



International Civil Aviation Organization

NINTH MEETING OF THE ASIA PACIFIC REGIONAL AVIATION SAFETY TEAM (APRAST/9)

(Bangkok, Thailand, 31 October to 4 November 2016)

Agenda Item 6: Presentations – State / Industry / ICAO

WILD LIFE MANAGEMENT AT INDIAN AIRPORTS

(Presented by Airports Authority of India)

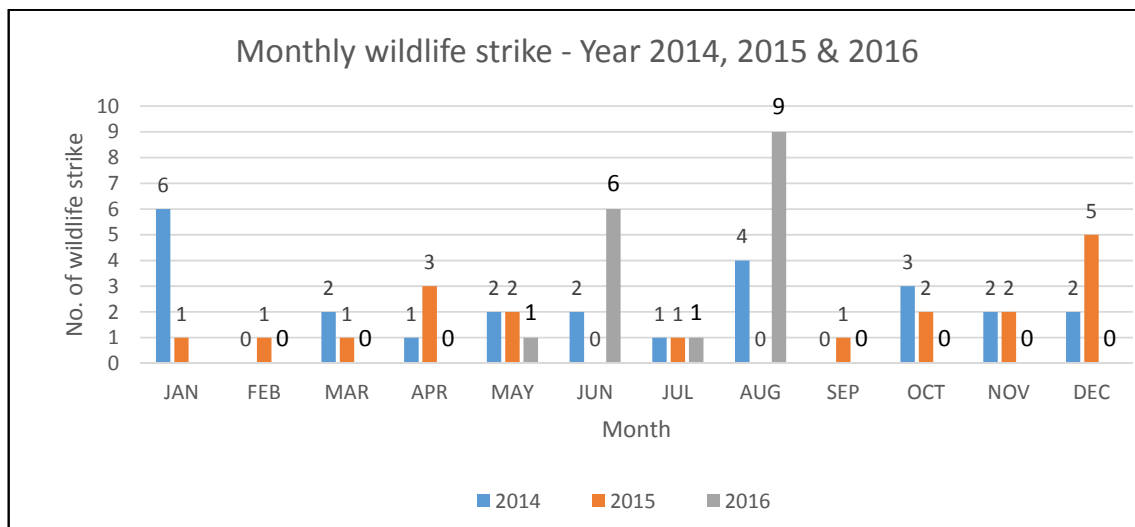
SUMMARY

This working paper is in pursuance of the Strategic Objective A for the triennium 2014 – 2016 (38th Assembly/WP/57): **Enhance Global Civil Aviation Safety**. The Airports Authority of India (AAI) is in the process of implementing safety assurance element of the phase-wise implementation of the Safety Management Systems mandated by DGCA, India. The proactive measures in wild life containment at Indian airports is an important step forward to ensure the safety of civil aviation.

1. INTRODUCTION

1.1 The wild animals may enter the operational area of the airport through a breach in the boundary wall or a storm water drain or tunnelling through under the boundary wall. Such intrusions are a significant threat to the safety of arriving or departing flights. On Nov 5th, 2015 at Surat Airport, a water buffalo entered the operational area and strolled onto the runway while a B737 was on the take-off run. The collision caused large scale damage to the aircraft. Again on Dec 4th, 2015 an ATR landing at Jabalpur airport hit a flock of wild boars resulting in damage to the aircraft.

1.2 The following graphic displays the prevalence of wild life strikes at all Indian airports since 2014.



1.3 It is seen from the above data that the menace of animal strike is particularly high in winter months. The lack of grazing grounds in the cold weather and mating season for specific species are apparent reasons for such increase. The insights gained from such analysis will contribute to effective control measures.

2. DISCUSSION

2.1 The threat posed by the birds and animals to the aviation safety is widely recognised. The Rule 91 of the Aircraft Rules 1937 is the primary legislation in India to prevent dumping of garbage in de-skinning of animals in the vicinity of the airport. In order to further empower the ANSP, the State has also formed Airfield Environment Management Committees at all airports under Ministry of Home guidelines. The National Bird Control Committee constituted by the Regulator in Dec 2013 is a continuing step in that direction.

2.2 The recommendations of the NBCC include extensive audits and inspections to assess the root causes of the menace and to find the ways and means to overcome the threat. The recommendations also include education and outreach programs targeted at the residents in the vicinity of the airport.

2.3 Several measures have been initiated in the Indian airports in order to overcome the menace of wild life strikes. Some of these steps include:-

- a) Placement of 60 mm precast panels below the boundary wall up to top of foundation to prevent digging and tunnelling by animals into the operational area for all existing airport boundary walls.
- b) 230 mm thick brick wall from top of foundation up to plinth beam in 1:6 CM
- c) 100 mm steel grills to cover all the drains leading into or leading out of the operational area.
- d) Special permissions for shooting down jackals have been obtained at Lucknow airport to effectively deal with the menace.

3. ACTION BY THE MEETING

3.1 The Meeting is invited to:

- a) Note the contents of this paper,
- b) Suggest any technological break-through to effectively combat the menace,
- c) Consider adoption of the processes initiated by AAI for further enhancement of the aviation safety scenario in their respective airports.