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CARSAMPAF

Herramientas de control de fauna

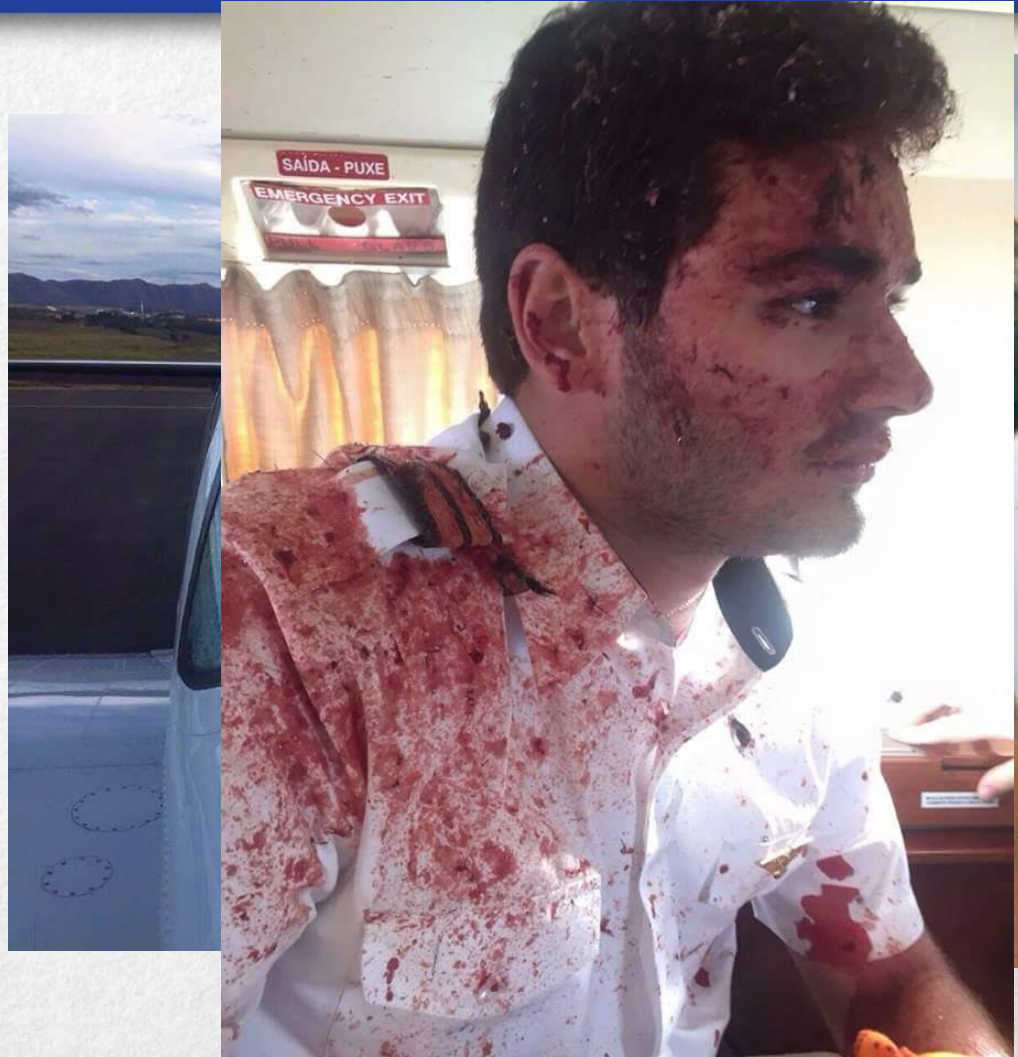
- **ANEXO 14, Sixth Edition—2013**
- **DOC 9137 Part 3 Fourth Edition — 2012**
- **Manejo del Riesgo por Fauna Silvestre en Aeropuertos, FAA—2005**
- **Sharing the Skies, Canada—2004**
- **CAP 772, UK CAA—2014**



Nuevas herramientas para el Control de Fauna

Runway Safety
Team, manual.

PANS
Aerodromes,
Doc 9981





Runway Safety Team Handbook

Second Edition (unedited version) — June 2015

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International Civil Aviation Organization

RST

- ICAO Assembly resolution A37-6 urged States to enhance runway safety. ICAO promotes and supports the establishment and enhancement of multi-disciplinary Runway Safety Teams at aerodromes. The ICAO Runway Safety Programme (RSP) promotes the establishment of Runway Safety Teams (RSTs) at airports as an effective means to reduce runway related accidents and serious incidents. The requirement for airports to establish a Runway Safety Team (RST) is one of the main outcomes of the ICAO Global Runway Safety Symposium held in Montreal, Canada, in May 2011.

3. RUNWAY SAFETY TEAM (RST)

3.1 Goals and general description of the RST Programme

The RST should cover a wide range of issues related to runway safety, including but not limited to, the following ICAO occurrence categories:

- Abnormal runway contact;
- Bird strike;
- Ground collision;
- Ground handling;
- Runway excursion;
- Runway incursion;
- Loss of control on ground;
- Collision with obstacle(s);
- Undershoot / overshoot, aerodrome
- Use of the wrong runway (runway confusion)
- High Speed Rejected Take-Off
- Wildlife Event
- Damage from Foreign Object Debris (FOD)



PANS AERODROMES, Doc 9981

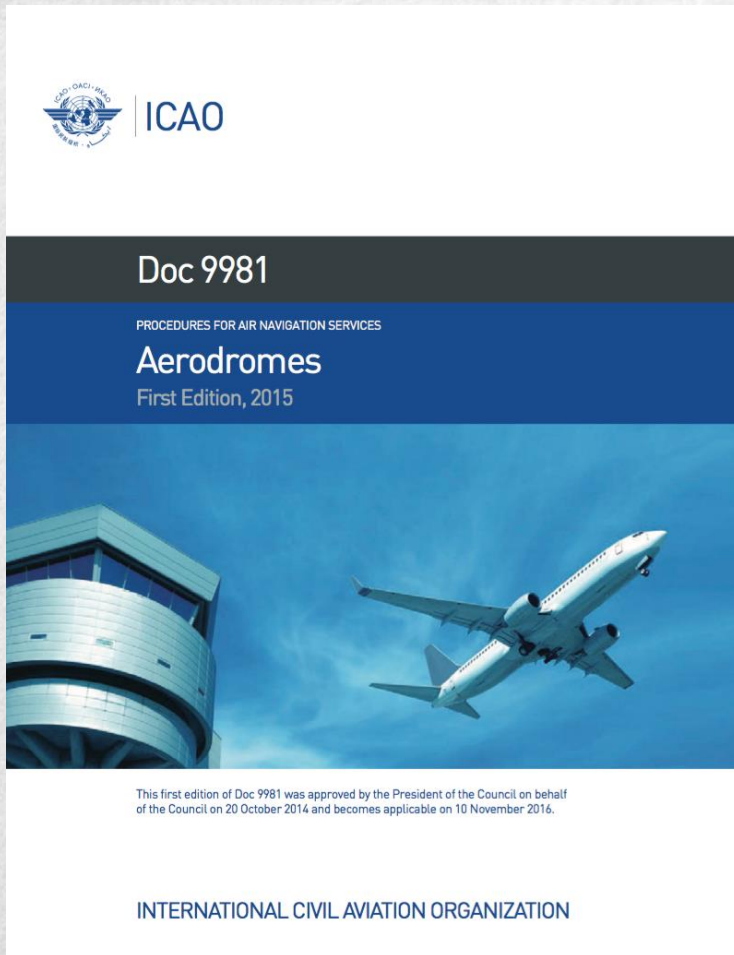
BACKGROUND

- PANS-Aerodromes contains material that provides for the suitable and harmonized application of aerodrome Standards and Recommended Practices (SARPs) and operational procedures found in Annex 14 — *Aerodromes, Volume I — Aerodrome Design and Operations*.

2. SCOPE AND PURPOSE

- 2.2 The PANS-Aerodromes are complementary to the SARPs contained in Annex 14, Volume I.

PANS Aerodromes



Volumen II, Chapter xx

WILDLIFE HAZARD MANAGEMENT

- 6.1.2 A Wildlife Hazard Management Programme (WHMP) is a method for aerodrome operators to adopt reasonable wildlife strike risk control measures, address features that may attract wildlife, control the presence of wildlife and, where practicable in the vicinity of the aerodrome, to prevent wildlife flying across the approach and departure routes.



6.3.2 The Wildlife Hazard Management Programme should include:

- A description of the organisation, roles and tasks in the Wildlife Hazard Management Programme;
- Procedures for collecting, reporting and recording data on wildlife strikes and observed wildlife;
- A wildlife risk assessment method and procedure;
- Procedures, means and staff for habitat and land management;
- Procedures, means and staff for the expelling and deterring of wildlife;
- Procedures for the coordination with other stakeholders;
- Procedures, means and provisions for the training of staff.



Collecting, Reporting and Recording Data on Wildlife Strikes and Observed Wildlife



- An effective wildlife hazard management programme depends on accurate and reliable data.
- close cooperation with all relevant organizations operating at the aerodrome.
- all relevant third parties and all aerodrome personnel, to report wildlife strikes, wildlife remains, including any found during aerodrome inspections, and other relevant identified hazards.

Collecting, Reporting and Recording Data on Wildlife Strikes and Observed Wildlife



- Wildlife activities should be recorded in a wildlife log.
- This log should include at least the following information:
 - Numbers, species and location of wildlife observations;
 - Actions taken to disperse wildlife and the results of these actions;
- Data should be analysed to identify which species represent a hazard at specific times of day, year or weather conditions.
- *Note 1: The total number of wildlife strikes should not be used in isolation as a measure of risk or of the performance of the wildlife control measures at an aerodrome*

- **Habitat and Land Use Management**
- **Expelling and Deterring Wildlife**
- **Coordination with Stakeholders**
- **Personnel Training**
 - Training of wildlife control personnel should be conducted by competent wildlife control personnel, or specialists with proven experience in this field.



Personnel Training

Wildlife control personnel should be fully aware of the details of the aerodrome operations, the aerodrome environment and should have received appropriate training, including:

- Airside driver training, aerodrome familiarisation, air traffic control communications, signs and marking, navigational aids, aerodrome operations, and safety and other matters the aerodrome operator deems appropriate; and
- aircraft familiarisation, including aircraft identification, and effect of wildlife strikes on aircraft systems.

- Effective wildlife hazard management requires **communication, cooperation, and coordination with all relevant stakeholders.** Aerodrome operators should identify which stakeholders on or off the aerodrome should be involved and consulted. Stakeholders can include transportation officials (including government), aerodrome staff, airline representatives (including pilots), conservation organizations (government and non-government), local municipalities/cities, and organizations that are responsible for land management in the vicinity of the aerodrome.

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