Training airport personnel on managing wildlife hazards

Updating previous guidelines

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Purpose of this presentation

- To reset the discussion on the establishment of the “Training Standards for Wildlife Management”.
- To provoke a more systematic and systemic approach to this issue.

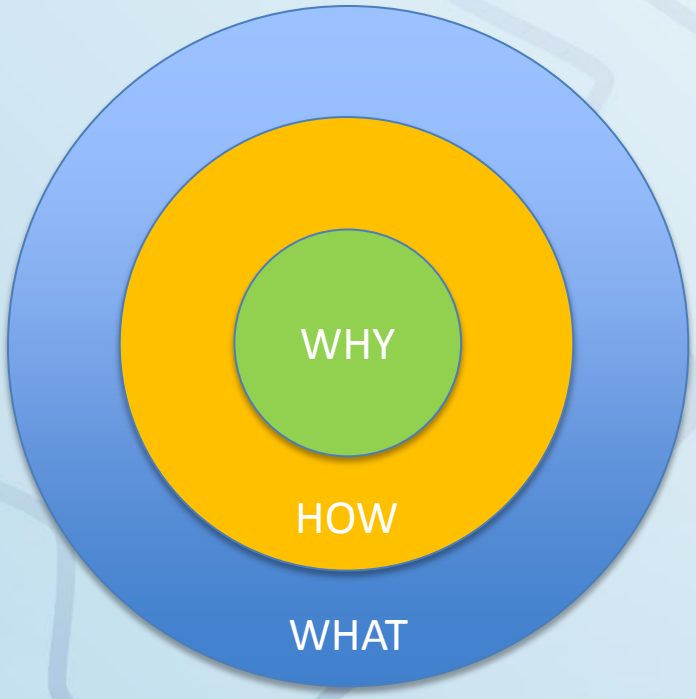
Definitions

- **Training:** a process by which someone is taught the competencies that are needed for an art, profession, or job.

- **Competency:** The ability or skill of an individual to do a job properly. The competency as a combination of practical and theoretical knowledge, cognitive skills, behavior and values used to improve performance.

The Golden Circle

(Simon Sinek)



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Standards

- Why do we need standards?
- How should we build standards?
- What should we include in the standards?

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Why

- Standards are useful for:
  - Uniformity
  - Quality
  - Manage risks
  - Improvement of performance
  - Security
  - Oversight

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How

- Establishing working groups (commitment).
- Producing drafts based on:
  - Rules and criteria already set by various organisations
  - Existing recommendations
  - Similar or close related standards
  - Experience
- Revising and improving them.

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What

- ✈ **Curricula per target group:**
  - 🕊 **High Level - Stakeholders**
  - 🕊 **Low Level – Corporate functions**

However

All personnel involved in the flow of wildlife strike risk assessment and mitigation actions should share the same understanding regarding potential hazards, risks posed by the hazards, and risk mitigation/management measures.

Stakeholders

- ANNEX 14- AERODROMES: Volume I – Aerodrome Design and Operation / Doc 9137 - Airport Services Manual: Part 3 Wildlife Control and Reduction / ICAO Doc 9774 - Manual on Certification of Aerodromes.
- ANNEX 15 - Aeronautical Information Services.
- Doc 9332-AN/909 - Manual of the ICAO Bird Strike Information System (IBIS).
- Doc 4444-ATM/501- Procedures for Air Navigation Services: Air Traffic Management.

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Stakeholders (cont.)

- Doc 9184 Part 2 - Airport Planning Manual: Part 2 Land Use and Environmental Control.
- COMMISSION REGULATION (EU) No 139/2014 of 12 February 2014 laying down requirements and administrative procedures related to aerodromes.

Corporate functions

Aerodromes

Doc 9859-AN/474 - Safety Management Manual (SMM)

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Theory (aerodromes)

- Doc 9137 - Airport Services Manual: Part 3 Wildlife Control and Reduction
- COMMISSION REGULATION (EU) No 139/2014 of 12 February 2014 laying down requirements and administrative procedures related to aerodrome (*Annex DECISION 2014/012/R OF THE EXECUTIVE DIRECTOR OF THE AGENCY of 27 February 2014 adopting Acceptable Means of Compliance and Guidance Material*)
- AAWHG RP - Training And Competency: Aerodrome Safety Personnel

Theory (aerodromes)

All personnel involved in the flow of wildlife strike risk assessment and mitigation actions should share the same understanding regarding potential hazards, risks posed by the hazards, and risk mitigation/management measures.

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Practice (aerodromes)

(Pilots should not only be operators of the aircraft. They should know how to fly it - Thomas Fakoussa)

- Effective Practical training should include:
  - Virtual cases starting from simple events, escalated to complicated incidents.
  - Life actions in a fully operational airport.
- All personnel involved in the flow of wildlife strike risk assessment and mitigation actions should receive practical training

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Conclusions

We don’t need to re-invent the wheel

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Thank you for your patience

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