



ICAO

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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**

WILDLIFE HAZARD MANAGEMENT- INDIA

(Presented by India)

SUMMARY

India has identified wildlife hazard as one of the National High-Risk Category of Occurrences as part of National Aviation Safety Plan (NASP).

This paper presents the various steps taken by India to manage the risk involving wildlife hazard. The focus is on the management of environment within the airport and also outside the airport. There is a focused approach to monitor the wildlife hazard which 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 indicates the decreasing trend in the year 2024 as compare to the year 2023.

1. INTRODUCTION

1.1 The most common aviation safety occurrence reported across the globe is wildlife strikes.

1.2 ICAO Annex 14 — *Aerodromes*, Volume I — *Aerodrome Design and Operations* requires that the wildlife strike hazard on, or in the vicinity of an aerodrome shall be assessed through:

- a) the establishment of a national procedure;
- b) the collection of information from aircraft operators, aerodrome personnel and other sources, on the presence of wildlife strike on or around the aerodrome constituting a potential hazard to aircraft operations; and
- c) an ongoing evaluation of the wildlife hazard by competent personnel.

1.3 Each Aerodrome operator is required to establish a wildlife Hazard Management Plan as per the requirements laid down in CAR Section 4, Series B, Part I.

1.4 CAR Section 5, Series C, Part I prescribes the procedure for the reporting and collection of the information.

1.5 The wildlife strike data extracted from DGCA safety database is shared with ICAO as per the requirements for inclusion in the ICAO Bird Strike Information System (IBIS) data base.

2. DISCUSSION

2.1 Since 2014, in Indian aviation, there have been total three accidents occurred due to wildlife Strike. One accident occurred in the year 2014 followed by two accidents in the year 2015.

2.2 To assess and control the hazard due to wildlife strikes it has been identified as a National High-Risk Category of Occurrences in the National Aviation Safety Plan (NASP). Its performance is measured annually through a set of performance indicators, objective and targets through the analysis of the wildlife strike data collected. Initially, the following associated safety indicators were being monitored for achieving the desired objective:

- a) number of reported bird strikes at Indian airports per 10,000 movements;
- b) number of reported wildlife strikes at all Indian airports per day; and
- c) number of runway incursions by wildlife at all Indian airports per day.

2.3 Further, for the effective implementation of wildlife hazard management programme in and around the airports, following new safety indicators have been incorporated in NASP 2024-2028:

- a) Number of reported bird strikes at all Indian airport per 10,000 movements in following height bands
 - a. 0-100ft (within airport boundary)
 - b. 101ft-2500ft (within 13km from ARP)
- b) Number of airports using risk based approach for wildlife hazard management under their SMS

2.4 To achieve the desired objective, India has defined various safety enhancement initiatives in consultation with the stakeholders and ICAO guidance in the NASP 2024-2028.

2.5 In order to monitor the effectiveness of the safety action plan, data is being collected through mandatory reporting system using a standard format conforming to IBIS requirements.

2.6 All wildlife strike reports are assessed, and action plan are formulated based on the analysis of the aggregate data. The action plan may include review of wildlife hazard management by the critical airports, taking up issues with the local municipal authorities for the management of the area outside the airport.

2.7 Due to the activities and safety enhancement initiatives identified under NASP, the rate of total wildlife strike per 10,000 movements indicates the decreasing trend in the year 2024 as compare to the year 2023. Further, the performance of the safety performance indicator and targets will be monitored for the current year as well as for the upcoming years to achieve the desired target.

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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