



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

STRATEGY AND MITIGATION FOR BIRD STRIKES

(Presented by Indonesia)

SUMMARY

Based on data of the occurrence report for the period 2016-2020 in PT Angkasa Pura II, it has shown that the safety issues are runway excursion, bird strikes, and kite strikes. For the bird strikes shows the increased the number of bird strikes on Angkasa Pura II in 2020 increased by 36% from 2019. It is inversely proportional to the aircraft movement decreased by 44.05% from 2019. The increasing of the bird strikes occurrences is needed to be concern in the safety mitigation management toward wildlife and / or bird strikes. PT Angkasa Pura II has conducted a Working Group with DGCA, Airlines, Air Navigation & Scientist.

1. INTRODUCTION

1.1 Angkasa Pura II is a State Owned Enterprises (SOEs) that engages in the business of airport operator and airport related services in Indonesia. Angkasa Pura II operate 19 airports which in 2020 had served 412,185 aircraft movement both international and domestic a year, while 35,855,050 of arriving and departing passengers services in international and domestic flights and 698,085,994 kg of cargo transport for international and domestic flights. The decrease of aircraft and passenger movements during the COVID 19 pandemic has become challenging in managing airports. Various potential hazards in operational and airport services aspects are still in concern. Therefore, airport operators and all stakeholders are required to create new breakthroughs / innovations in order to create comfort, safety and security for aviation service users.

1.2 Angkasa Pura II has committed to maintain 5 Safety Performance Indicators (SPI) which has been determined by the Directorate General Civil Aviation such as: Runway Incursion, Runway Excursion, FOD Incident, Ground Collision and Wildlife/ Bird Strike. Based on the safety overview in 2020, Angkasa Pura II was able to maintain zero accident as an evidence of consistency in the implementation of the Safety Management System (SMS) and the Occupational Health & Safety Management System (OHSMS) in all aspects of corporate activities. This achievement supports the Company's Vision **"To Become the Best Smart Connected Airport in the Region and company's mission"** **"We Will Achieve Our Vision by Bringing the Best out of Our People and Partners to Deliver Safe and Pleasant Travel Experience to Our Customers"**.

1.3 Birds and wildlife are a serious hazard to aircraft, and it attempts to outline what can and should be done to overcome this hazard. The purpose of this paper is to discuss the importance of good organization and planning in bird/wildlife control programme.

1.4 In managing wildlife, Angkasa Pura II issues Directors Regulation Number PD.12.03 / 07/2017/0042 concerning Guidelines for Handling Wildlife and / or bird attacks at Angkasa Pura II Airport which refers to Regulation of the Director General of Civil Aviation Advisory Circular CASR 139-03 (AC 139-03) Wildlife Hazard Management on or in the Vicinity of an Aerodrome.

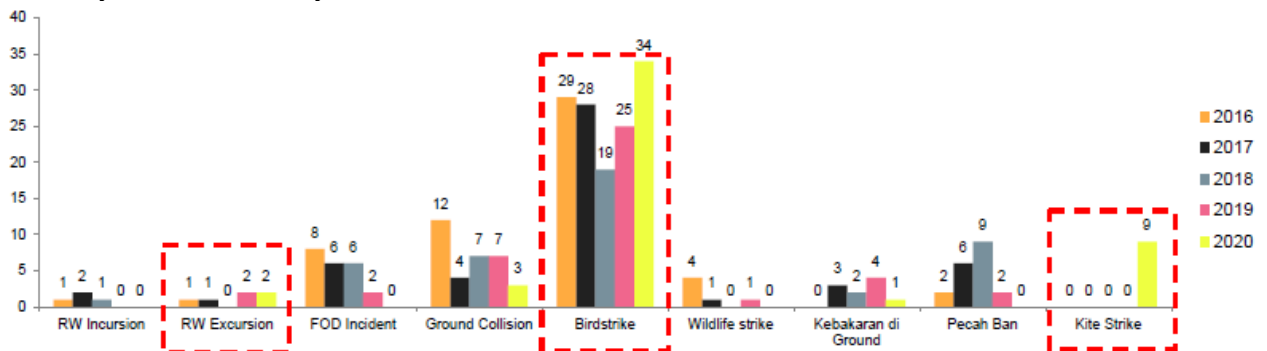
1.5 Refers to AC 139-03, wildlife/ bird strikes incident categorized by:

- Confirmed attack, is a collision between wildlife/ bird strikes by proven aircraft with the discovery of the carcass in the aircraft damage;
- Unconfirmed attacks, is a collision report between wildlife / bird strikes and aircraft no physical evidence was found; and
- Serious incidents, is an incidents that can be dangerous to flight safety due to existence wildlife/ Bird strikes in the airport and in the vicinity whether bird attack was found or not.

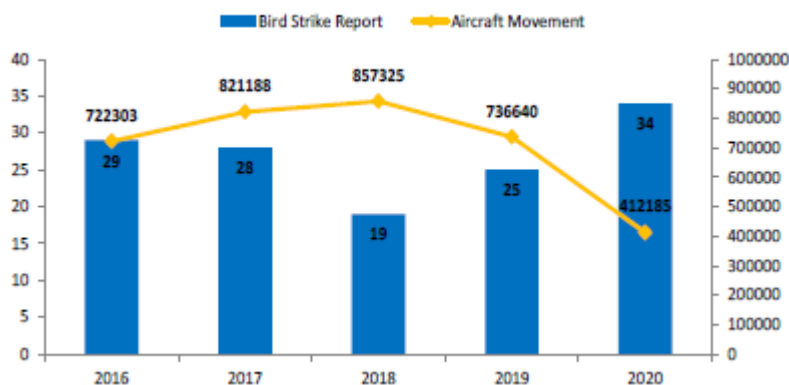
2. DISCUSSION

Increased Bird strikes Report during the COVID-19 Pandemic

2.1 Based on data on the occurrence report graphic for the period 2016-2020, it shown that the safety issues are runway excursion, bird strikes, and kite strikes.



2.2 Bird Strikes Reports Graphic below shows that the increased of the number of bird strikes reports of Angkasa Pura II in 2020 increased by 36% from 2019. It is inversely proportional to the aircraft movement decreased by 44.05% from 2019. The increasing of the bird strikes reports is needed to be concern in the safety mitigation management toward wild animal and / or bird strikes. From 34 reports, there are 3 reports categorized as confirmed attack.

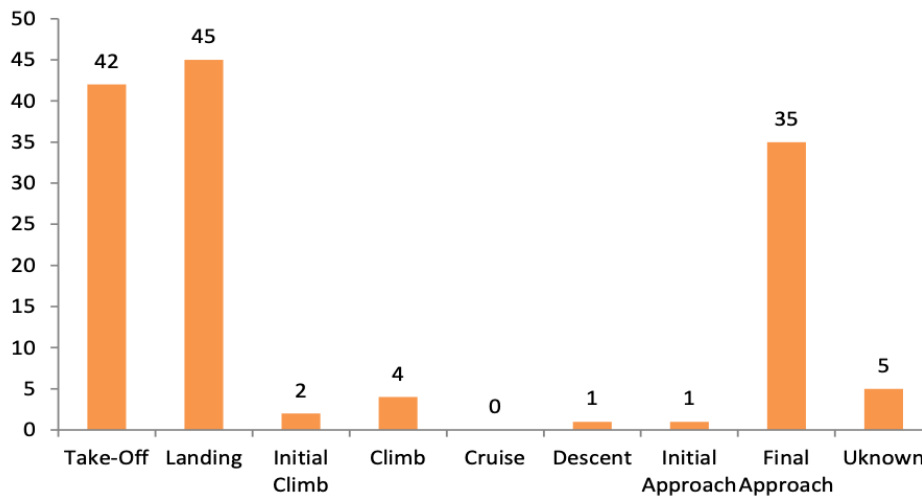


2.3 The confirmed bird strikes were in the WIMM, WICA and WIOO. To reduce the risk of bird strikes with aircraft and the presence of wildlife in and around airports, the following joint mitigation is needed :

- Identification and analysis of observation data collection;
- Discussions and communication between the Government, Regulator, Airport operator, aircraft operator, Air Navigation Services and Researchers / Experts;
- Wildlife safety committee;
- Training;
- Working Group sustainability (BIG-DATA stage 1).

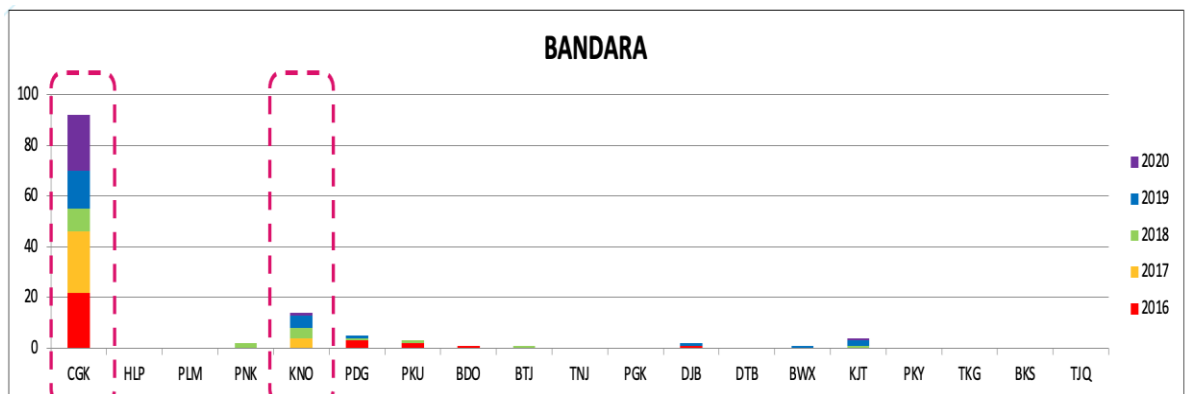
Bird strikes Report in PT Angkasa Pura II Airport According to Phase of Flight

2.4 Bird Strikes Reports Graphic below shows the phase of flight bird strikes report on period of 2016-2020 was occurred on take off phase, landing and final approach while this phase is the airport supervision scope. Based on the AC 139-03, Airport Operators shall observe and control wildlife activities within a radius of 13 km.



The Highest Potential Risk Bird Strikes in PT Angkasa Pura II Airport

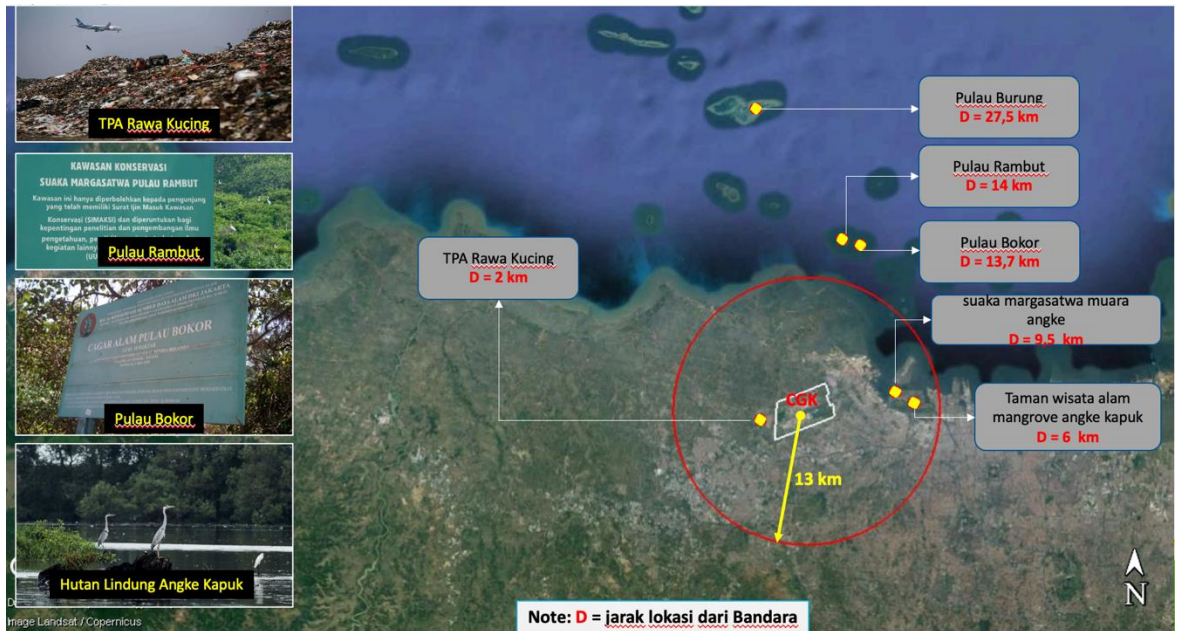
2.5 Based on Bird Strikes Reports for period 2016 – 2020, Soekarno Hatta International Airport and Kualanamu International Airport are the highest potential risk bird strikes on PT Angkasa Pura II Airport.



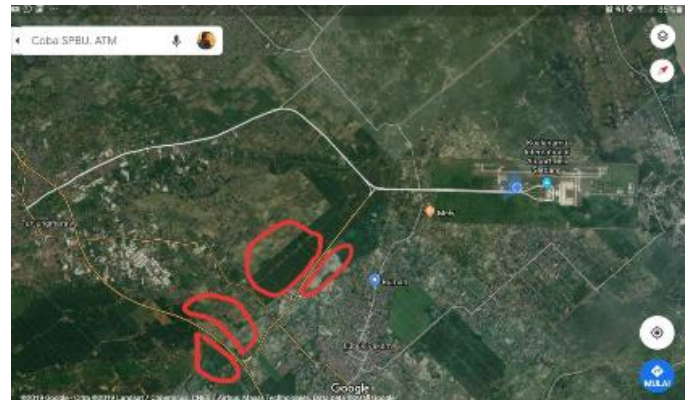
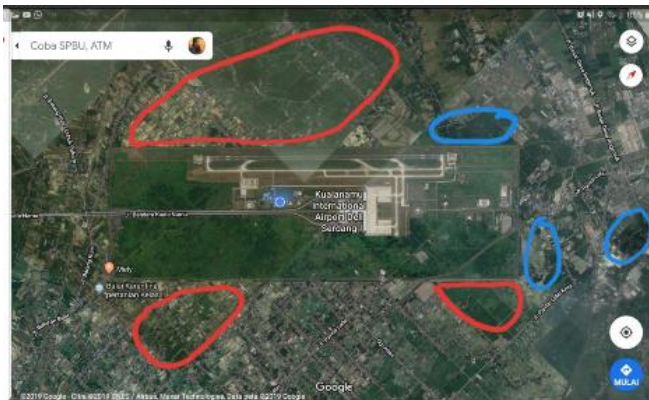
2.6 Based on Bird strikes report for period 2016 – 2020 at Soekarno Hatta International Airport, bird strikes occurred mostly at Runway 07L & 25R.




2.7 Within a radius of 13 km from Soekarno Hatta International Airport, there are area which has been identified as bird habitat, they are Rambut Island, Bokor Island, Angke Kapuk Forest and Rawa Kucing Final Landfill.



2.8 Picture below shown within a radius of 13 km from Kualanamu International Airport has been identified as the place of bird and breeding area in airside of Kualanamu International Airport.



 Breeding Site  Farm Field



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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