



**Twentieth Meeting of the Regional Aviation Safety Group – Pan America (RASG-PA)
Executive Steering Committee (RASG-PA ESC/20)
Washington, D.C., United States, 15 to 16 July 2014**

**Agenda Item 4: RASG-PA Project Reports
4.4 Bird Strike Reduction Programme: Final Report**

BIRD STRIKE REDUCTION PROGRAMME

(Presented by ALTA / IATA)

EXECUTIVE SUMMARY

The ALTA/IATA Safety Committee has lead the Bird Strike Reduction Programme in the Airports of Latin America and the Caribbean. Over 28 airlines that operate in the region have shared impact data. The ALTA/IATA Safety Committee teamed up with the FAA and the USDA in order to bring the US bird strike mitigation program to Latin America and Caribbean region. Based on the data recollected, a pilot program was established in the Panama City Tocumen International Airport and the International Airport TAGSA in Guayaquil. The program consists of at least 4 visits of FAA and USDA biologists in one year period, where they will work with local experts to analyze and identify the problems.

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| Action: | Refer to Section 4. |
| <i>Strategic Objective:</i> | <ul style="list-style-type: none"> • Safety |

1. Introduction

1.1 In 2011, during the 2nd Safety Summit hold in Mexico City, Airlines presented historic data of impacts that allowed to identify the top impact based on operations airports in the region.

2. Activities Programme

2.1 ALTA and IATA included this program under its Safety Committee.

2.2 The programme was named, WIN-CAP (Wildlife Industry Neutralization Action Plan).

2.3 Three visits where completed to Tocumen International Airport in Panama City. The results where positive since it was identified the series of effects that where contributing to high bird populations. Some of these findings where the lack of vegetation control inside the airport.

2.4 For Guayaquil, the fourth visit wasn't done since TAGSA had a very complete bird impact mitigation program. However there were some procedures implemented based on data recollection that will allow the airport to identify risks. Currently the one of the main problems which was a small island formed in the river.

2.5 Last but not least, IATA, Copa and Tocumen are currently working the Smithsonian Institute to work to together for the bird remain process needed as part of the assessment of this programme.

3. Next Steps

3.1 FAA and ANAC are currently leading the Brazil campaign. It has been determined to have the workshop sometime between the last week of January and first week of February 2015.

3.2 **Attachment A** has the draft of the Agenda.

4. Suggested Actions

- a) Support this initiative lead by FAA and ANAC.

APPENDIX A
AVIATION PARTNERSHIP BRAZIL / UNITED STATES OF AMERICA
AIRPORT WILDLIFE HAZARD MANAGEMENT WORKSHOP
JANUARY/FEBRUARY 2015

DRAFT AGENDA
DAY 1-Tuesday

| | | |
|-----------|---|--------------|
| 0830-0900 | Registration | |
| | Opening Session | |
| 0900-0915 | Welcome Address | ANAC (host) |
| 0915-0930 | Opening Remarks | TBD |
| 0930-1000 | Group Photo/ Tea/Coffee Break | |
| | Session 1: Introduction to wildlife hazards at airports | |
| 1000-1045 | Risks and costs of wildlife to aircraft operations | USDA |
| 1045-1130 | International treaties and organizations (ICAO Annex 14) | FAA |
| 1130-1215 | Overview of WINCAP project | FAA |
| 1215-1330 | Lunch Break | |
| | Session 2: Challenges associated with wildlife hazards | |
| 1330-1415 | Determining wildlife hazards and best mitigation strategies at your airport | USDA |
| 1415-1500 | Creating a working group with all stakeholders | FAA |
| 1500-1530 | Tea/Coffee Break | |
| 1530-1630 | Wildlife hazards and current challenges at Brazil airports | TBD |
| 1630-1700 | Discuss airport site visit? | Airport Host |

DAY 2-Wednesday

| | | |
|-----------|---|----------|
| | <i>Airport Site Visit</i> | |
| 0800-0815 | Load bus for airport site visit | |
| 0830-1130 | Airport site visit | |
| 1200-1300 | <i>Lunch break</i> | |
| | Session 4: Wildlife control program | |
| 1300-1345 | Wildlife control strategies and techniques | USDA |
| 1345-1430 | Developing a wildlife control program | FAA |
| 1430-1500 | <i>Tea/Coffee Break</i> | |
| 1500-1545 | Training for airport wildlife control personnel | USDA |
| 1545-1630 | Evaluating the wildlife control program | FAA/USDA |

DAY 3-Thursday

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| | Session 5: Regulations and enforcement | |
| 0830-0900 | FAA Federal Code of Regulations Part 139.337 | FAA |
| 0900-0945 | ANAC Current Regulations | ANAC |
| 0945-1030 | <i>Tea/Coffee Break</i> | |
| | (maybe the following is a panel discussion?) | |
| 1030-1115 | Enforcing airport regulations off-airport property | TBD-local |
| 1115-1200 | Environmental protection agency regulations and wildlife mitigation | TBD-Local |
| 1200-1230 | Collaboration and sharing of information | TBD |
| 1230-1330 | <i>Lunch Break</i> | |
| | Session 3: Wildlife strike data | |
| 1300-1345 | FAA National wildlife strike database, annual wildlife strike report and national ranking of hazardous species | USDA |
| 1345-1430 | Wildlife strike data collection in Brazil: current and future | TBD |
| 1430-1500 | <i>Tea/Coffee Break</i> | |
| 1500-1545 | Wildlife control research and new technologies | USDA/Local TBD |
| | | |
| | Closing remarks and presentation of certificates | ANAC |