



**Agenda Item 1A: Current situation and regional priorities**

**Wildlife Risk Mitigation Strategies**

(Presented by International Air Transport Association (IATA))

SUMMARY	
<b>References:</b> <ul style="list-style-type: none"><li>- Annex 14 – Aerodromes, Volume 1, 9<sup>th</sup> Edition July 2022</li><li>- Doc 9137 – Airport Services Manual, Part 3 – Wildlife Hazard Management, 5<sup>th</sup> Edition, 2020</li><li>- IATA Latin American and Caribbean Regional Coordinating Group</li></ul>	
<b>ICAO Strategic Objectives:</b>	Safety

**1. Introduction**

1.1 The LATAM/CAR Region has continued to show an increase in the number of bird strikes events in IATA'S GADM (Global Aviation Data Management program), so a need to develop and implement effective risk mitigation strategies across the region, has become imperative. Some recent examples below:

- On March 10<sup>th</sup> 2023, a LATAM A320 from Cucuta to Medellin (Colombia), was accelerating for takeoff from Cucuta's runway 34 when the left hand engine (CFM56) ingested a bird prompting the crew to reject takeoff at high speed (about 110 knots over ground). The aircraft slowed safely and returned to the apron.
- On December 23, 2022 Voepass, a Brazilian ATR operator, was operating a flight to São Paulo Congonhas onboard an ATR 72-500. While landing at the airport, it suffered a bird strike. A large bird impacted directly on the nose of the plane, which landed safely without further issue.

1.2 ICAO Doc 9137 - Doc 9137 – Airport Services Manual, Part 3 – Wildlife Hazard Management, Chapter 1 defined a wildlife hazard as the presence of wildlife (i.e. birds and other animals, both wild and domestic) that could result in damage to aircraft.

1.3 Furthermore, Annex 14, Volume I, requires States to assess hazard on and off-aerodromes through the establishment of national procedures for recording and reporting bird/animal strikes.

## 2. Discussion

2.1 An effective wildlife control program depends upon accurate and reliable reporting. Reviewing and analysing this data will help to identify problems at the airport and indicate the effectiveness of current Wildlife Hazard Assessment and a Wildlife Hazard Management Plan (WHMP).

2.2 ICAO Annex 14 Volume I chapter 9, states that the presence of wildlife (birds and other animals) on, or in the vicinity of an aerodrome poses a serious threat to aircraft operational safety. This remains evident as significant airframe damage, flight crew injury and engine damage amongst other threats have resulted from wildlife strikes.

2.3 In months where different bird species migrate, such as October and November, there are four times more impacts than the regional average. In 2022, Avianca stated that over 230 flights operated within Colombia, they had suffered bird strikes, an increase of 61% compared to the same period in 2021.

2.4 The IATA Latin America and Caribbean Regional Group (LATAM/CAR RCG) has continued to address issues related to wildlife by engaging authorities where an increase in wildlife strikes are highlighted using airline data provided through the Global Aviation Data Management (GADM) program, working with airlines to encourage reporting of wildlife strike.

2.5 IATA works also through the Regional Aviation Safety Group – Pan America (RASG-PA) to support States with the necessary resources to address wildlife risk reduction in the region through the Industry-Government Wildlife Collaboration Initiative. It is imperative that States consider the development and implementation of policies, guidance, research and outreach to include local municipalities in efforts to address wildlife hazards and mitigate risk.

2.6 There are a wide variety of strategies that airports can utilize to prevent the presence of birds nearby. Methods to prevent wildlife strikes include:

- Firing air cannons to scare birds
- Alter the nearby landscape to make it less attractive for birds
- Buildings modifications to reduce roosting or nesting sites
- Eliminate open garbage cans and temporary garbage collection
- Use visual repellents such as birds of prey and dog statues

## 3. Suggested action

3.1 The Meeting and States are invited to:

- a) Encourage State development and implementation of a date based State plan with policies, guidance, research, and outreach through a Collaborative Approach, with all stakeholders: regulators, DGAC, Airport concessionaires, operators, municipalities etc. that should be involve in Wildlife control, risk analysis and mitigations polices upon agreements
- b) Collaborative Approach, will all stakeholders: regulators, DGAC, Airport concessionaire, operators, municipalities etc. should be involve in risk analysis and mitigations polices upon agreements, through among others, Collaborative Safety Teams, CST, from their respective States.