



International Civil Aviation Organization

**Aerodrome Certification Implementation Task Force
(ADCI TF)**

**Second Meeting
(Doha, Qatar, 12 – 14 May 2013)**

Agenda Item 4: Certification Process and Implementation Issues

BIRD WILDLIFE MANAGEMENT

Presented by United Arab Emirates (UAE)

SUMMARY

Further to ICAO's Standards and Recommended Practices (SARPS) in relation to Wildlife Strike Hazard Reduction, the UAE has linked these requirements to the aerodrome certification process through regulation and on-going safety oversight processes.

Action by the meeting is at paragraph 3.

1. INTRODUCTION

1.1 In order to support the Wildlife Strike Hazard Reduction SARPS, the UAE's General Civil Aviation Authority (GCAA) has created regulation and supporting oversight procedures for Certified Aerodromes.

1.2 Birds, especially in flocks, or other forms of wildlife, have the potential to cause damage to airframes and engines and therefore their presence on an aerodrome and its immediate flight paths should be deterred. All reasonable measures should be taken to address those features on the aerodrome that may attract birds or wildlife, control the existence of wildlife on the aerodrome, and, wherever practicable, in the vicinity of the aerodrome to prevent bird flight paths across the aerodrome and its approach and departure routes.

1.3 The GCAA ensures that aerodromes have wildlife control measures in place as part the Aerodrome Certification Process.

2. DISCUSSION

2.1 The UAE has addressed the ICAO requirements through the Aerodrome Certification Process by requiring each aerodrome to include the details of or reference to their Wildlife Hazard Management Plan within the Aerodrome Manual. The Aerodrome Manual is formally accepted during the Aerodrome Certification Process.

Note 1 - Reference: ADCI TF/1 WP/12 for details on UAE certification process model

Note 2 – Reference: UAE Civil Aviation Regulation (CAR) Part IX for regulatory requirements.

2.2 The purpose of the Aerodrome **Wildlife Hazard Management Plan** is to minimise or eliminate wildlife hazards and requires the aerodrome to do the following:

- a) assess the potential bird strike risk;
- b) reduce wildlife infestation on the aerodrome as much as practicable;
- c) implement a safeguarding system to identify, and, where possible, address existing and planned developments within 13 km of the aerodrome that may have the potential to increase the birdstrike risk;
- d) monitor and address wildlife activity, strike events; and
- e) strive to improve the effectiveness of the plan through on-going evaluation by competent personnel.

2.3 The UAE formally established the following **classifications** to support Bird & Wildlife Hazard analysis and mandatory reporting:

- a) Category A - An incident where a pilot experiences wildlife striking an aircraft resulting in significant damage to the aircraft and or requiring an aborted take-off, in-flight diversion, prioritised landing or resulting in an accident.
- b) Category B - An incident where a pilot reports an actual or potential wildlife strike, which does not result in significant damage or adversely affect the flight.
- c) Category C - An incident where dead wildlife is found on the runway when a strike has not been reported by a pilot.
- d) Category D - A report is received by ATC or aerodrome personnel of a significant wildlife hazard within the vicinity of an aerodrome (*optional reporting*).

Note: Reference UAE Notice to Aerodrome Certificate Holders (NOTAC) - 02/2011 - Aerodrome Certificate Holder Mandatory Reporting.

2.4 The UAE Regulation requires **mandatory reporting** of Bird & Wildlife Hazard Categories A, B and C. This is supported through the UAE's Regulations as well as the Reporting of Safety Incidents System (ROSI) which has a dedicated Bird and Wildlife Incident reporting module. This system supports reporting and analysis as well as automatically forwards relevant bird strike reports to ICAO.

2.5 UAE Regulation requires aerodrome operators establish **Unit Target Levels of Safety**/key performance indicators for Bird and Wildlife strikes with aircraft.

2.6 Wildlife Hazard Control & Habitat Management is a core item of the UAE's **Safety Oversight** of aerodromes. The core item includes specific oversight of the following during each periodic aerodrome certification or surveillance audit:

- a) Wildlife Hazard Control Plan
- b) Equipment, vehicle and dispersal techniques

- c) Local Environs
- d) Assessment within the vicinity of Aerodrome
- e) Method for recording & assessing Bird Strikes/Wildlife Data.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information contained in this paper;
- b) encourage MID States to adopt similar steps towards wildlife strike hazard reduction as part of their Aerodrome Certification Process and to provide **comment** in relation to their own processes and issues; and
- c) note the UAE willingness, in cooperation with ICAO MID office, to work closely with the MID States to develop and improve Aerodrome Certification frameworks.

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