



GLOBAL ACTION PLAN 2014



World
Birdstrike
Association

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GAP GOAL

- **Improve flight safety** regarding all aspects of the bird/wildlife strike risk to aviation, including measures for its mitigation and reduction.
- Achieved by encouraging and facilitating worldwide **communication and collaboration amongst all stakeholders**, rule makers, and safety agencies.

GAP OVERVIEW

- The GAP will concentrate efforts on integrating better practices of different entities.
- The objective is **Global Innovation** with an aim at measurable results
- The key measure of success will be connecting people from vast disciplines working together to stimulate innovation

GAP FOCUS AREAS (Groups)

- **METRICS**

- Accurately identify/assess the B/W hazards and their associated risks to aviation

- **SAFETY SHARING**

- A network of “Better Practices” that can be shared to minimize the B/W strike risk to global aviation

- **STAKEHOLDER INVOLVEMENT**

- Experts from in and out of the B/W arena working together to standardize the B/W risk management

METRICS GROUP

- Work together to achieve globally standardized metrics in analyzing the B/W strike hazard to aviation. These metrics would then be used to minimize the B/W Strike risk to global aviation.
- Realize transparent national B/W databases with a yearly report of the factual metrics.
- Standardize units of measurement to communicate between entities

SAFETY SHARING

- Accessible network of “Better Practices” to accurately assess the B/W hazard and evaluate the aviation strike risk
- Include B/W strike data and statistics in the existing data sharing systems and future set-ups.

STAKEHOLDER INVOLVEMENT

- The largest group in the GAP bringing experts from the following fields
 - Airport/Airfield Operations
 - B/W mitigation experts
 - Flight Operations
 - Regulatory Agencies
 - Air Traffic Control
 - Insurance Companies
 - Educators/Flight Schools
 - B/W Sensing Technology Companies

STAKEHOLDER INVOLVEMENT

- Work together to be the GLOBAL voice of B/W strike hazard assessment and mitigation.
- Globally integrate proven policies and procedures that can be implemented to reduce the B/W strike hazard risk.

ICAO ANNEXES

5-(Units of Measurement)-Defining metric data when measuring and communicating the B/W threats.

6-(Operation of Aircraft)-Rules/procedures for Pilots encountering B/W hazards much like those established for TCAS and windshear avoidance.

8-(Aircraft Airworthiness)-Already included in the US under part 25(aircraft certification). A B/W hazard mitigation global standard for the design and certification process.

10-(Communication)-Standard phraseology to use when communicating B/W hazards.

11-(ATC)-Rules/procedures for controllers to follow when B/W hazards are presented. Standardize ATIS and other ATC warnings to pilots regarding B/W hazards.

ICAO ANNEXES

13-(Accident Investigation)-Look at how mishap investigation could benefit from stakeholder expertise, and use it as a way to gain attention to the worldwide B/W risks.

14- (Airports)- Providing an airport environment with the B/W hazard mitigated for the safe launch and recovery of aircraft.

15-(AIS)-Standardized NOTAMs and airport remarks regarding B/W hazards.

17-(Environmental)-How the GAP will protect the environment and preserve B/W.

19-(SMS)-How mature flight departments and airports can incorporate B/W hazard mitigation to enhance their SMS.

GAP AIMS

- ENCOURAGE **GLOBAL INNOVATION** AIMED AT MEASURABLE RESULTS



- CONNECT PEOPLE FROM VARIOUS DISCIPLINES TO WORK TOGETHER FOR **MEASURABLE RESULTS**

- BECOME THE **GLOBAL VOICE** FOR B/W STRIKE HAZARD MITIGATION

Terms of Reference

Global Working Group on the Reduction of the Bird/Wildlife Strike Risk to Aviation

1. **PURPOSE**

The goal is to develop a Joint Global Action Plan on the Reduction of the Bird/Wildlife Strike Risk to Aviation to an acceptable level.

The Working Group shall identify causal and contributory factors of bird/wildlife related accidents and incidents, determine mitigating measures to prevent and reduce recurrence of these events, promote awareness of these mitigations and facilitate lesson sharing amongst the stakeholder communities of best practices.

The geographical scope of the work is primarily dictated by membership of ICAO. The operational scope of the work is primarily concentrated on the airspace below 2,000 feet above ground level and is identified as posing a risk.

The operational safety risks being addressed include incidents and accidents concerning bird/wildlife strikes and near misses to aviation.

2. **ROLE**

The Working Group proposes a common definition of an acceptable bird/wildlife strike risk factor, to identify mitigating measures and to specify actions by organizations. Standardization of operational practices is key.

Stakeholders contributing to and implementing the recommendations from this group include those with operational staff influenced by and related to the bird/wildlife strike risk, typified by organisations such as civil and military aerodrome operators, air navigation service providers, aircraft operators, air forces, industry and bird/wildlife conservation organizations. Appropriate national, regional and international regulatory authorities are requested to participate within the Working Group.

3. **MAIN INTERFACES**

The main interfaces with others and their substructures include those directly related outside the aviation scope, such as ecology, environmental, town and country planners, hunting associations and bird/wildlife conservation organizations, etc.

The Working Group reports to the Project Executive Board each 6 months.

4. **WORK PROGRAMME, DURATION AND DELIVERABLES**

The Working Group will be established for the duration of 24 months after the confirmation of its Terms of Reference and work programme. After 6 months, a report will be provided to the Project Executive Board, highlighting the achievements according to the identified deliverables.



5. COMPOSITION

The Working Group may comprise operational personnel from civil and military aerodrome operators, air navigation service providers, aircraft operators, trade representative associations such as Airports Council International (ACI), the International Federation of Airline Pilots Associations (IFALPA), the International Air Transport Association (IATA), the European Aviation Safety Agency (EASA), the North Atlantic Treaty Organization (NATO), Birdlife International and the National Supervisory Authorities such as the United States Federal Aviation Authority (FAA) and other CAA's, etc., as required. Or any other organization as deemed appropriate by the Project Executive Board.

6. SUBGROUPS

The Working Group will be divided in subgroups tasked to deliver proposals on a specialist theme. The themes are to be established and agreed by the Working Group.

7. VOTING

Although the main goal is to reach final proposals by 100% consensus, ultimately 2/3 majority voting will be decisive. An organization is entitled to make a reservation on a specific subject whilst underscribing the whole document.

8. CHAIRMANSHIP

The Chairpersons of the Working Group and each subgroup are to be determined by the Project Executive Board.

9. SECRETARIAT and SUPPORT

The secretariat of the Working Group shall be provided by the German Bird Strike Committee (Deutscher Ausschuss zur Verhütung von Vogelschlägen im Luftverkehr).

Working Group member organizations should provide adequate financial and manpower resources to enable the work to be delivered.

10. APPROVAL and SIGNAGE

These Terms of Reference and any amendments thereto, shall be submitted to the Project Executive Board for approval.

All participating organizations are invited and entitled to sign the final document as the Joint Global Action Plan on the Reduction of the Bird/Wildlife Strike Risk to Aviation.