



Agenda Item 5: Other business

AERODROMES WILDLIFE CONTROL AND REDUCTION

(Presented by the Secretariat)

SUMMARY	
<p>This working paper presents to the meeting the diverse ongoing activities undertaken by the GREPECAS Regional Committee CARSAMPAF and the Regional Group RASG-PA with regards to bird and wildlife strike prevention at aerodromes.</p> <p>In order to avoid duplication of efforts it is recognize the need for coordination between the Regional Committee and the Regional Group for future plans and programmes.</p>	
References:	
<ul style="list-style-type: none">• AGA/AOP/SG/7 Final Report (Buenos Aires, Argentina, from 9 to 13 November 2009)• AGA/AOP/SG/8 Final Report (Mexico City, Mexico, from 19 to 21 July 2011)• RASG-PA ESC/12 Meeting WP/13 presented by IATA/ALTA (Montego Bay, Jamaica, 14 to 15 March 2012)• www.carsampaf.org , web page	
Strategic Objective(s)	<i>This working paper is related to Strategic Objective(s) A – Safety C – Environmental Protection and Sustainable Development of Air Transport.</i>

1. Introduction

1.1 The CAR/SAM Regional Committee on bird/wildlife strike prevention (CARSAMPAF) at aerodromes was created during the GREPECAS AGA/AOP Subgroup meetings, initially as a task force and then as a Regional Committee currently composed of a Board of Directors and with more than 150 members, including civil aviation authorities, airport personnel and experts.

1.2 The objective of this Regional Committee is to provide airport staff with the information necessary to develop and implement an effective bird/wildlife control organization for their aerodromes. This in support to Annex 14 requirement to actions to be taken to decrease the risk to aircraft operations by adopting measures to minimize the likelihood of collisions between wildlife and aircraft.

2. Discussion

2.1 The CARSAMPAF conferences generally focus on matters dealing with the reasons why bird/wildlife strike occur at an aerodrome, the organization and composition of a national committee to combat potential bird/wildlife hazards to aircraft operations, and the modifications to be carried out at an aerodrome to remove the features which attract birds/wildlife.

2.2 As a reference the following events were carried out in the past 4 years:

- The Fifth International Conference on the Prevention of Bird/Wildlife Strike, was held in Guayaquil, Ecuador, on 1-5 October 2007, pursuant to the new terms of reference of the CARSAMPAF Regional Committee and the election of the new Board of Directors for the next four years, from 2008 to 2011.
- The Sixth International Conference on the Prevention of Bird and Wildlife Strike, was held concurrently with the first joint conference of the International Bird Strike Committee (IBSC) and the CAR/SAM Regional Committee for the Prevention of Bird and Wildlife Strike (CARSAMPAF), was organised by the Aeronautical Accident Investigation and Prevention Centre (CENIPA) together with the Bird Strike Control Committee of Brazil (CCPAB). The event was held in Brasilia, Brazil, on 24-28 November 2008.
- The Seventh International Conference on the Prevention of Bird and Wildlife Strike was held in Grenada in 2009 with the support of the FAA and USDA.
- The Eight International Conference on the Prevention of Bird and Wildlife Strike was held in San José, Costa Rica, in 2010.
- The Ninth International Conference on the Prevention of Bird and Wildlife Strike was held in Medellín, Colombia, with the support of the FAA and USDA, in 2011.

2.3 Regarding the Programme on the reduction of the risks associated with bird hazard developed by IATA and ALTA, attached as **Attachment** to this working paper is the information provided in relation with the pilot programme and the airports selected to visit and based on the results expand the programme to other aerodromes.

3. Suggested actions

The meeting is invited to:

- a) Take note of the information provided in the working paper;
- b) the need for coordination between ALTA/IATA and CARSAMPAF and involvement of ICAO to avoid duplication of efforts between Regional Groups and Committees; and
- c) RASG-PA to invite CARSAMPAF in the development of plans and future projects on the subject of wildlife and bird hazard management.



International Civil Aviation Organization
Twelfth Meeting of the Regional Aviation Safety Group
– Pan America (RASG-PA) Executive Steering Committee
RASG-PA ESC/12



Montego Bay, Jamaica, 14 to 15 March 2012

Agenda Item 7: Other Matters

BIRD STRIKE RISK REDUCTION PROGRAM

(Presented by ALTA/IATA)

SUMMARY

IATA and ALTA have been working closely on a Bird Strike Risk Reduction program for airports based in the Latin America & Caribbean Regions.

Twenty five Airlines have provided IATA/ALTA their historical bird strike data in order to produce a data-driven approach for the program and create awareness of the problem in the region.

ALTA/IATA have partnered with the FAA and USDA to use their expertise in our region with a pilot program. Two airports were selected for the pilot. Based on the pilot results, the model will then be exported to other airports in the region applying any lessons learned and best practices found.

Strategic Objective

This working paper is related to Strategic Objective A – Safety

1. Introduction

1.1 During the last ALTA Safety Summit held in Mexico City, airlines were presented with the compilation of historical bird strike data from 25 carriers to highlight the current situation (**Appendix**). The collaborative program between IATA and ALTA, with expertise from FAA and USDA, was presented to the participants. After general discussion the initiative was accepted.

1.2 A Bird Strike Sub-committee was created to drive the program, headed by IATA and ALTA, with the participation of representatives from COPA, Avianca and LAN.

2. Program Activities

2.1 The Sub-committee met four times (conference call and as a group) to share experiences with bird strike programs and to design the Bird Strike Risk Reduction Program. The meeting was attended by representatives and bird strike experts from the FAA, USDA, Boeing, Airbus, IFALPA, ACI-LAC, LACSA, LAN Airlines, LAN Peru, LAN Ecuador, Avianca, Copa, Copa Colombia, ALTA and IATA.

2.2 After considering the proposal of the FAA/USDA and the available data, it was decided that a pilot program would be initiated at Panama's Tocumen and Ecuador Guayaquil International Airports. They were chosen based on their high bird strike incident rates, support from airlines and aeronautical authorities, and the similar situation of their natural environments.

2.3 A tentative schedule for the pilot program was presented and accepted by the participants (**Appendix B**).

2.4 A team of local champions was created to help drive current and future initiatives in key airports that will benefit from lessons learned during the pilot program. The list of champions is listed in **Appendix C**).

2.5 The FAA and USDA have allocated funds for this project in 2012 and letters signed by the FAA, USDA, ALTA, IATA & ACI-LAC were sent to Guayaquil and Panama DGCAs and airport concessionaires to present the program.

2.6 The local DGCAs, airport concessionaires and Local Airlines Association of Panama and Guayaquil approved the project and provided the necessary support and funding to carry out the first phase of the project.

3. Next Steps

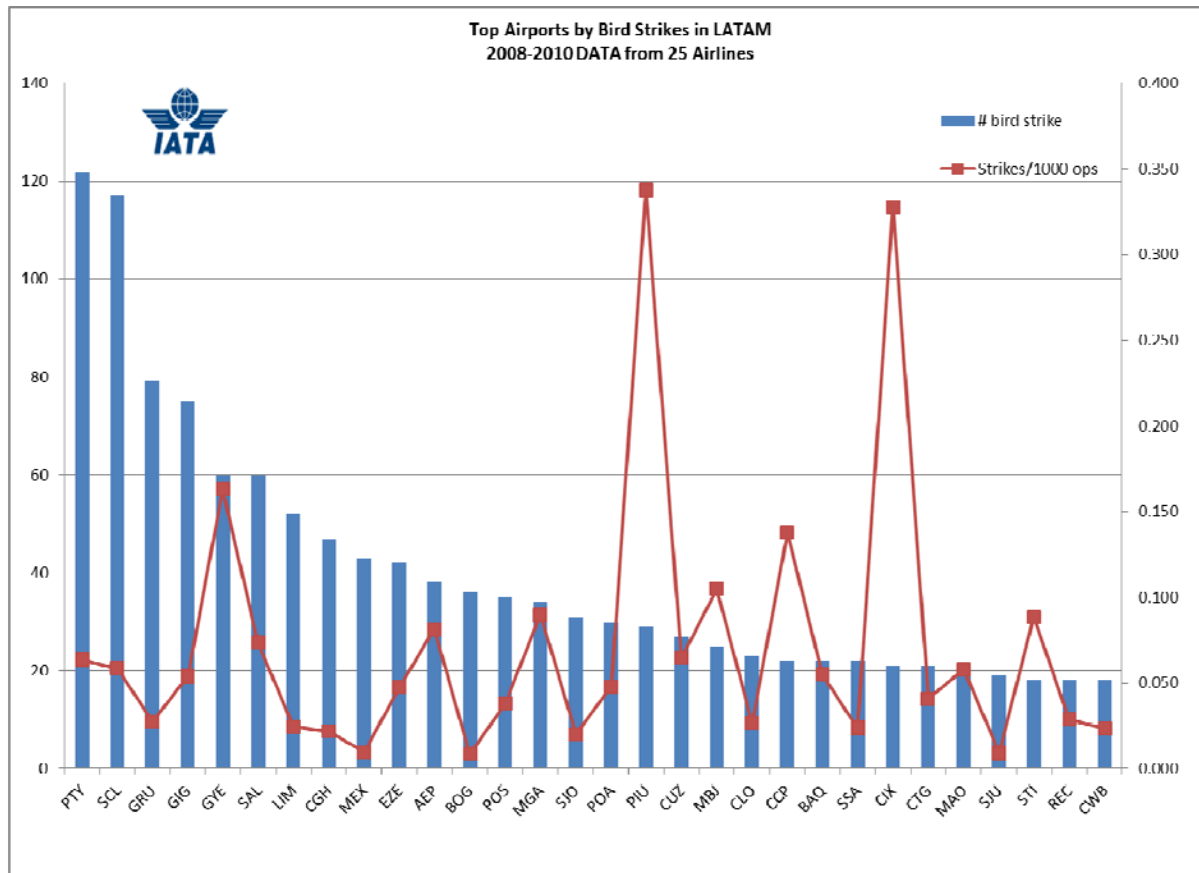
3.1 The FAA and USDA are working on schedules for their bird strikes experts in order to set a date for the first visit to the two airports. Once a date is agreed upon, initial preparations will commence to supply all the necessary data to the experts prior to their visit and arrange the logistics.

4. Suggested Action

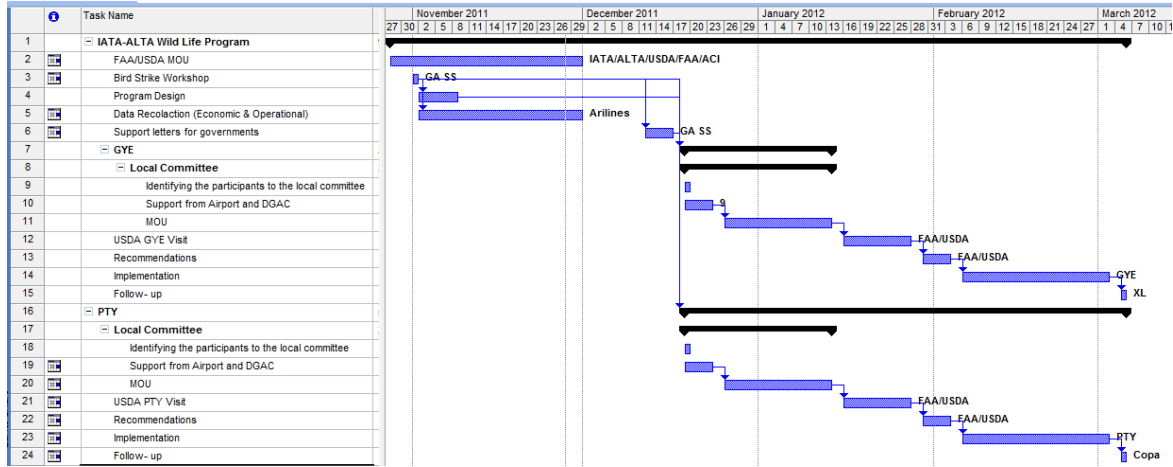
4.1 The RASG-PA ESC/12 is requested to:

- a) take note of the information provided in this working paper;
- b) to make this an official RASG-PA project and invite its members to join the projects Sub-committee; and
- c) provide assistance and/or identify potential resources in order to ensure the success of this initiative.

APPENDIX A / APÉNDICE A



APPENDIX B / APÉNDICE B



APPENDIX C / APÉNDICE C

Country or region	Airports	Airline Leader		Airline support	
Panamá	PTY	Copa Airlines	Adriana Molina	N/D	
Ecuador	GYE	LAN	Octavio Perez	AviancaTaca	TBC
Chile	SCL	LAN	Raul Cuadra	N/D	
Colombia	BOG	AviancaTaca	Edickson Santamaria	Copa Airlines	Adriana Molina
Perú	LIM, PIU, CIX	LAN	Jaime de Souza	N/D	
Centro América	SJO, MGA, SAL	AviancaTaca	Cesar Miranda	Copa Airlines	Adriana Molina

— END / FIN —