passengers expect almost no downtime from baggage and boarding systems, and finance directors want capital requests backed by evidence. An airport that handles this well defers failures, spends its renewal budget where risk is highest and keeps operations running. One that handles it badly suffers unplanned outages, emergency spending and lost confidence. The course rests on the international asset management standards family and on reliability-centred maintenance RCM thinking.

Who Gains Most from Airside and Terminal Equipment Renewal Planning

- Managers responsible for airfield ground lighting, visual aids and power supply reliability
- Leads accountable for baggage handling system availability and spares holdings
- Managers in charge of boarding bridges, lifts, escalators and moving walkways
- Building services managers overseeing terminal HVAC, fire systems and roofing
- Planners who prepare multi-year renewal budgets and capital submissions

Engineering departments gain most when the airfield, terminal systems and capital planning leads attend together and agree one shared view of asset condition.

Airside and Terminal Equipment Renewal Planning Capabilities

Participants turn scattered equipment knowledge into a risk-ranked replacement picture.

- Build an airport asset register with a criticality hierarchy — maintenance prioritisation
- Assess equipment condition using consistent scoring grades — renewal timing decisions
- Select preventive, predictive or run-to-failure tactics per asset class — maintenance budget owners
- Calculate whole-life cost for repair versus replace options — finance directors
- Specify key performance indicators for availability and backlog — operations leadership
- Communicate a ranked capital renewal list — airport executive committees

Key Airside and Terminal Equipment Renewal Planning Terms

- Asset Register — the structured record of every maintainable item, its location, attributes, owner and history.
- Criticality — a ranking of how severely an asset failure would affect safety, operations and passengers.
- Condition Grade — a consistent score describing the physical state of an asset after inspection.
- Whole-Life Cost — the total cost of acquiring, running, maintaining and disposing of an asset over its life.
- Maintenance Backlog — the volume of approved maintenance work not yet completed, usually measured in hours.
- Mean Time Between Failures — the average running time between breakdowns of a repairable asset.

Airside and Terminal Equipment Renewal Planning Day by Day

Day 1: The Airport Asset Portfolio

- Airport Asset Classes and Their Operational Roles — Scope of Responsibility
- Asset Management Standards Family Principles — Policy and Objectives Setting
- Stakeholder Expectations from Airlines and Passengers — Service Level Targets
- Life Cycle Stages from Acquisition to Disposal — Ownership Boundaries
- Asset Management Maturity Self-Assessment — Improvement Priorities

Day 2: Registers, Hierarchies and Criticality

- Asset Hierarchy for Airfield, Baggage and Terminal Systems — Data Structure
- Register Attribute Standards and Data Quality Checks — Information Trust
- Criticality Scoring Matrix — Ranking Assets by Operational Consequence
- Computerised Maintenance Management System Configuration — Work Order Control
- Spares and Critical Stock Classification — Inventory Investment

Day 3: Condition Assessment and Failure Insight

- Inspection Regimes for Lighting, Bridges and Conveyors — Survey Frequency
- Condition Grading Scales and Photo Evidence — Consistent Scoring
- Failure Mode and Effects Analysis — Weak Point Identification
- Reliability Metrics MTBF and Availability — Performance Trend Reading
- Condition Monitoring Sensors and Thermography — Early Warning Choices

Day 4: Maintenance Strategy and Capital Planning

- Reliability-Centred Maintenance Tactic Selection — Preventive or Predictive Choice
- Whole-Life Cost Modelling — Repair Versus Replace Decisions
- Risk-Based Renewal Prioritisation — Capital Budget Allocation
- Outsourced Maintenance Contract Performance Terms — Supplier Accountability
- Backlog and Availability Indicators — Board Level Reporting

Day 5: Practising the Equipment Renewal Forecast

- Applying Criticality Scores to a Terminal Asset Sample — Focus Setting
- Applying Condition Grades to Renewal Timelines — Replacement Windows
- Applying Tactic Selection to Baggage and Bridge Fleets — Maintenance Mix
- Peer Challenge of Capital Renewal Cases — Evidence Strength
- Completing the Equipment Renewal Forecast — Executive Approval Readiness

Applying Airside and Terminal Equipment Renewal Planning After the Course

- Lead a criticality scoring session for one asset class, such as boarding bridges, and update the register.
- Run a whole-life cost comparison for the next major replacement request before it reaches the capital committee.

Airside and Terminal Equipment Renewal Planning Questions FAQ

What is airside and terminal equipment renewal planning and why does it matter now?

Airside and terminal equipment renewal planning is the evidence-based timing of repair, refurbishment and replacement for airfield lighting, baggage, boarding bridge and terminal plant. It matters now because many systems are ageing together, downtime tolerance is low, and capital must be justified with condition and risk evidence.

Which roles gain most from airside and terminal equipment renewal planning training?

Engineering and maintenance managers gain most, especially those responsible for airfield lighting, baggage systems, boarding bridges and building services, along with planners who prepare renewal budgets. Similar life-cycle methods also serve rail stations and hospital estates, so mixed cohorts bring useful comparisons.

How does airside and terminal equipment renewal planning differ from a building information modelling course?

This course focuses on running existing assets: registers, condition, maintenance tactics and renewal spending. A building information modelling course centres on digital models and data exchanged when a new project is handed over, rather than on operating and renewing an established portfolio.

What do you bring back from airside and terminal equipment renewal planning training?

You bring back a draft renewal forecast for your own equipment, built from a criticality matrix, condition grades, chosen maintenance tactics and a ranked renewal list that leadership can review and approve.

Airside and Terminal Equipment Renewal Planning: The Way Forward

The Equipment Renewal Forecast first informs which renewals enter the next capital budget. Engineering heads, finance partners and operations leaders use it to agree spending and outage windows together. After its first cycle, revisit the criticality scores against actual failure records, since real breakdown history on lighting circuits and conveyors often reorders priorities.