

ICAO Best Management Practices and the International Strike Database.

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USDA

United States Department of Agriculture
Animal and Plant Health Inspection Service

Most wildlife involved in strikes are using the airport or its immediate vicinity. The most logical place to begin correcting the problem is on and near the airport.

*Manual on the **ICAO Bird Strike Information System (IBIS)** (ICAO Doc 9332)*



Cost of wildlife strikes: \$ 1.3 B / year worldwide

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Use of IBIS data for and individual state or airport

- Analysis of bird/wildlife data;
- Trends in data reveal true problem;
- Establish wildlife control programme;
- Most hazardous times can be determined.



Science based management of airport wildlife hazards



27 of 30 hull losses involving turbine powered transport jet aircraft have occurred following strikes at < 150 ft AGL



U. S. DEPARTMENT
OF TRANSPORTATION
FEDERAL AVIATION
ADMINISTRATION

WILDLIFE STRIKES TO CIVIL AIRCRAFT IN THE UNITED STATES 1990-2009



U. S. Department
of Agriculture
Animal and Plant
Health Inspection
Service
Wildlife Services

FEDERAL AVIATION ADMINISTRATION
NATIONAL WILDLIFE STRIKE DATABASE
SERIAL REPORT NUMBER 16

REPORT OF THE ASSOCIATE ADMINISTRATOR OF AIRPORTS
OFFICE OF AIRPORT SAFETY AND STANDARDS
AIRPORT SAFETY & CERTIFICATION
WASHINGTON, DC

2010



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ICAO Best Management Practices

**Airport Services Manual, Part 3
Wildlife Control and Reduction,
Fourth Edition - 2011
Doc 9137 - AN/901**

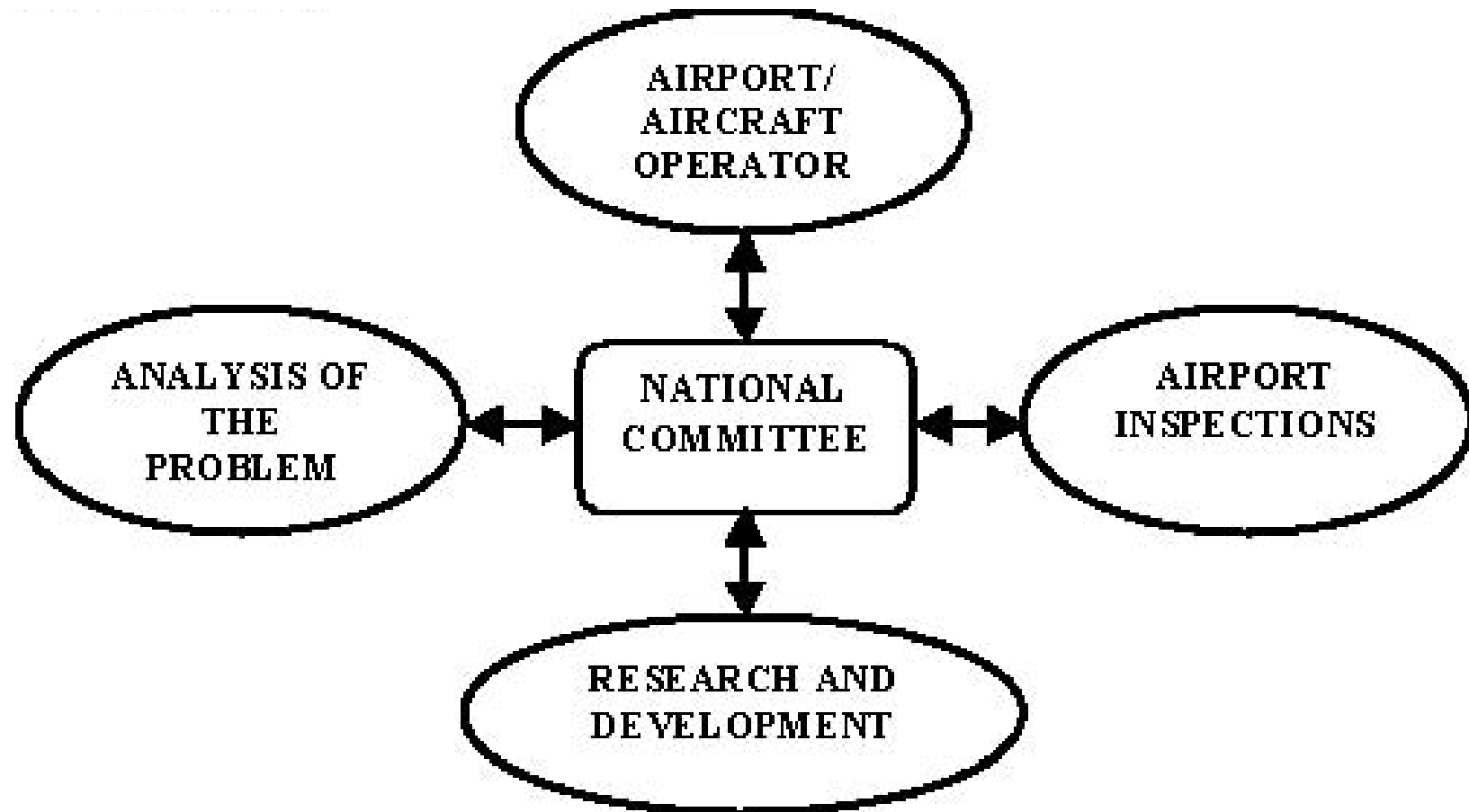
www.int-birdstrike.org/



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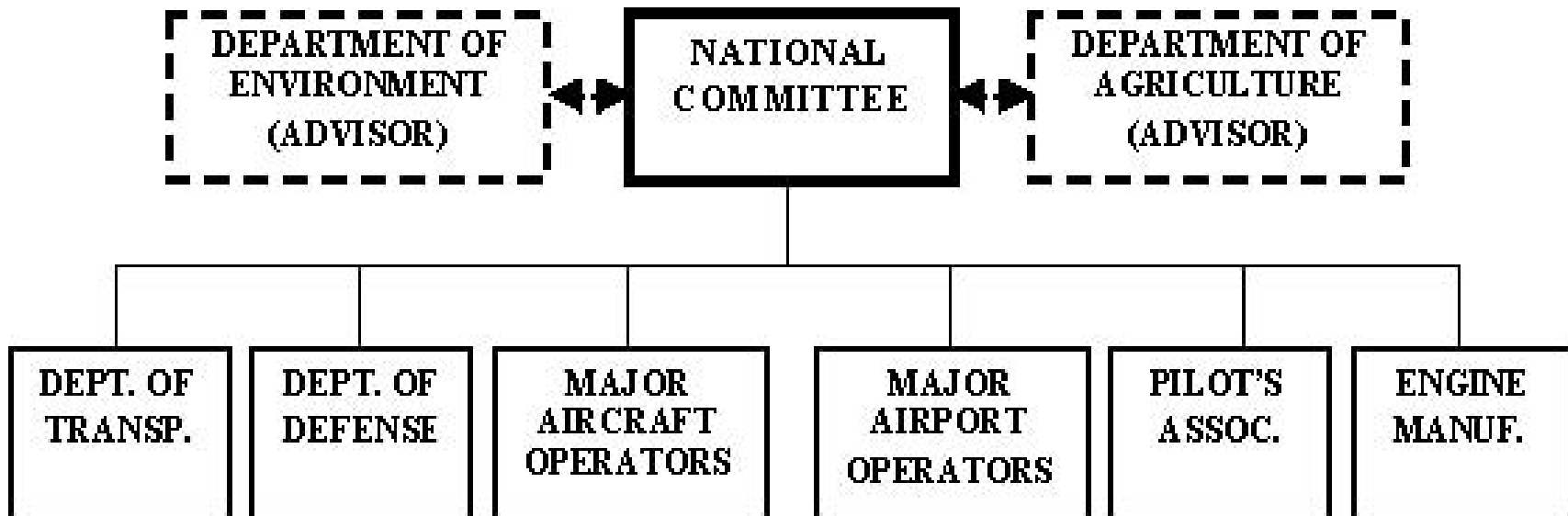
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ICAO Best Management Practices



- from Cardoso, 2001

ICAO Best Management Practices



- from Cardoso, 2001

ICAO Best Management Practices

9.2 SUMMARY OF BEST PRACTICES FOR AERODROME BIRD CONTROL

Note. - These best practices should apply to any aerodrome carrying regularly scheduled commercial air traffic, irrespective of the movement frequency or type of aircraft involved.

- 1) Senior management team at the airport should be responsible
- 2) Airport should review the features that attract hazardous birds...a management plan developed to eliminate that resource...support from a professional bird strike prevention specialist should be sought...Documentary evidence of this process, its implementation and outcomes should be kept



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3) A **properly trained and equipped** bird/wildlife controller should be **present on the airfield**

4) Airport bird/wildlife controllers should make **record entries at least every 30 minutes**

5) Bird/wildlife incidents should be **defined in 3 categories: confirmed strikes, unconfirmed strikes and serious incidents**



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6) Airports should **establish a mechanism** to ensure that they are **informed of all bird/wildlife strikes** reported on or near their airport.

- a) total number of bird/wildlife strikes
- b) airports should identify wildlife struck
- c) airports should record all bird/wildlife strikes for the ICAO reporting form
- d) national Regulators should submit data to ICAO
- e) airports should conduct a formal risk assessment
- f) airports should inventory bird/wildlife attracting sites within a 13km circle centred on the ARP
- g) airport authorities, should seek input into planning decisions and land use practices within the 13km circle



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Questions - Discussion

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