



CAAP's Wildlife Hazard Management Program

22nd COSCAP-SEA Steering Committee Meeting

June 19-20, 2025

Presented by: **Safety and Quality Management Office (SQMO)**

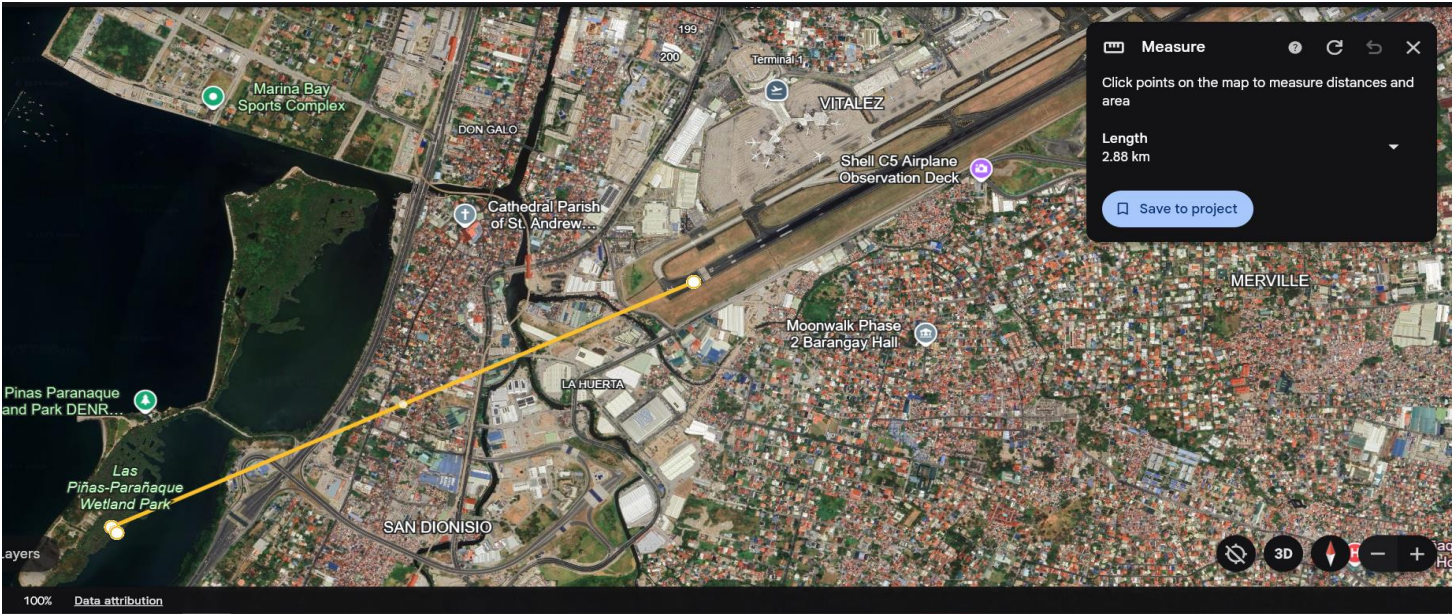


OUTLINE

- I. Introduction**
- II. Wildlife Hazard Management
Program (WHMP)**
- III. Enhancement on the WHMP**

Philippines is part of the flight path of migratory birds

- The Philippines is within the **flight path of migratory birds (East Asian-Australian Migratory Flyway)** trying to escape the winter season from the northern hemisphere.
- The influx of migratory birds **starts by September** where they stop to rest and hunt for food before continuing their journey (Southward Migration)
- They **return to their breeding grounds by March** of the succeeding year (Northward Migration)
- There are about **700 species** in the Philippines and about **150 are known as migratory**
- The Philippines has **117 Important Bird Areas (IBA)** and provides shelter to about 115 water birds with threatened status
 - One of the IBA is located within 2.8 kms of NAIA



Provides habitat for migratory birds under East Asian-Australian Migratory Flyway	41 recorded migratory birds from China, Japan and Siberia
Little egrets, black-crowned night heron, common moorhen, duck	About 5,000 birds daily during the months of August to April

Wildlife Hazard Management Program

Regulations, Surveillance, Monitoring and Controls

- Aerodrome operators implement a Wildlife Hazard Management Program (WHMP) in accordance with CAAP regulations
 - CAR-Aerodromes
 - Manual of Standards for Aerodromes
 - Advisory Circular 139-05A
 - Memorandum Circulars
- CAAP conducts audit/surveillance on the airports' compliance/implementation of the WHMP
- All stakeholders such as aerodrome operators, airlines, air traffics services and other stakeholders are required to report the birdstrike hazards and incidents as indicated in our Mandatory and Voluntary Occurrence Reporting System
- CAAP managed airports are further required to monitor and submit a daily report including the mitigations implemented to manage the wildlife exposure at the airports

Wildlife Hazard Management Program

Internal Initiatives

- The **Industry Safety Action Group** of the Philippines State Safety Program has **identified birdstrike as one of the high-risk occurrences** that require close monitoring and mitigation that must be included in the **Philippine Aviation Safety Plan**
 - The industry agreed to work together to manage the birdstrike risk in the operations
- Created a **CAAP Wildlife Hazard Management Working Group**
 - Composed of the SQMO, ADMS, Regulator, Area Managers and Safety Officers of the CAAP managed airports
 - Tasked to implement the Wildlife Hazard Management System (WHMS)
 - SQMO serving the Secretariat of the WHMS



Wildlife Hazard Management Program

- The Philippines is composed of 7,100 islands and managing 39 commercially operated airports
- To address the challenge of implementing a sustainable Wildlife Hazard Management Program, CAAP is implementing a **Wildlife Hazard Management System**:
 - It is patterned from the SMS for the systematic implementation of the program
 - It is proactive and sustainable

Wildlife Hazard Management Policy & Objectives

- Management Commitment
- Accountability and Responsibilities
- Appointment of Key Personnel
- Coordination with Stakeholders
- WHMS Documentation

Wildlife Hazard/Risk Management

- Wildlife Hazard/Risk Identification
- Wildlife Hazard/Risk Assessment and Mitigation

Wildlife Safety Assurance

- Performance Monitoring and Measurement
- Management of Change
- Continuous Improvement of the WHM System

Wildlife Safety Promotions

- Training and Education
- Wildlife Safety Communications

Wildlife Hazard Management Program

Trainings and Workshops

- CAAP hosted 2 trainings conducted by Mastermark to broaden and deepen the knowledge of the personnel involved in wildlife hazard management
 - **Face to face Airport Wildlife Hazard Management** Training attended about CAAP Area Managers, Airport Managers and personnel, private airport operators and airlines
 - **Online Airport Wildlife Operations Training** attended by over 260 CAAP personnels, private airport operators, airlines and DENR who are involved in the daily management of wildlife



Wildlife Hazard Management Program

Collaborations with Stakeholders

➤ Local Government Units (LGU)

- There is an active **collaboration with LGU in passing ordinances** to manage wildlife proliferation inside and outside the airport such as prohibiting the raising of pigeons, doves, fowls.

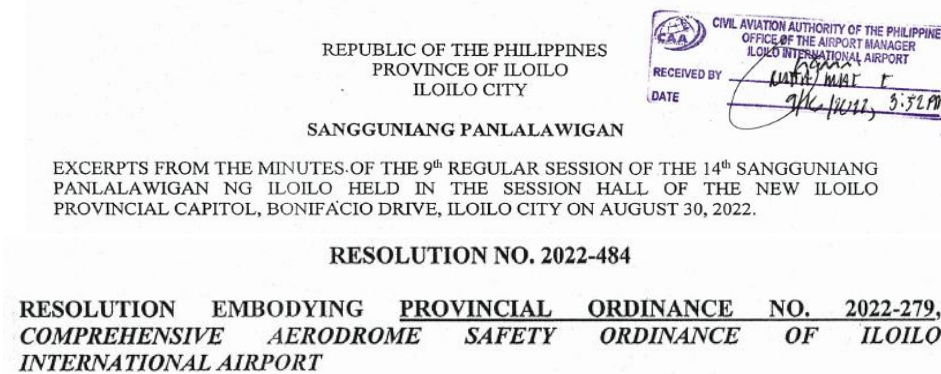
➤ Dept of Internal Local Government (DILG)

- The **DG himself** coordinated with DILG Secretary for the passing of an **Administrative Order** that contains uniform prohibited acts in the airport vicinity

➤ Department of Environment and Natural Resources (DENR)

- There is an active **collaboration with DENR in the provinces** to seek assistance in managing the presence of birds at the airport
- The **DG himself** initiated a meeting with **DENR Undersecretary** to conduct further study in the Wetland Park near the airport to determine if it is causing the birdstrike at NAIA.

City Ordinance



1. **Prohibitive Acts**
 - a. No kites, balloons, remote-controlled planes, drones, and flying lanterns lighted or not shall be caused to be flown within the distance of eight (8) - kilometer radius from the Airport Reference Point (ARP) or center of the runway.
 - b. No person shall be allowed to raise doves, pigeons, fowls, or any domesticated birds within the distance of five (5) - kilometer radius from the ARP unless tied or placed in secured cages.
 - c. No domesticated animals or livestock (swine, goats, cattle, water buffalos or poultries, etc.) shall be allowed to intrude, roam or graze inside airport premises at all times.
 - d. No person or entity shall be allowed to build or cause to build structures within two (2) meters from the airport perimeter fence, permanent or temporary, including the installation of a wastewater drain or drainage system leading inside the airport perimeter;
 - e. No person or entity shall be allowed to sow, till or nurture any vegetation within two (2) meters from the airport perimeter fence that may cause safety or security issues to daily airport operations.



Wildlife Hazard Management Program

Collaborations with Stakeholders

- **Air Carrier Association of the Philippines (ACAP)**
 - CAAP and the Air Carrier Association of the Philippines (ACAP) composed of the 5 major airlines continuously collaborate to improve the Wildlife Hazard Management Program (WHMP)
 - In 2019, ACAP hired a consultant to perform risk assessments and come up with recommendations on 10 domestic stations
 - In 2023 and onwards, Cebpac and PAL continue to hire consultants to:
 - provide training
 - conduct operational assessment and recommendations



Wildlife Hazard Management Program

Local initiatives

- Formalized the creation of the **Regional Wildlife Hazard Management (RWHM) Working Committee** composed of the following:

- CAAP Area Manager/Station Manager
- Regional DENR
- Local Government Unit
- Airlines
- Ground Handlers

- Will formalize the creation of the **National Wildlife Hazard Management Committee** composed of the following

- Civil Aviation Authority of the Philippines
- Dep. of Environment and Natural Resources
- Dept of Internal Local Government
- Local Government Unit
- Bureau of Animal Industry
- Airlines
- Conservation Organizations



Wildlife Hazard Management Program

Global initiatives

- CAAP is part of the AP-WHMMWG
- The CAA of India, Philippines, Indonesia and Nepal submitted a paper in the AP-WHMMWG to consider Wildlife as a high-risk occurrence
- A member of the World Birdstrike Association

Enhancement to the Wildlife Hazard Management Program

Enhancement to the Wildlife Hazard Management Program

- **Transition to a Science-based approach in managing the birdstrike**
 - Getting the **services of a subject matter experts** to provide **on-the-job training and consultancy**
 - To improve the Habitat Management
 - Conduct an in-dept study and analysis on the behavior of the damaging birds and come-up with bird specific mitigations
 - Broaden scope of inspection, cleaning and clearing of grass/trees to remove the source of food, nesting, roosting and breeding areas
 - To improve Dispersal Tools
 - Increase the number of dispersal tools to avoid the immunity of the birds in the tools being used.
 - To improve the Capture, Relocate or Release Methodology to reduce the presence of birds at the airport.
- **Hiring biologists** to augment the capability of the Working Groups, station personnel and to ensure sustainability of the program

Challenges and actions in managing the birdstrike

Challenges

Action Plans

Insufficiency of information in the reports	Awareness campaign with stakeholders
Reluctance to share information from the aerodrome operators	Promote Just Culture policy
Traditional approach in managing birdstrike	Transition to science-based approach through wildlife studies, proper assessment and risk-based solutions
One size fits all approach in managing birdstrike	Every aerodrome is unique. Transition to science-based approach

**Airports cannot effectively manage birdstrike risk in isolation.
It requires all the stakeholders cooperation and support**



Thank You

Presented by: **Safety and Quality Management Office (SQMO)**

