

INTERNATIONAL CIVIL AVIATION ORGANIZATION



FINAL REPORT

**SEVENTH MEETING OF THE ASIA/PACIFIC WILDLIFE HAZARD MANAGEMENT
WORKING GROUP (AP-WHM WG/7)**

POKHARA, NEPAL, 7 TO 9 MAY 2025

The views expressed in this Report should be taken as those
of the Meeting and not the Organization

Approved by the Meeting and published by the
ICAO Asia and Pacific Office, Bangkok

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1. Introduction

1.1 The Seventh Meeting of the Asia/Pacific Wildlife Hazard Management Working Group (AP-WHM WG/7) was held in Pokhara, Nepal from 7 to 9 May 2025.

2. Attendance

2.1 The Meeting was attended by 94 participants from 16 Member States, Airport Council International (ACI), World Birdstrike Association (WBA) and ICAO. Mastermark Pte. Ltd. and Scarecrow Group Ltd. participated as observers.

2.2 The List of Participants is placed at **Attachment A** to this Report.

3. Opening of the meeting

3.1 Mr. Deo Chandra Lal Karn, Chairperson of AP-WHM/WG, welcomed the participants.

4. Officers and Secretariat

4.1 Mr. Deo Chandra Lal Karn, Chairperson of AP-WHM/WG, presided over the meeting. Dr. Punya Raj Shakya, Regional Officer/AGA, ICAO Asia and Pacific Office, was the Secretary of the Meeting and Dr. Manjit Singh, Deputy Regional Director, ICAO APAC provided support to the Meeting.

5. Working Arrangements, Language and Documentation

5.1 The working language of the meeting was English inclusive of all documentation and this report. There were 9 Working Papers, 23 Information Papers, 3 Presentations and 2 Flimsies considered by the Meeting. A List of Papers and Presentation is included at **Attachment B** to this Report.

6. Conclusions and Decisions

Draft Conclusions, Draft Decisions and Decisions of AP-WHM/WG – Definition

6.1 The AP-WHM/WG recorded its actions in the form of Draft Conclusions, Draft Decisions and Decisions within the following definitions:

- a) **Draft Conclusions** deal with matters that, according to APANPIRG Terms of Reference, require the attention of States, or action by the ICAO in accordance with established procedures;
- b) **Draft Decisions** deal with the matters of concern only to APANPIRG and its contributory bodies; and
- c) **Decisions** of AP-WHM/WG relate solely to matters dealing with the internal working arrangements of the AP-WHM/WG.

7. Terms of Reference of AP-WHM WG

7.1 The second amendment to the Terms of Reference of AP-WHM/WG, approved by the Seventh Meeting of the Aerodrome Operations and Planning Sub-group (AOP/SG/7) (Bangkok, Thailand from 3 to 6 July 2023) includes inter alia the following:

TERMS OF REFERENCE WILDLIFE HAZARD MANAGEMENT WORKING GROUP (WHM/WG) (Second Amendment to AP-WHM/WG's TOR approved by AOP/SG/7)

Objective:

To assist States to establish a National Wildlife Hazard Management Committee and Wildlife Hazard Management Programme.

Scope of works:

To meet the above objectives the Working Group shall carry out the following tasks:

- 1) Develop a model TOR for National Wildlife Hazard Management Committee (NWHMC);
- 2) Monitor the establishment of a National Wildlife Hazard Management Committee by the States;
- 3) Assist in conducting workshop/seminar on Global and Regional Guidance on WHM;
- 4) Develop Asia Pacific Regional Guidance on Wildlife Hazard Management Programme, as needed;
- 5) Share the best practices on the measures adopted by member States/Administrations to prevent wildlife strike hazards at or in the vicinity of aerodromes;
- 6) Develop a performance measurement metrics to evaluate the effectiveness of the implementation of the Wildlife Hazard Management Programme;
- 7) Be consistent with ICAO Annex 14, Volume I – Aerodrome Design and Operations, PANS-Aerodromes (Doc 9981), Doc 9137 Airport Services Manual, Part 3 – Wildlife Hazard Management, ICAO Bird Strike Information System (Doc 9332) and other requirements where applicable;
- 8) Analysis of the regional problems/issues in wildlife hazard management fields;
- 9) Support States with limited resources (human and financial) to enhance their capacity in Wildlife Hazard Management through workshops and technical assistance, such as, ICAO Asia/Pacific WHM Go-Team Mission, as needed;
- 10) Monitor and assist States in the establishment and implementation of National Wildlife Hazard Management Programme; and
- 11) Maintain the register of WHM Experts nominated by States and Industry Partners.

Composition:

The Working Group would be composed of subject matter experts nominated by APAC States / Administrations and International Organization satisfying the criteria:

- (1) Minimum 3 years of work experience in CAA Aerodrome Regulatory Department or NWHMC or in International Organizations or Aerodrome Operations at international airports in wildlife hazard management field;
- (2) Familiar with Annex 14 and related guidance materials (PANS-Aerodromes (Doc 9981); Airport Services Manual (Doc 9137), Part 3 – Wildlife Hazard Management, ICAO Bird Strike Information System (Doc 9332); and
- (3) The nominated expert will continue to be a member for a minimum of three consecutive years.

States in other ICAO regions and industry partners with experience in wildlife hazard management may also be invited to participate in the Working Group.

Conduct of the work and timeframe:

As far as practicable, the work would be carried out through electronic correspondences and web-conferences. The Working Group will hold at least one face-to-face meeting a year. Onsite assistance may be provided to States, if required, on cost-recovery basis through ICAO Asia/Pacific WHM Go-Team missions. The ICAO APAC Office would do necessary coordination. The ICAO COSCAPs will support the implementation of Tasks.

Time frame:

The Working Group would complete its work by September 2026.

8. List of Draft Conclusions, Draft Decisions and Decisions:

Draft Conclusion AP-WHM/WG/7-1: Key Takeaways of ICAO Asia/Pacific Wildlife Hazard Management Workshop

Draft Conclusion AP-WHM/WG/7-2: Acknowledgement of Wildlife Strike as one of the High-Risk Category of Occurrences (HRCs) for Asia and Pacific Regions

Agenda Item 1: Adoption of Provisional Agenda (WP/01)

1.1 The Provisional Agenda presented in WP/01 was adopted as Agenda for the Meeting.

Agenda Item 1:	Adoption of agenda
Agenda Item 2:	Review outcomes of related Meetings/Seminars
Agenda Item 3:	Global, Regional and National Guidance/Best Practices on Wildlife Hazard Management
Agenda Item 4:	Progress Update on Tasks assigned to States and International/Regional Organizations
Agenda Item 5:	State's Action Plan for Establishment and Implementation of Wildlife Hazard Management Programme – State's Update
Agenda Item 6:	Any Other Business
Agenda Item 7:	AP-WHM/WG ToR and Task List
Agenda Item 8:	Date and Venue of Next Meeting

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Agenda Item 2: Review Outcomes of related Meetings/SeminarsOutcomes of APANPIRG/35 and AOP/SG/8 Meetings (WP/02)

2.1 The Secretariat provided outcomes of AOP/SG/8 (15 to 19 July 2024) and APANPIRG/35 (25 to 27 November 2024) Meetings related to the Asia Pacific Wildlife Hazard Management Working Group (AP-WHM/WG). The Report of AOP/SG/8 and APANPIRG/35 Meetings could be accessed at:

<https://www.icao.int/APAC/Meetings/Lists/Meeting%20List%202024/AllItems.aspx>.

2.2 AP-WHM/WG/7 noted that AOP/SG/8 had adopted the following Decision formulated by AP-WHM/WG/6:

Decision AOP/SG/8-9 (Draft Decision AP-WHM/WG/6 – 2): Updated List of Asia/Pacific Generic Guidance Materials Developed by the AP-WHM/WG with Details of the Custodian

That, the Attachment B to the Procedure for periodic review and update of the Asia/Pacific Generic Guidance Materials (Appendix H to the Report of the AOP/SG/8) be published on the ICAO APAC Website at eDocuments Webpage under the AGA heading after adoption by APANPIRG/35 the ICAO Asia-Pacific Wildlife Hazard Management Go-Team Assistance Mission Programme Document.

2.3 AP-WHM/WG/7 noted that APANPIRG/35 had adopted the following Conclusion formulated by AP-WHM/WG/6 and endorsed by AOP/SG/8:

Conclusion APANPIRG/35/3: ICAO Asia-Pacific WHM Go-Team Assistance Mission Programme Document

That,

- *States with needs to enhance WHM be encouraged and invited to host WHM Go-Team Assistance Mission; and*
- *ICAO Asia/Pacific WHM Go Team Assistance Mission Programme Document provided in Appendix C to the Report on Agenda Item 3.1 be included as an Appendix to the ICAO Asia/Pacific WHM Go-Team Methodology and published on the ICAO APAC Website.*

2.4 The Chairperson urged States/Administrations to make use of the ICAO Asia-Pacific WHM Go-Team Assistance Mission for any assistance required in WHM area. The WHM Go-Team Mission primarily conducted on cost-recovery principle.

Update from Fourteenth Air Navigation Conference (An-Conf/14) and Working Paper on Flight Safety and Wildlife Hazard Management (WP/07)

2.5 The WP/07 presented an update and summary of a key WHM related achievement; that of AN-CONF/14 Working Paper (WP/54) submitted in 2024, initial support for which was called for and achieved via AP-WHM/WG/6. The paper summarised the key focus points of the AN-Conf WP/54 and highlighted the proposal to task the existing ADOP WHM EG (supplemented by additional expertise) or formulate a new Task Force to develop a best-practice guide much like ICAO Flight Safety and Volcanic Ash Manual (Doc 9974).

Outcomes of the ICAO Asia/Pacific Wildlife Hazard Management Workshop (Flimsy/01)

2.6 AAWHG on behalf of the AP/WHM/WG presented the outcomes of the ICAO Asia/Pacific Wildlife Hazard Management Workshop conducted on 5 – 6 May 2025.

2.7 The Workshop considered twelve (12) presentations prepared and delivered by Subject Matter Experts from Australian Aviation Wildlife Hazard Working Group, World Birdstrike Association, Bangalore International Airport and Indonesian WHM WG Coordinator, PT Indonesia AirAsia.

2.8 All materials of the workshop were posted on the ICAO APAC Website at <https://www.icao.int/APAC/Meetings/Pages/2025-AP-WHM-WG-7.aspx>.

2.9 AP-WHM/WG/7 reviewed the following key takeaways presented at the Meeting:

- 1) Governance and oversight frameworks at State level should facilitate a practical/workable and relevant, across all aviation disciplines (aerodromes, aircraft operations, Air Navigation Services (ANS)).
- 2) Understanding of the ecology of the hazard (wildlife) allows consideration and implementation of preventive and escalation/reactive controls.
- 3) Knowledge of the extent of the threat posed by the hazard of wildlife is critical to enable the key risk stakeholders (aircraft operators) to make key risk-informed decision and allow the support/enabling elements such as airports and ANSPs to minimise the extent of the threat, manage the residual exposure and accurately communicate systemically.
- 4) Wildlife hazards and the associated risks, whilst unique in being biologically based are but one of the numerous such risks in aviation (such as meteorology and volcanic ash, as examples), hence consistent and replicable consideration as per Annex 19 is essential.
- 5) Stakeholder engagement and communication including foundational knowledge of the hazard/threat/risk including training and competency is essential. This includes off-airport/non-aviation parties such as land-use planners, local authorities, adjacent communities.
- 6) The nature of wildlife hazards is dynamic and evolving hence foundational knowledge of the subject appropriate for the particular stakeholder (i.e. an aerodrome wildlife control unit versus a pilot versus an ATC versus management) is essential.
- 7) The establishment of a relevant scaled (size and complexity) WHM programme and associated documentation (plan) is necessary. The programme and associated plan must reflect the reality of what takes place at the aerodrome and must be kept 'living' (subject to assurance and continuous improvement).
- 8) Data including proactive (surveys) and reactive (strikes) in a format that is actionable and accessible to the widest stakeholder cross-section is necessary.

2.10 AP-WHM/WG/7 endorsed the above key takeaways of the workshop and formulated the following Draft Conclusion for consideration by AOP/SG/9:

Draft Conclusion AP-WHM/WG/7 – 1: ICAO Asia/Pacific Wildlife Hazard Management Workshop	
What: That, key takeaways of the ICAO Asia/Pacific Wildlife Hazard Management Workshop be circulated to Asia/Pacific States/Administrations for information and consideration.	Expected impact: ☐ Political / Global ☐ Inter-regional ☐ Economic ☐ Environmental ☒ Ops/Technical
Why: For harmonised and more effective mitigation of wildlife hazards by States/Administrations.	Follow-up: ☒ Required from States
When: 4-Jul-25	Status: Draft to be adopted by Subgroup
Who: ☒ Sub groups ☒ APAC States ☒ ICAO APAC RO ☐ ICAO HQ ☐ Other: XXXX	

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Agenda Item 3: Global, Regional and National Guidance/Best Practices on Wildlife Hazard ManagementProgress of the ICAO Bird Strike Information System (IBIS) (WP/03)

3.1 The WP/03 presented by the Secretariat shared the progress of the ICAO Bird Strike Information System (IBIS), highlighting the need for updates to the IBIS Manual Doc 9332, which had not been revised in over 30 years. The paper outlined two initiatives proposed to ICAO in 2000: updating the IBIS manual and enhancing international data access and sharing. The goal was to improve global aviation safety by enhancing member State reporting of wildlife/aircraft strike incidents and improving pathways to that data. The job card ADOP.015.03 was formalized in 2021, with a deadline extended to Q4 2023 due to COVID-19. The Wildlife Hazard Management Expert Group (WHMEG) had focused on aiding member States with strike report submissions and data collection, analysis, and utilization.

3.2 Since 2022, ICAO had initiated improvements in IBIS database management, including updating the IBIS Focal Points list and developing a new Excel Template (based on ECCAIRS format) for standardized data collection. These efforts have resulted in improved data quality and reduced processing time and increased total number of reports. The paper also discussed the development of five new chapters for the IBIS manual, providing comprehensive guidance for member States on strike report collection, data management, quality control, and analysis. Additionally, the paper addressed the second initiative to enhance international data access, proposing solutions for readily accessible data for ICAO's Member States. The Fourteenth Air Navigation Conference in 2024 played a crucial role in defining the next steps for improving global air navigation systems, including in the wildlife domain.

State Safety Data Collection and Processing System (SDCPS) (IP/04)

3.3 Nepal presented the system (portal) which the CAA Nepal followed for the State level safety data collection, processing and State safety performance monitoring and measurement in Nepal, which helped in collecting safety data and information from all aviation entities. The Airline operators, Aerodrome operators and ATS operators could report the safety hazards and occurrences through the provided portals whereas other stakeholders and general public could report via Voluntary Information Reporting System (VIRS). The tool also helped classify the hazards and occurrences in accordance with CAST/ICAO Common Taxonomy Team (CICTT) taxonomies, determined the State High Risks Categories (HRCs) and safety performance monitoring and measurement against the defined State Safety Performance Indicators (SPIs) and Safety Performance Targets (SPTs).

Practices for Wildlife Hazard Management in China's Transport Airports (IP/05)

3.4 China presented a framework for airport wildlife hazard management, built upon a decade of sustained focus on bird strike prevention as one of the civil aviation industry's top safety concerns. At the heart of this system placed the guiding principle of "One Airport, One Program; One Bird, One Strategy," operationalizing through zoned prevention controls, seasonal periodicity management, and species-specific interventions. The approach combined the proactive prevention with comprehensive ecological governance, supported by continuous risk assessment and improvement cycles. This integrated methodology encompassed advanced monitoring and early warning systems, comprehensive bird activity data analytics, performance-optimized repelling technologies, and holistic environmental management - together forming a complete, closed-loop management ecosystem that effectively balanced aviation safety with environmental sustainability.

Wildlife Hazard Management at Major Airports in Pakistan: Challenges and Strategies (IP/07)

3.5 Pakistan Airports Authority (PAA) employed a Wildlife Hazard Management strategy focused on habitat management, stakeholder engagement and capacity building through collaboration with experts. Key actions included regular wildlife surveys, denesting, vegetation and insect control, drainage maintenance, removal of food sources and coordinated approach for clearing of wildlife attractants from the vicinity of the aerodromes through the relevant stakeholders. Visual, acoustic, and pyrotechnic deterrents were used to disperse wildlife. Additionally, academic institutions, research groups and consultants had been engaged for wildlife hazard surveys and improvement in WHM practices. A significant achievement for PAA was the approval for hiring a dedicated Wildlife Hazard Manager.

Experience of Pakistan Airports Authority with Technology in Wildlife Hazard Management (IP/08)

3.6 Pakistan used the indigenously developed Safety Data Collection and Processing System (SDCPS) for recording and analyzing wildlife strike data. It offered a dynamic dashboard, an airline input portal, and tools analyzing and comparing data against various factors and criteria. Efforts were ongoing to enhance and integrate SDCPS with other systems.

3.7 Furthermore, PAA planned to procure advanced WHM equipment for its airports, starting with Allama Iqbal International Airport (AIIAP) in Lahore. The system would include intelligent detection technology and a deterrence mechanism consisting of laser and acoustic components. In order to counter concerns regarding the effectiveness of the system at AIIAP Lahore, the procurement process involved strict technical evaluation criteria in a multi-phased approach. The successful deployment of advanced wildlife hazard management technology at AIIAP Lahore expected to guide broader implementation across other airports in Pakistan.

Wildlife Hazard Management Practices Followed by Cochin International Airport (IP/09)

3.8 Cochin International Airport Limited (CIAL), Kochi, India shared wildlife hazard management practices implemented at their airport to ensure the safety of its operations. Located 28 kilometers northeast of Kochi city, CIAL is notable for being the first airport in India developed under a Public-Private Partnership model and the world's first fully solar-powered airport since 2015. The airport adhered to ICAO Doc 9137 Part 3 and DGCA directives, conducting periodic surveys to gather data on wildlife presence and behaviour. Key strategies included habitat management through vegetation control, building design, and perimeter security, as well as grass and vegetation management to maintain optimal grass height and deter birds using biodegradable repellents.

3.9 Additionally, CIAL employed wildlife-proof waste disposal methods and regular waste collection schedules to avoid attracting wildlife. For active deterrence, the airport used various scaring equipment such as shell crackers, LPG-operated zone guns, laser torches, and bait traps. Specific mitigation measures were in place for problematic birds like the Red-wattled Lapwing, Indian Pond Heron, and Cattle Egret, involving grass cover maintenance, physical deterrence, and egg collection drives. These efforts collectively contributed to reducing wildlife strike risks and maintaining aerodrome safety.

Strategy and Mitigation for Bird Strikes (IP/10)

3.10 Bird strikes had been identified as a significant safety issue in Angkasa Pura Indonesia. Five airports showed the highest potential risk for bird strikes. There were 5 Airports with the Highest Potential Risk Bird strikes. Those were I Gusti Ngurah Rai Airport (WADD), Zainuddin Abdul Madjid International Airport (WADL), Juanda International Airport (WARR), Soekarno Hatta International Airport (WIHI) and Yogyakarta International Airport (WAHI).

3.11 The following bird strike mitigation measures had been implemented by PT Angkasa Pura Indonesia such as *Acoustic* bird deterrent, Laser bird *deterrent* equipment, Bird traps, Grass-cutting management, Information to airmen (NOTAM), Bird expulsion *manually*, Collaboration with wildlife management expertise.

3.12 The occurrence of bird strikes required serious attention in safety mitigation management related to wildlife. The Director General of Civil Aviation (DGCA) had established a National Wildlife Hazard Management Working Group consisting of representatives from the DGCA, airport operators, airlines, air navigation service providers, and scientists.

Wildlife Hazard Management at Velana International Airport (IP/11)

3.13 Velana International Airport (VIA) had implemented a robust Wildlife Hazard Management Programme (WHMP) to address the significant threat that wildlife poses to aviation safety. This programme included compliance with ICAO and Maldives Civil Aviation Authority (MCAA) regulations, routine wildlife surveys, both active (deterrents) and passive (habitat management) control methods, and systematic data collection and analysis. The VIA also worked closely with airlines, air traffic services, and environmental agencies to ensure effective mitigation efforts. Given its dual land and water aerodrome operations, the WHMP was tailored to meet the unique operational and ecological challenges VIA faces.

3.14 Particularly notable was VIA's development of the world's largest water aerodrome, which added complexity to wildlife hazard mitigation due to the surrounding marine environment. The airport faced challenges such as limited scientific research on local bird behaviours and the persistent presence of wildlife in tropical island ecosystems. VIA addressed these through a proactive, data-driven risk assessment approach and continued to evolve its strategies to remain at the forefront of aviation safety.

Australian Experience in Managing Wildlife Hazard Issues at Aerodromes (IP/13)

3.15 The unique and varied nature of Australian aviation systems, means there is no one-size fits-all approach that could be applied nor did it benefit from overly prescriptive rule sets that stipulate how things must be done. This paper presented key enabling material which had assisted both Regulatory staff and operators in Australia, understand and address issues related to effective wildlife hazard management at Aerodromes, whilst accounting for a wide demographic or size and complexity.

An Australian Approach to Airport Safeguarding (IP/14)

3.16 Population growth and urban infill placed state and local governments under pressure to allow residential and commercial development close to airports and flight paths.

3.17 This has the potential to constrain airport operations because of aviation safety and amenity issues which arise from urban encroachment around airports. Australia's National Airports Safeguarding Framework (NASF) is a national land use planning regime for areas in the vicinity of airports. It includes Guideline C which provides guidance relating to aviation wildlife hazard management. NASF has been successful in increasing awareness of airport protection issues at the local and state levels with land use planning decisions increasingly referencing the framework in regulation and policy.

Species Specific Approach and Microhabitat Management as a Best Practice for Wildlife Hazard Management (IP/15)

3.18 India presented information about the successful implementation of species-specific mitigation strategies to control the bird strike incidents at GMR Hyderabad International Airport, India by emphasizing the case study of Red-Wattled lapwing. Out of 2,200 hectares of the total area, 810 hectares have been developed towards airport.

3.19 The Airport handled 195,000 air traffic movement annually. A total of 134 bird species were recorded in the airport, among them 103 species were resident and 31 were migratory. Red-Wattled lapwing is one of the high-risk category species which is a ground dwelling bird resident to India. Knowing the ecology of the species and identifying microhabitats in airport environment as the major part of WHM, we could adopt the species-specific approach to address the issue in root level. The bird strike incidents by Red Wattled lapwing in the airport was assessed in detail and addressed. Habitat modification was carried out in the critical zone by keeping a grass bed to avoid the breeding activity and removed the protein source of food by treating the termite mounds and also coupled with active measures GMR Hyderabad International Airport managed to avoid bird strike from Lapwing species.

3.20 Micro habitat management was explained in the paper by highlighting the observation of seasonal infestation of caterpillar on the runway which attracted the bird species such as common myna, pigeon and crow and thereby posing threat to the aircraft operations. Collected the caterpillar and identified its adult form. It was a moth called yellow orange moth. The host plant of the moth was identified as *Boerhavia sp.* on which it lays eggs. Spotted and removed all the host plant from the graded area by manual uprooting and treated the area with Neem oil to kill the caterpillar. In addition to this all the best practices implemented in the airport for wildlife Hazard Management was also discussed in the paper for the benefit of the forum.

Grass Height Management at Airports for Wildlife Hazard Mitigation: Evaluating *Stylosanthes Hamata* as an Alternative to Traditional Grasses (IP/16)

3.21 Airports in India faced significant challenges in managing grass growth, especially during the monsoon season, when species like *Pennisetum purpureum* (Napier grass) could grow up to 22 cm in a week. With over 88 species of grasses identified across Indian airports, each with varying growth rates, heights, and ecological characteristics, maintaining a uniform vegetation height became both labor-intensive and costly. Uneven grass height not only gave an unkempt appearance but also attracted a wide range of wildlife, particularly birds that posed safety risks to aircraft. Bald patches further exacerbated the problem by becoming nesting grounds for Red-wattled Lapwings and foraging sites for Rock Pigeons. These conditions increased the risk of bird strikes, a major safety concern in aviation. Traditional methods of frequent mowing were neither sustainable nor entirely effective. Hence, alternative ground covers that address both ecological and operational concerns were needed to improve vegetation management and enhance safety.

3.22 *Stylosanthes hamata* (Caribbean Stylo), a nitrogen-fixing legume, offered a promising solution. Its deep roots that stabilize soil, prevented erosion, and improved soil fertility. This dicot plant effectively competed with and displaces traditional grasses, gradually establishing uniform ground cover in Thiruvananthapuram International Airport (TIAL). It grew to a height of 50 cm if unmanaged but generally maintains 25–30 cm when spaced closely, significantly reducing mowing requirements during the monsoon season. While Stylo provided many benefits, its flowering phase could attract *Apis florea* bees, which in turn lured insectivorous birds like Bee-eaters and Drongos. Its seed pods also attracted Rock Pigeons. However, airports such as Thiruvananthapuram International Airport had successfully mitigated this risk through intelligent mowing practices that reduced flowering and pod formation by up to 70%. The integration of *S. hamata* into airport landscapes not only standardized vegetation height and minimized maintenance but also reduced bird attraction when managed seasonally. As demonstrated by Indian airports, the adoption of *S. hamata* aligned with the goals of

wildlife hazard management by decreasing bird presence and enhancing overall airside safety. With proper planning, monitoring, and adaptive mowing, *S. hamata* could serve as an effective, sustainable alternative to traditional grasses across airport environments.

Best Practices on Wildlife Hazard Management at IGI Airport, Delhi (IP/17)

3.23 Delhi International Airport Limited (DIAL) – GMR, as one of the largest and most complex airports, located at New Delhi, India having four active runways (two pairs of parallel dependent runways) and spreading over an area of 5500 acres of land and accounting for approximately 1400 ATMs per day. DIAL employed a dedicated WHM team with 10 biologists on board (highest in India).

3.24 But, from the year 2019 the incidents of bat strikes were noted and incident number got increased with time. To tackle the same, root cause analysis was carried out and it came to know that most of the bat strikes were of insectivorous bats and were occurring during dusk time only. It was observed that the bats started hovering over the available grassland near to RWY and TXY to feed on the airborne insects. Therefore, habitat modification work was carried out like change of grass height policy, change of insecticides and biological control methods like application of *Entomopathogenic Nematode* (EPN) powder which infested on soil dwelling insects especially termite species. And *Trichogamma chelonis* cards, infested on the eggs of the lepidopterans.

3.25 Addition to this, insect trapping equipment were also introduced to trap the nocturnal insects like moths. As a result of these multi diverse efforts, the insects mass got reduced and this broke the food chain for the insectivorous bats, ultimately forcing them to stop coming to the airport areas.

Measures Implemented to Mitigate Bird & Fruit Bat Hazards at Chennai International Airport, Chennai (IP/18)

3.26 India shared the measures implemented by Chennai International Airport (AAI) to mitigate wildlife hazards, particularly bird and fruit bat intrusions. These measures focused on two innovative deterrent methods:

1. Reflective Compact Disks (CDs): To deter fruit bats roosting in the banyan trees near the residential colony close to the airport, reflective compact disks (CDs) were strategically hung from the branches. The CDs scatter sunlight, creating flashing reflections that disturb the bats. To amplify the effect, focused lights were installed around the trees, ensuring continuous light reflection in all directions. This method successfully repelled the bats, forcing them to abandon the trees long-term without returning. Despite of environmentally friendly and without having an impact on the ecosystem, the CDs lose their reflective efficiency over time and must be replaced every six months to maintain effectiveness.
2. Compressed Air-Assisted Air Horns: To deter birds within Airfield, an in-house modified air horn system was developed using decommissioned Breathing Apparatus (BA) sets that had been replaced by newer, lightweight models in the Airport Fire Service. The BA sets were retrofitted with high-decibel air horns (up to 150 dB) at their pressure regulated air outlets. Producing loud, startling sounds that effectively disperse birds, it also repurposed unused equipment, reducing procurement costs. This solution had proven to be a sustainable, safe, and efficient alternative to firecrackers for wildlife management in airport operational areas.

Update from Australian Aviation Wildlife Hazard Group (2024/24) and Workshop 12-14 August 2025, Sydney Australia (IP/19)

3.27 As part of its active engagement with the various parts of the aviation industry, the Australian Aviation Wildlife Hazard Group (the AAWHG) holds one of two different types of externally interfaced, massed events each year and alternates between the two types. The first being known as a Forum (much like a conference) with a formalized agenda, theme, topics and list of speakers and the second being a Workshop. As the name suggests, the Workshop is more focused on facilitating an all of industry, engaged development of supporting materials, guidance and Recommended Practices. IP/19 presented a summary of the key achievements of the AAWHG since AP-WHM/WG/6, (2024/25), an International Forum held in Melbourne, Australia in August 2024 and advised details of the upcoming Workshop planned to occur in Sydney, Australia on 12-14 August 2025.

Wildlife Hazard Management – India (IP/23)

3.28 Presented by India, IP/23 highlighted the various steps taken for the management of the risk involved due to the presence of wildlife strike in and around the airport. India had identified wildlife hazard as one of the National High-Risk Category of Occurrences in its National Aviation Safety Plan (NASP).

3.29 The paper emphasized towards the management of environment within the airport and also outside the airport. The systematic approach to monitor the wildlife hazard includes developing and monitoring of Safety Performance Indicators, Safety Performance Targets along with the corresponding Safety Action Plan. Due to the activities and safety enhancement initiatives identified under NASP, the rate of total wildlife strike per 10,000 movements indicated the decreasing trend in the year 2024 as compared to the year 2023.

Wildlife Hazard Management Plan, Changi and Seletar Airports (PPT/01)

3.30 Changi and Seletar Airports presented on the Wildlife Hazard Management Plan (WHMP) for Changi and Seletar Airports. The four key pillars which formed the foundation for the WHMP are as described below:

- 1) understanding wildlife behaviour;
- 2) wildlife control measures;
- 3) education programme and increasing awareness; and
- 4) staff training.

3.31 The following key areas were covered in their presentation: data collection, data recording and analysing of data, the risk-based approach on wildlife management, targeted wildlife mitigating measures and active dispersal methods, educating the airside community and staff training, active engagement of internal and external stakeholders. These fall into either 1 of the 4 key pillars mentioned.

3.32 The presentation was ended off with an emphasis that wildlife hazard management is a team effort, no aerodrome operator could implement a successful WHMP without the support of both internal and external stakeholders.

Collision Course: Wildlife Threats to Nepal's Air Safety and the Search for Solutions (PPT/02)

3.33 Nepal's unique position on the map has bestowed the country with rich biodiversity - with over 900 bird species, 220 mammals, numerous herpetofauna, and other wildlife. While this being an important asset for the country, it also poses increasing challenges to air safety. The country's unique geographic position and diverse habitats contributed to high wildlife presence, including in and around its 52 operational airports, which span altitudes from 233 to 12,348 feet.

3.34 Wildlife, particularly birds, frequently interact with air traffic, with bird strikes being the most common and dangerous in case of Nepal. Airports like Pokhara - situated near globally significant vulture and raptor migration sites - are especially vulnerable. Wildlife is attracted to airports due to open, yet mosaic of habitats including water sources and food availability.

3.35 Reducing wildlife hazards requires an integrated, adaptive and dynamic approach, especially in the following fields:

Habitat Management: Modify airfield environments (e.g., maintain grass height, remove water sources and woodlands, manage waste) to make them less attractive to wildlife.

Active Deterrence: Use tools like pyrotechnics, fencing, trained animals, bio-acoustics, and laser lights.

Monitoring: Conduct regular wildlife surveys, especially during migration, use radar for real-time tracking, and maintain detailed strike data for analysis.

Planning and Coordination: Develop airport-specific Wildlife Hazard Management Plans (WHMPs), train staff, involve biologists in airport planning, and collaborate with conservation and aviation stakeholders for learnings and awareness.

3.36 Finally, the emphasis must shift from reactive to proactive measures, with ethical practices, location-specific strategies that prioritize habitat management over lethal control. Wildlife biologists should be engaged from the planning phase to ensure air safety without compromising biodiversity.

Wildlife Hazard Management Programme (PPT/03)

3.37 Philippines is within the flight path of migratory birds. CAAP is managing more than 80 airports composed of 44 commercially operated and the rest are community airports. To effectively manage the threat of bird strike, CAAP would be implementing a Wildlife Hazard Management System patterned from the Safety Management System with 4 components and 12 elements. A Task Force was created to spearhead the implementation.

3.38 Wildlife study, trainings and workshops were the primary focus to transition towards a science-based approach of managing wildlife.

3.39 Industry collaboration with the Local Government Units for the passing of ordinances against the raising of pigeons, domesticated birds, etc. have been coordinated and would be enhanced moving forward by the passing of a uniform and broader ordinance by the Department of the Internal Local Government.

3.40 Collaborations with the Department of Environment and Natural Resources and with Air Carrier Association of the Philippines have been a big help in managing the wildlife threat to the operations.

3.41 The Industry Safety Action Group of the Philippines State Safety Program and Philippines Aviation Safety Plan identified bird strike as one of the high-risk occurrences that requires monitoring and immediate mitigation.

3.42 Formalization of the creation of Regional Wildlife Hazard Management Working Group and National Wildlife Hazard Management Committee were some of the enhancements that were in the works to further manage the threat of bird strikes.

Fiji Airports - Wildlife Hazard Management Programme (PPT/04)

3.43 AP-WHM/WG/7 was informed that Fiji Airports developed and implemented a comprehensive Wildlife Hazard Management Programme (WHMP) to mitigate risks posed by wildlife - especially birds to aircraft operations. The programme aligned with the ICAO and National Civil Aviation Safety Regulations to ensure safe airport environments.

3.44 Key Elements of the Fiji Airports - Wildlife Hazard Management Programme were:

- 1) Wildlife Risk Assessment
 - a) Regular assessments of wildlife activity in and around airport grounds.
 - b) Identification of species hazardous to aircraft (e.g. large birds, bats)
- 2) Habitat Management
 - a) Modification of landscaping and land use to deter wildlife (e.g. reducing food, water, and shelter sources)
 - b) Drainage maintenance, vegetation control and waste management are routinely carried out.
- 3) Wildlife Control Measures:
 - a) Active deterrents such as pyrotechnics, distress calls and patrols.
 - b) Trapping and relocation programs when needed.
 - c) Use of trained personnel for daily inspections and response.
- 4) Monitoring and Reporting:
 - a) Detailed record-keeping of wildlife sightings and strikes
 - b) Use of database to track trends and evaluate control effectiveness.
- 5) Staff Training and Coordination
 - a) Ongoing training for airport staff on wildlife awareness and response
 - b) Collaboration with environmental agencies, local authorities and aviation stakeholders.
- 6) Regulatory Compliance
 - a) Adherence to ICAO Annex 14 and Civil Aviation Authority of Fiji regulations
 - b) Regular audits and updates to the wildlife hazard management plan.

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Agenda Item 4: Progress Update on Tasks assigned to States and International/Regional OrganizationsRegional Standardised WHM Capacity Building Initiatives for Improved Aviation Safety (WP/04)

4.1 Presented by WBA, WP/04 proposed the development of a standardised Wildlife Hazard Management (WHM) workshop program aligned with ICAO Annex 14, Volume I to be delivered by WHM Experts during ICAO APAC WHM Go-Team missions. The workshop will address key knowledge gaps in ecology, habitat management, risk assessment, and technology, building capacity among regulators, aerodrome staff, airlines, and ANSPs. By ensuring consistent and effective WHM practices across the region, the programme will directly support ICAO's safety and risk mitigation objectives. Member States are encouraged to adopt and integrate the evolving curriculum to strengthen regional harmonisation and capability.

4.2 AP-WHM/WG agreed to include this initiative in the Task List of the AP-WHM/WG as a new task to develop a standardized Workshop programme package by the Expert Group.

An Overview of Wildlife Hazard Management at Greenfield Navi Mumbai International Airport, Navi Mumbai, India (IP/20)

4.3 Navi Mumbai International Airport Limited (NMIAL), a subsidiary of Adani Airports Holdings Limited (AAHL), is developing a Greenfield Airport in collaboration with the City & Industrial Development Corporation (CIDCO) at Navi Mumbai, Maharashtra, India. The airport, with a runway orientation of 26/08, was designed to operate simultaneously and independently with the primary runway (27/09) of Chhatrapati Shivaji Maharaj International Airport (CSMIA) in Mumbai, making it the first dual airport system in India. The NMIA site, spanning 1160 hectares, includes diverse habitats such as wetlands, mangroves, forests, and urban areas. The runway is 3700 meters long with two parallel taxiways, and the airport's ICAO code is VANM and IATA code is NMI.

4.4 A comprehensive Wildlife Hazard Management Programme (WHMP) had been developed to address potential wildlife hazards. This includes active control measures such as deploying bird-scaring personnel, using various devices and pyrotechnics, and conducting regular inspections to eliminate roosting and nesting sites. The airport area was divided into grids, for monitoring bird movements, and boundary walls and Perimeter Intrusion Detection Systems (PIDS) were installed to prevent wildlife intrusions. Passive control measures involving habitat modification to make the area less attractive to wildlife. Continuous monitoring and evaluation of wildlife activity were conducted using GPS-based software applications for real-time monitoring and bird counting. Collaboration with local authorities and wildlife experts, along with community awareness programs, ensured the effectiveness of WHM measures, aiming to maintain a safe environment for both aircraft and wildlife.

Agenda Item 5: State's Action Plan for Establishment and Implementation of Wildlife Hazard Management Programme – State's Update

Beyond Boundaries - Strengthening WHMPs Through Interagency Collaboration to Support Aviation Safety (WP/05)

5.1 Wildlife hazards affecting aviation often originate beyond airport boundaries making this very complex. To manage these risks effectively, Civil Aviation Authorities (CAAs) must take the lead in fostering collaboration among airports, local governments, land-use planners, and other relevant inter agencies. This collective responsibility includes requiring Wildlife Hazard Management Plans (WHMPs) from non-aviation stakeholders, promoting integrated data and knowledge sharing on a unified platform, and resolving conflicting practices affecting aviation safety. A whole-of-community approach was vital for reducing wildlife strike risks and ensuring safer skies.

State Action Plan and Wildlife Management Program - Fiji Aviation (IP/06)

5.2 The State Action Plan for Fiji's aviation sector included a dedicated Wildlife Hazard Management Program aimed at enhancing aviation safety by reducing the risks posed by wildlife, particularly bird strikes, at and around airports. This plan aligned with ICAO guidelines and promoted a systematic approach to hazard identification, risk assessment and mitigation.

5.3 Key components of the program included regular wildlife hazard assessments, habitat management strategies, staff training, and the development of wildlife hazard management plan (WHMPs) for each airports. The program also encouraged inter-agency collaboration and community awareness to support long-term risk reduction. Through these efforts, Fiji aimed to maintain safe airspace while balancing environment conservation and aviation needs.

State Action Plan for Development and Implementation of Thailand Wildlife Hazard Management Programme (WHMP) (IP/12)

5.4 Thailand presented its State Action Plan for the development and implementation of the Wildlife Hazard Management Programme (WHMP). Key milestones achieved include the designation of a National WHM Coordinator and stakeholder focal points, the establishment of a Wildlife Hazard Management Task Force, and the integration of ICAO provisions into national regulations.

5.5 Wildlife Hazard Management has also been incorporated into the State Safety Programme and the Thailand Aviation Safety Action Plan (TASAP), with defined Safety Performance Indicators and Targets. Ongoing efforts focused on training, data collection, and improved communication between stakeholders.

5.6 Future actions include developing regulations addressing land use outside aerodrome boundaries and strengthening coordination with the non-aviation stakeholders. Additional work is underway to promote a safety and reporting culture and ensure continuous assessment of WHMP effectiveness. The implementation progress reflects a structured approach and long-term commitment to mitigating wildlife risks across Thailand's civil aviation system.

Establishment and Implementation of a National Wildlife Hazard Working Group (IP/21)

5.7 Wildlife, particularly Birds, continued to pose a serious hazard to aviation. Addressing this complex issue requires more than isolated efforts - it demands collaboration, coordination, culture nurturing, and a share sense of responsibility.

5.8 One important step forward was the establishment of a National Wildlife or Birdstrike Committee. Such committee could serve as a dedicated platform to bring all relevant stakeholders together - supporting the government and aviation community in developing cohesive policies, nurturing reporting culture, sharing critical data, standardizing best practices, and implementing effective mitigation plans. The Committee members might vary from State to State depending on the size and complexity of the Organization, as per Final Report of the Third Meeting of the Aerodrome Operations and Planning Sub Group (ICAO AP-AOP/SG/3).

5.9 By fostering dialogue and collective action, we could better identify hazards, threats, respond them proactively, and build a safer, more sustainable aviation environment for the future.

Progress Report on State Action Plan for Development and Implementation of WHMP (IP/22)

5.10 Pakistan CAA presented information paper highlighting progress made by the country on its “State Action Plan for Development and Implementation of WHMP”. The paper outlined Pakistan’s commitment to enhancing aviation safety by mitigating wildlife hazards. The paper emphasized Pakistan’s commitment to enhancing aviation safety by mitigating wildlife hazards. A key measure noted was the enactment of dedicated legislation in 1965—*The Aircraft (Removal of Danger to Safety) Ordinance 195*—which serves as the primary legal tool for regulating land use activities that could increase the risk of wildlife strikes near airports.

5.11 The paper also underscored Pakistan’s robust legal framework and its strategy to integrate existing wildlife hazard management measures into the State Action Plan. It was conveyed that many of the action Plan’s action items had already been implemented or in progress, demonstrating Pakistan’s resolve to implement the plan within target implementation date. The overall goal was to reduce the risk of wildlife strikes and improve flight safety through structured and collaborative hazard management strategies.

5.12 AP-WHM/WG congratulated Fiji, Thailand and Pakistan for their progress on implementation of State’s Action Plan for the development and implementation of the WHMP. The Working Group also congratulated Indonesia for establishment of the National Wildlife Hazard Working Group which would assist in the establishment of a National Wildlife or Birdstrike Committee in Indonesia.

Agenda Item 6: Any other BusinessICAO USOAP CMA and AGA Findings in WHM (WP/06)

6.1 AP-WHM/WG/7 noted ICAO USOAP CMA activities conducted in APAC States in 2024 and those planned for 2025.

6.2 The Meeting also noted the USOAP Effective Implementation (EI) scores of the individual APAC States for WHM related PQs derived from iSTARS 4.0, PQ Tester and provided in **Appendix A**. APAC average WHM EI in AGA area was 56.57 % as compared to the global average of 63.25% as of April 2025.

6.3 Table 6.1 below illustrates the APAC Average WHM EI scores for June 2018, April 2024 and April 2025:

Table 6.1: APAC Average EI Scores for WHM PQs
[Source: USOAP CMA OLF/ iSTARS 4.0 - PQ Tester]

Year	APAC Average EI in WHM (%)	Global Average EI in WHM (%)	USOAP CMA PQ in AGA Area (WHM PQs)					Remarks
			8.328	8.329	8.331	8.333	8.335	
April 2025	56.57	63.25	71.43	58.82	60.00	44.44	48.57	5 PQs (2024 USOAP CMA PQ Checklist)
April 2024	50.26 (Adjusted EI)	61.83	-	-	-	-	-	5 PQs (2020 USOAP CMA PQ Checklist)
June 2018	57.5	-	64.71	60	60	41.18	51.43	6 PQs (2017 USOAP CMA PQ Checklist)

6.4 The meeting encouraged APAC States/Administrations with EI less than 80% in WHM related PQs to put more resources and efforts to improve EI to meet the 75% of GASP target; and to approach respective COSCAPs, PASO or ICAO APAC Office, if State(s) require assistance in WHM.

List of Experts of Asia/Pacific Wildlife Hazard Management Working Group (IP/02)

6.5 AP-WHM/WG/7 noted the updated list of experts of AP-WHM/WG provided in **Appendix B**.

6.6 The Meeting urged Members of the Working Group to review the list, update the information of the listed experts and provide names and contact details of new WHM Experts nominated by the respective CAA of the State to ICAO APAC Office.

6.7 In response to Philippines query on qualification and experience required for the WHM Expert, the Secretariat clarified that the minimum requirements to fulfill by the nominated WHM Expert are specified in the TOR of the AP-WHM/WG in Section 7 (History of the Meeting) of this Report.

IBIS Focal Points for Asia and Pacific States (IP/03)

6.8 The Secretariat presented the list of ICAO Bird Strike Information System (IBIS) Focal Points of Asia and Pacific States for review and update by the Meeting (**Appendix C**).

6.9 The Meeting urged States to review the list of the IBIS Focal Points of Asia Pacific States and provide additional contact details, if any, for inclusion in the list. It was also clarified that the Focal Person to be nominated by States/Administrations should not be required from WHM Expertise area.

Wildlife Strike – A Safety Concern (Flimsy/02)

6.10 Wildlife (Bird/Animal) strikes pose a significant threat to flight safety and have caused a number of accidents and incidents in India. India has identified wildlife Strike as one of the National High-Risk Category of Occurrences (N-HRCs) in its National Aviation Safety Plan (NASP).

6.11 Additionally, in the Asia-Pacific Region, other States, including Nepal, Philippines, and Indonesia, have classified wildlife strikes as a High-Risk Category of occurrences in their respective NASP due to the significant risk posed by the presence of wildlife in and around the aerodromes.

6.12 ICAO Bird Strike Information System (IBIS) wildlife strike analysis report for the year 2016-2021, indicates a significant increase in the wildlife strike reports in the APAC region as compared to the report received in the year 2008-2015.

6.13 Based on the analysis of the wildlife strike data of Asia and Pacific States, wildlife strikes may be included as other Regional HRCs (R-HRCs) in the Asia-Pacific Regional Aviation Safety Plan, so that a risk-based approach could be adopted in managing safety at the regional-level through collaboration between regional aviation stakeholders in a coordinated manner. Additionally, there is a need to elevate the issue to the appropriate level and to facilitate the sharing of information and best practices among the Asia Pacific Region.

6.14 As majority of the participating States supported Flimsy/02, AP-WHM/WG/7 formulated the following Draft Conclusion for Consideration by AOP/SG/8 and further coordination with the relevant body of RASG-APAC:

Draft Conclusion AP-WHM/WG/7 – 2: Acknowledgement of Wildlife Strike as one of the High-Risk Category of Occurrences (HRCs) for Asia and Pacific Regions	
What: Acknowledging that wildlife strike is a widespread concern affecting States in the Asia Pacific Region, and some States in Asia Pacific Region have already identified wildlife Strike as one of the National High-Risk Category of Occurrences (N-HRCs) in their National Aviation Safety Plan (NASP): a) Wildlife Strikes should be considered to identify as one of the Regional HRCs (R-HRCs) in the Asia-Pacific Regional Aviation Safety Plan; and b) take up the concern of wildlife strike to the appropriate forum of ICAO for seeking additional Safety Enhancement Initiatives as mitigation measures for all APAC States/Administrations.	Expected impact: ☒ Political / Global ☐ Inter-regional ☐ Economic ☐ Environmental ☒ Ops/Technical
Why: For harmonised application and enhancing safety at or in the vicinity of aerodromes.	Follow-up: ☒ Required from States

When: 4-Jul-25	Status: Draft to be adopted by Subgroup
Who: ☒ Sub groups ☒ APAC States ☒ ICAO APAC RO ☒ ICAO HQ ☐ Other: XXXX	

Agenda Item 7: AP-WHM/WG TOR and Task List

AP-WHM/WG Task List (WP/08)

7.1 The AP-WHM/WG/7 Meeting reviewed the Task List, and the updated Task List provided in **Appendix D**.

Agenda Item 8: Date and Venue of Next MeetingProvisional Agenda, Date and Venue of Next Meeting (WP/09)

8.1 The Meeting reviewed the draft agenda proposed by the Secretariat and agreed on the following Provisional Agenda for the AP-WHM/WG/8:

AP-WHM/WG/8**DRAFT PROVISIONAL AGENDA**

Agenda Item 1:	Adoption of agenda
Agenda Item 2:	Review outcomes of related Meetings/Seminars
Agenda Item 3:	Global, Regional and National Guidance/Best Practices on Wildlife Hazard Management
Agenda Item 4:	Progress Update on Tasks assigned to States and International/Regional Organizations
Agenda Item 5:	State's Action Plan for Establishment and Implementation of Wildlife Hazard Management Programme – State's Update
Agenda Item 6:	Any Other Business
Agenda Item 7:	AP-WHM/WG ToR and Task List
Agenda Item 8:	Date and Venue of Next Meeting

8.2 The next meeting of AP-WHM/WG would be held in the last week of April/or early May 2026 for four to five days. The venue proposed was ICAO APAC Office, Bangkok; however, State/Administration interested in hosting the Meeting was requested to contact the Secretariat. The venue of the meeting would be communicated to States/Administrations through the ICAO APAC Invitation Letter.

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Closing of the Meeting

9.1 Mr. Deo Chandra Lal Karn, Chairperson of the AP-WHM/WG, expressed sincere thanks and appreciation to the participants from States/Administrations, International Organizations (Is), Speakers, Sponsor and Exhibitor for their contribution and support to AP-WHM/WG/7 Meeting. He also expressed sincere thanks to CAA Nepal for hosting and an excellent arrangement for the WHM Workshop and AP-WHM/WG/7 Meeting. Mr. Karn thanked the ICAO Secretariat for the excellent preparation of the Meeting.

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