

# Wildlife Hazard Management training

## Why Wildlife Hazard Management (WHM) training?

ICAO recommends “that aerodrome operators should provide an initial and recurrent WHM training (ICAO DOC 9137, part 3, article 4.9). Specific WHM training subjects are recommended by ICAO. The training is to be concluded with a test and the results to be documented.”

Our **three-day initial training** or **one-day recurrent** are concluded with a written test (pass mark 70%). After successful course completion, students receive a certification with score. Collective and individual results are shared with the client and students which can be used to demonstrate adequate training of WHM staff to the NAA.

### Content

The training cover:

- The nature and extent of the aviation wildlife management problem,
- Local hazard identification
- Regulations, standards and guidance material,
- Wildlife ecology and biology
- Vegetation management
- Wildlife observation and identification
- Reporting and documenting
- Collection and identification of wildlife strike remains
- Active and passive control measures
- food and water policies, removal, dispersal
- Control techniques
- Risk assessment and risk management

### Duration

We offer tailor-made schedules at your location:

#### 3-day Initial training:

**Day 1:** Morning travel to location. Course starts at 13:00, ends 19:00

**Day 2:** 09:00-18:00

**Day 3:** 08:00- 12:00, afternoon travel back.

**One-day recurrent training** (biannual) follow up of the initial training briefly covering the same subject requirements.

**Day 1:** 08:00 - 17:00 -or-

**Day 1:** morning travel to location:

Course starts at 13:00, ends 19:00.

**Day 2:** 08:00- 12:00, afternoon travel back.

ClearPath can always adjust the schedule to fit your requirements.

### Target Audience

Wild life management staff, bird controllers, WHM managers.

#### Optional:

ATC, Pilots, Aerodrome safety managers, NAA inspectors.

### Location

Serving efficiency, we propose that the two trainings are combined at an easily accessible location. Preferably at an aerodrome with training facilities and with potential access to airside. We are flexible!

### Dates

From WHM training point of view, a week in the summer months is preferred. When clients encounter rostering challenges for their WHM staff during that period, the winter months serve as an alternative.

### Participants

Training is primarily intended for aerodrome WHM staff, Bird controllers and WHM managers. Secondary, ATC staff, pilots and NAA inspectors dealing with WHM more than welcome.

The maximum number of participants is 18, the minimum 12, for both the initial, and the recurrent training. When more, additional training is to be scheduled, when less, that training is cancelled. Allocation on first pay, first serve basis.

Course philosophy is the learning by doing principle. This is achieved by two experienced WHM instructors, who are complementary to each other, giving a very interactive focus on compliance via the principle of understanding the WHM. An easy to understand tool has been developed, providing practical guidance on WHM. This is the basis of the interactive training.

Over 100 international students have attended, been assessed and received the course certificate.

### Price

Initial training: 800 EUR per person

Recurrent training: 500 EUR per person

All prices are excluding VAT, travel and lodging for participants and instructors. Final offer to be discussed.

## Our Instructors

### Rob van Eekeren



Retired KLM captain Rob van Eekeren graduated in aviation science from the Royal Netherlands Air Force military academy. He flew fighters, served as an instructor pilot and staff officer, and later joined Schiphol Airport as a duty inspector and airside manager. At KLM, he flew the

B747, B737, and A330 as co-pilot and captain.

Throughout his career, Rob focused on improving flight safety, particularly regarding wildlife hazards and runway safety, working with the VNV, Flight Safety Foundation, Eurocontrol, FAA, EASA, and ICAO. As president of the World Birdstrike Association, he led efforts to reduce wildlife strike hazards. He also worked with JAATO and Eurocontrol as a certified trainer, training over 250 participants.

Rob published several articles and three scientific papers on runway operation risks, mitigation methods, and landing distance safety. In 2018, he was awarded the title Knight of the Order of Oranje-Nassau by the King of the Netherlands.

Currently, Rob is an aviation expert for the European Commission, EASA rule-making group member, EASA specialist, and Director of Safe-Runway GmbH consultancy. His recent projects include evaluating research for INEA H2020, auditing Schiphol Airport's runway safety, and working on various EASA and ICAO regulations.



### Albert de Hoon, MSc.

Albert de Hoon, MSc, received his degree in Landscape Ecology from Wageningen University in 1997. He began working for the Royal Netherlands Air Force (RNLAf) in 1998, initially collecting wildlife data at Eindhoven airbase to assess wildlife strike risks and develop a wildlife hazard

management plan following a fatal 1996 bird strike incident.

In 2000, Albert moved to RNLAf HQ, working as an ecologist in the operational and safety branch, surveying wildlife at airbases in the Netherlands and Europe, as well as in Afghanistan. He managed wildlife hazard risks and developed management plans.

By 2013, Albert became a senior policy maker and auditor for the Military and Civil Aviation Authorities of the Netherlands, overseeing wildlife hazard management regulations and control units. As a member of the ICAO Wildlife Hazard Management Expert Group, he co-authored ICAO Doc 9137 editions 4 and 5, and the ongoing ICAO IBIS manual.

Albert also co-founded and managed the secretariat of the World Birdstrike Association from 2012 to 2018, organizing three global conferences.

## About ClearPath

*ClearPath is an aviation research and educational company based in Sweden but with members all around the world. Our goal is to improve aviation safety by research and teaching aviation professionals all worldwide. We are also developing the largest and most comprehensive database on runway overruns for statistical and research use.*



**Do you want to learn more?**

Feel free to contact us.

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