



ICAO

Second Meeting of the Asia/Pacific Wildlife Hazard Management Working Group (AP-WHM WG/2)

Virtual Meeting, 27 to 29 May 2020

Agenda Item 3: **Global, Regional and National Guidance/Best Practices on Wildlife Hazard Management**

WILDLIFE HAZARD FROM THE PILOTS' POINT OF VIEW

(Presented by IFALPA)

SUMMARY

This paper presents the pilots point of view on the matter of wildlife hazard and how we are willing to help mitigating the threat poses by it. Also, a note on what impact COVID-19 have on wildlife activity.

1. INTRODUCTION

1.1. Wildlife Hazards are an ever-present to aviation safety. Damage to the aircraft from a wildlife strike is not the only problem, the presence of wildlife near the airport poses a possible disruption to the arrival and departure of flights. Even with modern technologies and advanced surveillance systems, wildlife strikes still occur on a regular basis around the globe.

2. DISCUSSION

What do pilots want?

2.1 In order for pilots to operate from/to an airport safely and efficiently, a wildlife-free zone should be established by the airport operator. To achieve this, natural habitat, feeding and breeding grounds at or in the vicinity of the airport should be eliminated. This should help in keeping the wildlife activity to the minimum.

2.2 As with many other problems, a perfect solution is very hard to come by. An alternate to the previous proposal is a wildlife activity report. This will provide pilots with vital information regarding the possible threat they may face during the critical phase of flight. The information could be passed on via ATIS or ATC report. When sharing this information, it is important that it be timely and accurate so that the pilot can make the right decisions.

2.3 Pilots need to be part of the local WHM team (or Airport RST), providing their experience in developing ways to reduce the hazards. "Together we thrive" is an old saying that should help us in finding the best solution.

How are pilots willing to help?

2.4 Pilots are willing to give PIREPs of sightings to ATC whether it be during taxi or approach, when their workload permits. The details of the information, such as size/number of the hazard, location, direction and altitude, again is subject to the workload and also perception. For instance, a small number of small birds, a large number of small birds versus a small number of large birds or a large number of large birds. All can be considered a hazard on the departure or landing.

2.5 Electronic/paper reports will help in keeping the statistics of the wildlife activity. This can be done via an online platform (e.g. ECCAIRS/IBIS) to assist the processing of the data. The forms used to complete these reports should be standardized, available in English and generally accessible.

COVID-19

2.6 A point to raise awareness among the participants that we have never been in a situation where almost all planes are grounded before. With the decrease in movement means the increase in wildlife activities. The data collection of wildlife activity in this specific time period may be required in order to perform the risk assessment and mitigation accordingly. Before the airports can resume their normal operation, special protocols should be carried out to ensure the presence of wildlife is kept to a minimum.

2.7 Recently, reports on wildlife residing near or even inside parked aircraft has been on the rise. This is due to the fact that the number of wildlife at the airport has increased and the SOPs for aircraft maintenance may not have been strictly complied with. This will be a significant threat once normal operations are resumed. By working together and sharing our information from all parties, we can prevent the threat from causing incident/accident.

3. ACTION BY THE MEETING

- 3.1. The meeting is invited to:
- a) note the information contained in this paper; and
 - b) discuss any relevant matters as appropriate.

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