A TECHNICAL REPORT ON

STUDENT'S INDUSTRIAL WORKING EXPERIENCE SCHEME

(SIWES)

HELD AT

GENERAL IDIAGBON INTERNATIONAL AIRPORT,
N0 34 TEMIDERE STREET AIRPORT ROAD ILORIN, KWARA STATE

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DEDICATION

This siwes report is dedicated to the Almighty Allah and my beloved parents **Mr. and Mrs. Abdulafeez** for their supports and unconditional love.

ACKNOWLEDGEMENT

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CHAPTER ONE

1.0   INTRODUCTION

The Student Industrial Work Experi nce Scheme (SIWES) is a programmed that is been design to help Nigeria Tertiary Institution Student (Agriculture, Engineering, Environmental sciences, Education, Medical sciences, and Pure and applied sciences and technology) to acquire practical knowledge which are likely to meet after graduation.

The programmed is operated by the Industrial Training Fund (ITF) with coordinating agencies (NUC, NCCE and NBTE) employer of labour and institution. These program is founded by Federal Government of Nigeria (FGN) which under gone for a period of four (4) month for polytechnics and College of Education and six (6) months for the Universities under graduates

1.1   HISTORICAL BACKGROUND OF SIWES

The Student Industrial Work Experience Scheme (SIWES) was established in 1973 by the federal Government of Nigeria to influence the lack of adequate skills necessary for Institution in Industries and Commerce, has its headquarters in Jos, the capital of Plateau state and rest head offices in other state across the Federation.

This programmed was integrated into the tertiary institutions syllabus through Industrial training fund (ITF) which was the first state and encourage the manpower sufficient to meet the needs of the Nigerian economy.

1.2   OBJECTIVES OF SIWES

i.   To promote av ueforsu ntin nstitutions of higher learning to acquire industrial skill and exprience

ii.   It make student familiari e with typical environment where they can be function well

iii. To enable student to develop interest and suitability for their chosen profession.

iv.   It expose student to work method and techniques in handling equipment and machinery not available in their institution.

v.   It bridges the gap between higher education and actual practice by providing the students with opportunities to apply the theoretical knowledge gained in school.

vi.   It enlists and strengthens employers' involvement in the entire educational process and prepares students for employment industry and commerce.

vii. It works as cooperate entity with industry and commerce where student in institution can undertake mid-career work experience attachment in industry in their area of study.

1.3   BENEFIT HISTORY GENERAL IDIAGBON ILORIN AIRPORT

General Idiagbon Ilorin International Airport (IATA: ILR, ICAO: DNIL) is an Airport serving Ilorin, A city in the Kwara State of Nigeria. The Ilorin is a major centre for both domestic and international flight international airport was created on the 27" May 1967, and the Capital is Ilorin. Ilorin international Airport is an alternate Airport to Lagos Airport, also about an hour drive from Lokoja

CHAPTER TWO

2.1   MISSION OF AIRPORT IN NIGERIA

The mission of Airport in Nigeria is to provide safety and economic rgulation in the most efficient, effective, quality and technology driven manner to the satisfaction and benefits of all stake holders, consistent in the highest international standards and the sustainable development of the industry and national economy.

2.2   VISION OF AIRPORT IN NIGERIA

The vision of airport in Nigeria is to be one of the leading civil aviation authorities in the world.

2.3   FOCUS OF AIRPORT IN NIGERIA

The focus of Airport in Nigeria is to reposition Nigeria aviation industry

2.4   ACTIVITIES OF AIRPORT IN NIGERIA

i.   To charge of services provided by the authority of Airport.
ii.   To provide adequate facilities and personnel for effective security at all Airport
iii.   To develop, provide and maintain Airport, necessary services and facilities for safe, orderly expenditures and economic operation of air transport

ORGANIZATION OF CHART

Board of Supervisors — Airport Commission

Board of Supervisors → County Executives → Airport Director

Compliance | Operations

Human Resources | Facilities | Finance and Admin
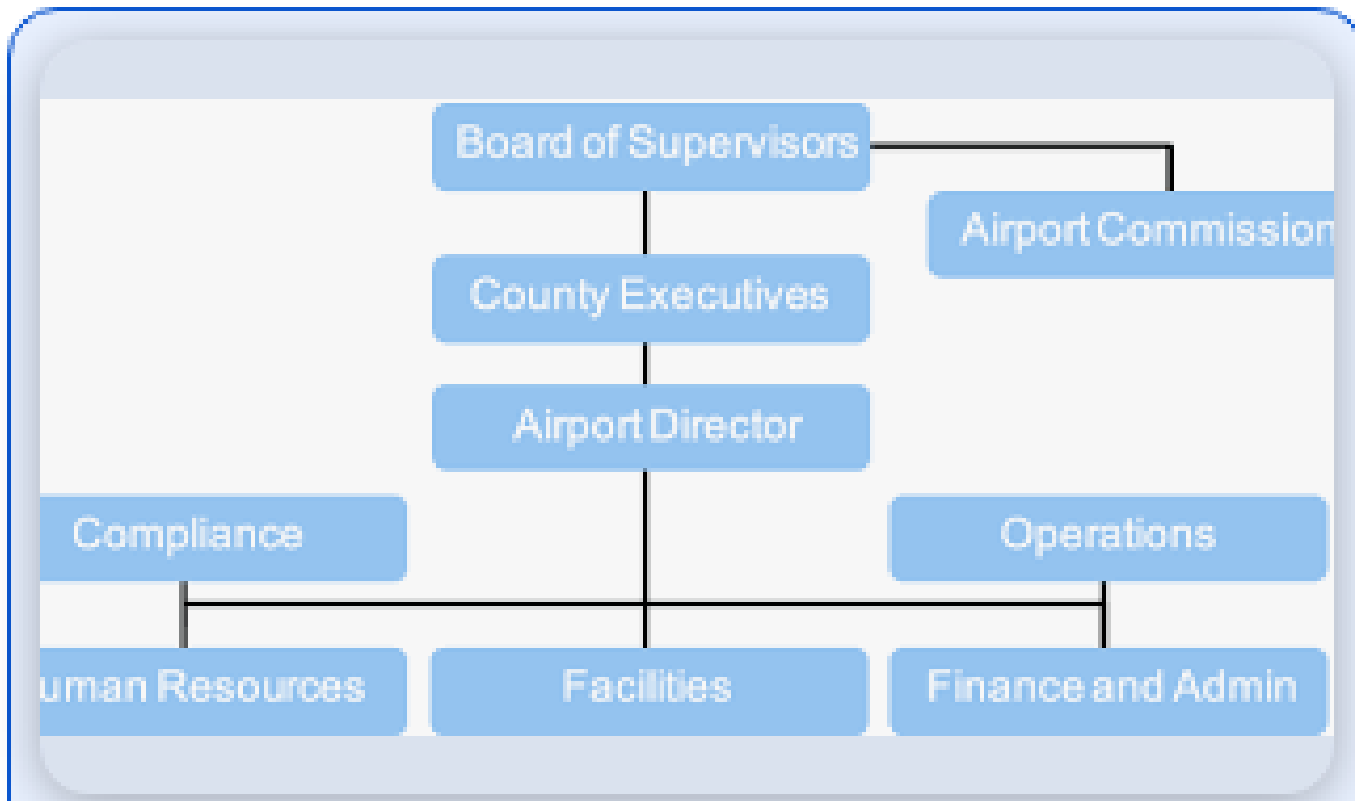
CHAPTER THREE

3.1   WAYS OF GENERATING REVENUE

I was attached to commercial department we gnrate revenue through Aeronautical and non Aeronauticcal. Aeronautical is the way by which revenue is generate directly from the aeroplane While non Aeronautical ts the way by which revenue is generate indirectly from the aeroplane e g. PSC ticket Sales; Psc tickets are tickets sold to the passangers usually pasted on their boarding pass and it is sold at the rate of #1000 for the scheduled aircrafts while for non scheduled is sold at the rate of #2500. Car park tickets;car park tickets are tickets sold at the gate of the airport by the commercial department to e very car,jeeps, buses and coaster buses coming into the airport and for every car is #200,for jeep is #300,for bus is #300 whgile for coaster buses is #500.

Excursion bill; for excursion bill is #300 for children while it is #500 for adults.

3.2   CALCULATING OF LANDING AND PARKING FEE

I was thought how to calculate landing and parking fee.

Landing fee: we calculate landing fee by knowing the weight of the aircraft being giving to us by the captain or pilot i.e. our weight multiply by 0.25 for day landing and 0.375 for night landing, assuming the weight of the aircraft is 16,900 for day Landing is = 16,900x 0.25 = 4225, while for night landing =16,900x0.375 =6337.50.

Parking fee: We start calculating parking fee for the aircraft after the aircraft has spent three hours on ground i.e if an aircraft landed 12:00pm in the afternoon and it is still on ground till 15:00pm, we start calculation by using parking rate which is 0.0315 e.g if the normal weight is 16900 x 0.0315 =532.35 is the parking fee of the aircraft for one hour.

3.3   THE USES OF ADRI6

i.   It is used to regi ter the actu 1 time of arrival of an aircraft.

ii.   It is used to regi ter the actual time of departure of an aircraft.

iii.   It 1s used to note down the weight of the aircraft.

iv.   It is used to know the type of an aircraft.

v.   It is used to know the destination and origin of an aircraft.

vi.   It is used to register landing fee of the aircrafts.

vii.   It is used to register parking fee of the aircraft if there is parking for the aircraft.

3.4   AVIATION ALPHABET

I was exposed to aviation alphabet from a-z

A-Alpha

B-bravo

C-Charlie

D-delta

E-echo

F-fox

H-hotel

I-India

J-Juliet

K-Kilo

L-Lima

M-mike

N-November

O-Oscar

P-papa

Q-Quebec

R-Romeo

S-sierra

T-tango

U-uniform

V-victor

W-whisky

X -xray

Y-Yankee

Z-Zulu

AIR CRAFTS TYPES

B737-332

ATR42-300

C172N

Q-400

B737-346

B727-2Q6

A330-200

B737-251B

MD83

B727-2M7.

SIX GOVERNMENT AGENCIES

i) NAMA-Nigeria airspace management agency ii) FAAN-Federal airport authority of Nigeria

ii) NIMET-Nigeria metrological agency

iii) NCAA-Nigeria civil Aviation Authority

iv) NCAT-Nigeria college of Aviation Technology

vi) AIB-Accident Investigation Bureau.

3.5   DIFFERENCE BETTWFEN SCHEDULED AND NON SCHEDULED AIRLINE IN ILORIN AIRPORT

i.   These airline are registered to operate in Ilorin Airport

ii.   They are bill or landing and parking weekly

iii.   They pay for different bills at the end of the month e.g electricity, s.r.c, rent e.t.c.

iv.   The psc ticket sold to them is at the rate of #1000 per pax and #50000 for a booklet

NON SCHEDULED AIRLINES

They are not registered in Ilorin airport but they can operate They are bill for landing immediately they land and bill for parking before they leave The psc sold to them is at the rate of #2500 per pax.

THE USES OF DESPATCH BOOK

i.   To register the name of the agency that invoice is issued to at the end of the month.

ii.   To register the department where invoice is from

iii. To register the invoice number

iv.   To register the time which the invoice was received

v.   To register the name of the person who received the invoice

vi.   To register the signature of the person who received the invoice

BRIEF EXPLANATION ON INVOICE

Invoice is book used to write down every sales that comes into the airport €.g.psc tickets, car park fee, over night car parking, v.i.p. lounge, electricity, excursion bill, s.r.c. billing, concessionire,

CHAPTER FOUR

4.1 EXPERIENCE GAINED IN SIWES

Experience denotes he knowledg and skills that one has gained through going one thing or another for a period of time During my SIWES at federal Airport authority of Nigeria the following are the experience I gained.

I was able to collect and record data on daily sales and services rendered within the organization. This gives me the opportunity to apply the knowledge I had in school to make a proper and suitable collection of data.

I was thought many things about flight both the theory and some practical aspect.

As a Statistic student i was able to collect data based on the company activities especially the Industrial training (IT) unit of the business.

4.2 CONCLUSION

This student industrial work experience scheme (SIWES) is a good initiative, it has allowed me to gain different experience and even place me in a position to be self-employed.

Based on the data above I observed that there is better future for the organization, except for Laspayree's where there is a decrease in sales due to the scarcity of fuel

4.3 RECOMMENDATION

Both the schools and Government should partner thoseorganization, Companies to make them know the importance of the (SIWES) programme so that they will provide the student with more learning opportunities.

The Supervisor should encourage the student by making sure they check on every Student in their place of attachment at least twice in a month.