



ICAO

*International Civil Aviation Organization*ICAO Asia/Pacific Wildlife Hazard Management Workshop
and Seventh Meeting of the Asia/Pacific Wildlife Hazard
Management Working Group (AP-WHM/WG/7)*Pokhara, Nepal, 5 to 9 May 2025***Agenda Item 3: Global, Regional and National Guidance/Best Practices on
Wildlife Hazard Management****AUSTRALIAN EXPERIENCE
IN
MANAGING WILDLIFE HAZARD ISSUES AT AERODROMES**

(Presented by Chair AAWHG/Australia)

SUMMARY

This paper presents key enabling material which has assisted both the State and operators, understand and address issues related to effective wildlife hazard management at Aerodromes within Australia, whilst accounting for a wide demographic or size and complexity.

1. INTRODUCTION

1.1 The Australian Aviation system is as wide and vast as the Australian continent itself. While the total count of aerodromes and landing areas is in the hundreds and hundreds, there are 335 Aerodromes in the Australian system, certificated and authorized by the Civil Aviation Safety Authority (CASA) and known as Certified Aerodromes.

1.2 Of these 335 aerodromes, 304 are certified but do not have an ATC control service and 31 are certified and have ATC control services. Certified non-controlled aerodromes account for approximately 747,000 aircraft movements annually and certified controlled aerodromes account for approximately 2.12M aircraft movements annually.

1.3 The 31 certified controlled aerodromes include 12 aerodromes where Class-C control services are provided and the remaining 19 aerodromes where Class-D control services are provided, with CAT accounting for 91% of movements at Class C aerodromes.

2. DISCUSSION

2.1 The diverse size and complexity of the Australian aviation system and the spread nature of the type of operation means that there is no one-size, fits-all nor can a same-shape 'cookie-cutter' type approach be used. While it would be much easier for the Regulator to be more prescriptive and/or directive on what must be done (and how) with regard to WHM, this ultimately would reduce the level of effectiveness of the WHM outcomes itself not to mention being highly inefficient and costly to industry.

2.2 Accordingly, Australia, through CASA has invested significantly in working with industry participants (including aerodromes, aircraft operators and WHM SMEs) to develop and maintain in continuous improvement material to assist and guide aerodromes across Australia to understand the subject of WHM, understand what outcomes are sought and be able to scale and shape the chosen and implemented solutions to ensure they match the size, scale, complexity and nature of operations of the aerodrome.

2.3 Specifically, in 2011, CASA release the first version of an Advisory Circular on Wildlife Hazard Management. This was further refined to both account for feedback from operational use by aerodromes but also to account for developments and best practice advice stemming from various global forums and organisations such as the ICAO WHM EG. Re-released in late 2023, Advisory Circular (AC) 139.C-16 provides further information to assist aerodromes in their decision-making process. It helps aerodrome operators meet the requirements of Part 139 of the Civil Aviation Safety Regulations, Part 139 Manual of Standards (MOS) and ICAO PANS-Aerodromes.

2.4 CASA AC. 130.C-16 can be [found here](#). Key topics include:

- Wildlife hazard management
- Wildlife hazard management program(s)
- Wildlife Hazard Management Plan (WHMP)
- Wildlife hazard monitoring
- Data collection, reporting and recording data on wildlife activities
- Wildlife risk assessment
- Wildlife hazard mitigation
- Training wildlife hazard management personnel
- Reporting wildlife strike incidents
- Integration with aerodrome safety management system (SMS) or risk management plan

plus supplementary information such as:

- On-site aerodrome habitat management
- Land use habitat management around aerodromes
- Wildlife dispersal techniques; and
- Wildlife control training.

2.5 **Conclusion.** Wildlife related hazards and associated issues are a common and regularly encountered matter in aviation. The unique and varied nature of our aviation systems though, means there is no one-size fits-all approach that can be applied nor does it benefit from overly prescriptive rule sets that stipulate how things must be done. Alternatively, Regulators assisting the aviation system participants understand that nature of the issue and providing them with a structured way to approach the hazard while retaining the flexibility to adapt the individual implementation of the locations size, nature and complexity is seen as being key to an effective and enduring system.

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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