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**

DETAILED IMPLEMENTATION PLAN (DIP) RELATED TO RGS
ON WILDLIFE MANAGEMENT

(Presented by Sudan)

SUMMARY
This paper presents the proposed SEIs and DIPs for MID Region to address the Wildlife Hazard Management and Control.
Action by the meeting is at paragraph 3.

REFERENCES
− ICAO Airport Services Part 3 Doc. 9137.   − SUCAR 14 – Aerodromes.   − SMS Regulation SUCAR 19   − Sudan AC Wildlife 01/2014 &Aerodrome Bird/Wildlife Control Manual DASS Publication 20/2010

1.   INTRODUCTION

1.1   The wildlife hazard management is highly considered as one of the ultimate condition for airport certification, thus a specific regulations, processes and policies were developed by SCAA - Sudan Civil Aviation Authority.

1.2   Aviation safety statistics have demonstrated that wildlife can pose a significant hazard to the safe conduct of aircraft operations. According to recent worldwide data, the vast majority of wildlife strikes occur either on or within the immediate vicinity of an airport.

1.3   In many wildlife strike events, damage is sustained to the aircraft involved and/or the aircraft is delayed to allow for an inspection of possible damage. In more serious cases, the damage from a strike could result in the aircraft being unable to maintain safe operations.

2.   DISCUSSION

2.1   The meeting may wish to recall that the Fourth meeting of the Regional Aviation Safety Group – Middle East (RASG-MID/4, Jeddah, Saudi Arabia, 30 March to 1 April 2015) reviewed RSC/3 meeting outcome and supported proposals by Egypt and Sudan during the

RGS WG/1 meeting to develop additional RGS SEIs on Aerodrome Safeguarding, Wildlife Control, and Laser-attacks. Accordingly, the RASG-MID/4 meeting agreed to the following Conclusion:

> *CONCLUSION 4/6:   ADDITIONAL RGS SEIs*
>
> *That, additional RGS SEIs be developed as follows:*
>
> *a) RGS/4 on Aerodrome Safeguarding with Egypt as Champion supported by Sudan;*
>
> *b) RGS/5 on Wildlife Control with Sudan as Champion supported by Egypt and UAE; and*
>
> *c) RGS/6 on Laser-attacks with Egypt as Champion supported by UAE.*

2.2   In coordination with Egypt and UAE, Sudan has prepared the SEI and DIP related to the Wildlife Control (RGS/5) as at **Appendix A**. In order to reduce the wildlife hazard SCAA has published Advisory Circular to Aerodrome Operators, contains the procedures for manage, control and report.

2.3   It is important that all reasonable action is taken by aerodrome operators to manage the wildlife hazard at their aerodrome. The recommended approach is to:

- Identify and monitor the wildlife hazard;
- assess the hazard and rank wildlife species in their order of risk;
- identify suitable risk treatment options; and
- develop a Wildlife Hazard Management Plan WHMP that is appropriate to address the hazard.

2.4   Operators of Certified Aerodromes are required to monitor and record the presence of wildlife on or in the vicinity of the aerodrome. Where this monitoring confirms the existence of a wildlife hazard, the aerodrome operator must develop a WHMP.

2.5   Each International Aerodrome Operator is responsible to establish a runway safety team that tasked to inspect on wildlife hazard. The Aviation Reporting Manual should contain a Form/Template of Wildlife hazard report to use in case of accident/incident.

2.6   Civil Aviation Authorities are to assume their roles and responsibilities for rules making and safety oversight.

3.   ACTION BY THE MEETING

3.1   The meeting is invited to:

a) note the information in this working paper;

b) agree on the proposed SEIs and DIPs on Wildlife Control; and

c) take appropriate actions to support implementation of the RGS DIPs.

APPENDIX A

ICAO MID (RGS) Wildlife Hazard Management and Control

Rast No	Safety Enhancement Action	GASP Safety Initiative (ICAO Doc 10004)	Best Practices Supporting GASP Safety Initiative (ICAO Doc 10004, Appendix 2)	Safety Impact	Changeability	Indicator	Priority	Time Frame
MID-RAST/RGS/5	1) Encourage voluntary reporting related on Wildlife Hazard. 2) Establish a guidance material for mitigating and preventing Wildlife Hazard. 3) Formalize the need for Wildlife Hazard Management Plan.	Consistent Implementation of Safety Management Systems Implementation of Risk-Based Standardization Initiatives Compliance with National Regulations and Adoption of Industry Best Practices	BP-GEN-1 BP-GEN-2 BP-GEN-3 BP-STD-I-1	High	Moderate Easy High	P2 P1	1 2 3	Medium Term Short Term Long Term

Safety Enhancement Action (expanded)	1) Encourage voluntary reporting related to Wildlife hazards and a database should be established to keep record of such incidents, and raise the awareness among the States to keep record of the Wildlife Hazard reported by the different stakeholders. 2) Establish a guidance material for mitigating Wildlife Hazard incidents and best practices shared by the different States to be taken into account. 3) Formalize the need for Wildlife Hazard Management Plan.
Statement of Work	ICAO Actions 1. Ensure SEI is added to the MID-Region Strategic Plan. 2. Publish the Proposed Guidance for States. States' Actions 1. Review regulation and guidance material to ensure the materials of the ICAO SARPs and ICAO MID proposed Guidance is adequately reflected. 2. Promote the need for Wildlife Hazard Management Plan. 3. Safety Oversight. Operators' Actions 1. Review and ensure that induction, training initiatives specifically address understanding of Wildlife risk to aviation industry through ICAO guidance. 2. Ensure that SMS include dealing with the risk of Wild life hazard through adding to Runway Safety Teams agenda and the SMS process has identified the above risk as part the formal Safety Risk Management process. IATA Actions 1. Review and ensure that regional strategy and awareness initiatives specifically address the pilot adherence to Operating Procedures in relation to wildlife reporting.

Champion	ICAO MID, Egypt & UAE.
Human Resources	• ICAO - International Civil Aviation Organization (MID) • States: CAA's & Operators experts. • IATA - International Air Transport Association (MENA and HQ)
Financial Resources	
Relation with Current Aviation Community Initiative	ICAO Runway Safety Program
Performance Goal	Reduce relative number of incidents. Reduce the risk of wildlife hazard on aviation safety
Indicators	Reduction of Birdstrikes and wildlife accidents/incidents.
Key Milestones (Deliverables)	1) Model Legislation; 2) Guidance materials; 3) Awareness session (presentation); 4) Response Scenario; 5) Publication of Best Practices; and 6) Training Programmes.
Potential Blockers	Human resources (qualified personnel) Communication mechanism from identified organizations Financial resources
Responsible	• ICAO - International Civil Aviation Organization (MID) • IATA - International Air Transport Association (MENA) • Sudan, Egypt & UAE. • MID-Region MID States • MID-Region Operators
DIP Notes	

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