



International Civil Aviation Organization

Runway and Ground Safety Working Group

Second Meeting (RGS WG/2)
(Cairo, Egypt, 19-21 May 2015)

Agenda Item 2: Implementation of Aerodrome Safety Priorities and Objectives in the MID Region

WILDLIFE HAZARDS MANAGEMENT AND CONTROL (WLHM&C)

(Presented by Egypt)

SUMMARY

The aim of this paper is to introduce best practice for mitigating and controlling the risks resulting from the presence of wildlife at airfield vicinity.

Action by the meeting is at paragraph 3.

REFERENCE

- DOC. 9137 part 3, DOC. 9184 part 2
- ECAR 139.335, ECAR 139.345
- EAC 139-16, EAC 139-20

1. INTRODUCTION

1.1 In many parts of the world, successful wildlife conservation has led to increasing numbers of birds and other wildlife that are known to represent a risk to aviation.

1.2 There is also increasing recognition that birds are not the only wildlife species to pose a threat to aviation safety. Some species of mammals and reptiles also pose a serious threat to aircraft safety. To adequately address the wildlife aircraft strike problem, wildlife/bird control on and around an airport should be expanded to include flying and terrestrial mammals and reptiles.

1.3 Due to growing traffic, comprised of greater numbers of quieter aircraft, and the increase in wildlife populations, greater effort is required to control and monitor wildlife movements on and within the vicinity of airports. In addition, the cost of downtime for inspection and repair of aircraft following bird/wildlife damage or suspected bird/wildlife damage is significant.

1.4 It is apparent that data on bird/wildlife strikes need to be collected in order to better understand the dynamics of the bird/wildlife strike problem. The ICAO Bird Strike Information System (IBIS) is ideally suited to this task. IBIS provides analyses of bird/wildlife strike reports received from ECAA. An analysis of this data reveals that approximately ninety per cent (90%) of bird/wildlife strikes occur on or in the immediate vicinity of airports.

2. DISCUSSION

2.1 ICAO Standards and Recommended Practices (SARPs) request that that airports should take steps to reduce the risk of bird strikes as far as reasonably possible. This recommendation may be reinforced by separate national regulations, presented in Egypt by the Egyptian Civil Aviation Authority (ECAA), that require airports to take steps to reduce the bird strike risk.

2.2 Coping with the national and international regulations, best training programs and the most suitable and convenient technology were the main three pillars to act operationally reaching our goal to have trusted airports throughout safety by the means of Wildlife Hazards Management and Control (WLHM&C) Procedures Enforcement.

2.3 Consequently and in accordance to ECAR 139 (Egyptian Civil Aviation Regulation) subpart L 139.335.d, 139.345, and EAC (Egyptian Advisory Circular) 139-20 (wildlife control and reduction), The Egyptian Airports Company (EAC), as the operator of 19 airports, prepared an initial preliminary ecological study, acceptable to the ECAA for 5 international airports. These studies contained the Identification of the species, numbers, locations, local movements, daily and seasonal occurrences of wildlife observed, Identification and location of features on and near the airport that attract wildlife.

2.4 These 5 timely separated ecological studies were submitted to the ECAA, who determines the need for a wildlife hazard management plans for each of these airports (Sharm El-shiekh International Airport, Hurghada International Airport, Luxor International Airport, Aswan International Airport and Taba International Airport) after taking in consideration the studies itself, the aeronautical activity at each airport, the views of the airport users and any other factors bearing on the matter of which the ECAA is aware.

2.5 After that, EAC proceeded in each airport's with WLHMP preparation to be submitted to, and approved by the ECAA prior to implementation and provide measures to alleviate or eliminate wildlife hazards to air carrier operations. These plans included the persons who have authority and responsibility for implementing the plan, the Priorities for needed habitat modification and changes in land use identified in the ecological study, with target dates for completion, the Identification of resources to be provided by each airport operator for implementation of the plan, and procedures to be followed during air carrier operations.

2.6 These procedures included the Assignment of personnel responsibilities for implementing the procedures, training these personnel with the suitable related training programmes to provide them with the knowledge and skills needed to carry out the plan required, conducting of physical inspections of the movement area and other areas critical to wildlife hazard management sufficiently, Wildlife control measures and Communication between the wildlife control personnel and any air traffic control tower in operation at the airport.

2.7 All of these procedures were followed by Periodical evaluation and review for the purpose of performance guarantee and continual improvement.

2.8 To sum it up and under the process mapping criteria of analysis (Inputs – process activities – and Outputs), it can be noticed that, to reach our current situation taking into consideration the status of different resources (number of managed airports needed to be certified, qualified personnel, financial resources, cultural resources,), The necessity of complying with the related national and international regulations, and The vision of having trusted Airports throughout Safety, it was very recommended to follow the main steps of thinking strategically and then acting operationally through **these three main pillars starting from Complying** with ICAO Standards and Recommended Practices (SARPs), **followed by** developing, implementing and demonstrating an

effective bird/wildlife strike and wildlife control **program** at the airport tailored to and commensurate with the size and level of complexity of each airport with the identification of the bird hazard and the risk assessment of that hazard, **ending with periodical evaluation** and reviewing of that program for the purpose of performance guarantee and continual improvement.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information in this paper and provide comments;
- b) establishment of a **regional committee** to gain and exchange information on research and development in airport wildlife control; and
- c) any other related business.

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