



ICAO

Third Meeting of the Asia/Pacific Wildlife Hazard
Management Working Group (AP-WHM WG/3)
Video Teleconference, 19 to 21 May 2021

**Agenda Item 5: Asia Pacific Regional Guidance on Implementation of Wildlife
Hazard Management Programme**

**ASIA PACIFIC REGIONAL GUIDANCE ON IMPLEMENTATION OF
WILDLIFE HAZARD MANAGEMENT PROGRAMME**

(Presented by India)

SUMMARY

This paper presents as a guidance document on implementation of Wildlife Hazard Management program for states and suggests way forward to meet the challenges faced by the airports in proper implementation

1. INTRODUCTION

1.1 The Asia Pacific Region is exceptionally rich biodiversity among other continents in the world. This also makes Asia Pacific one of the highest bird diversities along, particularly in India and south-east Asia. A total 3781 species are available at this region. On the other hand Asia Pacific is the also the highest contributor of aircraft movement with 34.3% share in the world. The occupancy of airspace at this region with aircraft along birds are acute which requires immediate attention by airports at this region to have engagement of proper wildlife hazard management Programme to have a safe flying environment/airspace. As per the ICAO data 58% of the bird strikes are happening within the airport premises alone, hence proper airport wildlife hazard management implementation is imperative to reduce the bird strike incidents on airports from this region.

2. DISCUSSION

Challenges

2.1 Lack of proper Implementation of Airport Wildlife Hazard Management Program

All airports are supposed to have a dedicated department for Wildlife hazard management as enumerated in ICAO Doc 9137 ASM Part 3 Fifth Edition Chapter 2, Para 2.2.2. Generally, Airports are not adhering to this requirement taking concession on airport category and other operational exemptions. This is done mainly to due to the following aspects:

- 2.1.1 Lack of awareness – Necessity of the airport wildlife hazard management is not identified by a competent authority at various airports.
- 2.1.2 Purposely avoided to reduce the operational expenses. Airport wildlife hazard management requires daily spend on mitigation/scaring measures hence airports are hesitant to form up a dedicate division to control on spend.

2.2 Lack of appointment of competent staff. As per ICAO Doc 9137 ASM Part 3 all Airports should appoint a competent wildlife coordinator or manager who is responsible/accountable for wildlife hazard management and personnel engaged in wildlife hazard control. Airports generally adhere the practice of assigning additional responsibilities of wildlife hazard management among operations staff on rotational basis. This system is followed at airport across the region and this lack ownership hence impacts effective reporting and implementation.

2.3 Lacks of Safety reporting. Operations Staff are the first had information handlers for safety management at airport movement area. Assigning wildlife hazard management among them may lead to manipulation of reporting to keep the bird strikes incidents within the SPT assigned to him, and this led to loss of vital safety information at times. Generally during the takeoff phase PIC unable judge and report a bird strike but the dead birds are retrieved from runway. This information can be manipulated by not reporting and that can lead into major safety issue later. Unreported bird strike cases are to be treated as near miss and action plan to be developed to modify the habitat to avoid future occurrence.

Suggested guidance for implementation of proper Airport wildlife hazard management Plan

Regulator

2.4 All states to have a Regulatory agency to monitor the wildlife hazard management program implementation for the airports within its jurisdiction. Regulator to issue time to time Standards and Requirements through notifications that needs to be validated through periodical Surveillance inspections. States to form up the Wildlife hazard management committees at various level to meet periodically to validate and review the policies in support of airport wildlife hazard management Programme.

Yearly

- 2.4.1 National Bird Control Committee - (NBCC – Secretary Civil Aviation)
- 2.4.2 Airport Operators Safety Work - (ASOG – Director DGA) Half Yearly
- 2.4.3 Airport Environment Management - (AEMC – District Collector Quarterly)
Committee
- 2.4.4 Sub Committee Airport Environment - (Sub Committee – AEMC- Airport)
- 2.4.5 Runway Safety Work Group - (RST – Head Airport Aviation Safety)

2.5 Guidelines for Implementation of Airport Wildlife Hazard Management Program. To develop an effective Wildlife Hazard Management plan the airport has to conduct a wildlife hazard assessment survey first to identify the potential hazard species and the situation existing around the airport area. The assessment survey should cover 13 km radius from the Aerodrome Reference Point around the airport to identify the species availability with potential hazardous attraction around. Further based on the Hazard assessment, airport wildlife hazard management program (WHMP) to be developed for implementation. WHMP to focus active and passive control management to specified areas by bifurcating the airport area into zones to prioritize effective implementation of mitigation measures:

- 2.5.1 Primary Hazard Zone - Active Control - Critical area and movement area
Passive Control - Other area within airside area
- 2.5.2 Secondary Hazard Zone - Approach/Take off path and approach funnel. State support
(Needs to conduct monthly inspection by airport personal)
- 2.5.3. Tertiary Hazard Zone - The other areas in 13 Km radius. State support
(Needs to conduct monthly inspection by airport personal)

2.6 Airport Wildlife Hazard Coordinator. The aerodrome operator should appoint a wildlife coordinator or manager who is responsible, accountable for wildlife hazard management and personnel engaged in wildlife hazard control. As per ICAO Doc 9137 ASM Part 3 fifth edition Chapter 2 Sub para 2.2.2. states requirement of airports to engage a competent person as Wildlife hazard coordinator/manager and division to be formed up with a set of staff to monitor and act upon at airside Primary hazard zone for active control throughout the day.

2.7 Airport wildlife hazard management division. The primary responsibility of the aerodrome operator is to maintain aerodrome safety and ensure that action is taken to reduce the risk of wildlife strikes. To achieve this goal, each aerodrome operator should develop, implement, and demonstrate an effective WHMP. The program should represent the size and level of complexity of the aerodrome, taking into consideration hazardous species, the level of risk associated with them and the volume of flight operations. The aerodrome operator should ensure that all wildlife hazard control personnel and managers demonstrate competency, are adequately trained, and are provided with the appropriate resources and equipment to carry out their tasks. The aerodrome operator should have policies and procedures in place on how to obtain data related to hazardous wildlife species and their use of the aerodrome and its vicinity, to further assess such related hazards to aviation. For best results, data collection should begin at the planning and design phase of an aerodrome and continue throughout its lifecycle. The following data sampling/documentation to be prepared and made available for reference to handle wildlife hazard management effectively.

- 2.7.1 Daily bird Sampling data from airside area and daily report
- 2.7.2 Weekly review of bird movement pattern and review WHMP deployment plan
- 2.7.3 Airport bird warning period and ATIS publication
- 2.7.4 Airport Wildlife Hazard Management manual with EOP/SOP
- 2.7.5 Wildlife Hazard Assessment Survey report
- 2.7.6 Identification of major migratory bird fly way near airport
- 2.7.7 Airport bird calendar for WHMP
- 2.7.8 Airport Vegetation Management Plan

2.8 Airport wildlife hazard management division under Safety department. It is proposed to form the Wildlife Hazard management division under the Airport Safety department. Since wildlife hazard management requires lot of awareness and training, forming up the department under the umbrella of Safety department has its own advantages of implementation of various polices/restrictions on airside critical area and enforcement becomes effective to control over the airport staffs on their conduct while they are active on critical area of airport.

3. ACTION BY THE MEETING

- 3.1 The meeting is invited to:
- a) Note the information contained in this paper;
 - b) Discuss the challenges and suggested solutions presented in this paper; and
 - c) Raise any other challenges and guidance at par with the airport wildlife hazard management.

—END—