

# **Birdstrike Management Ltd**

Delivery of International Standards

BSC Canada / USA

Halifax, Nova Scotia

2019

# In 2006....



- The 'International Bird Strike Committee' (IBSC) produced a set of standards.
- 300 contributors agreed that “These best practice standards should apply to any aerodrome carrying regularly scheduled commercial air traffic, irrespective of the movement frequency or type of aircraft involved.”
- ICAO and many CAA's at least referenced or appended these 'standards' within their documentation at least as good guidance.

# IBSC



## International Birdstrike Committee

### Recommended Practices No. 1

### Standards For Aerodrome Bird/Wildlife Control

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# In 2009....

- A European Airline began checks of the airports it flew into based on IBSC Standards



# By 2019....

- IBSC Standards in combination with headline International Guidance has been used as a pragmatic baseline for checks at 130 airports on 4 continents.
- The key areas from half of these international airports visited on behalf of nine airlines at least twice during the last 10 years are presented.
- A total of 2610 recommendations were reviewed.

# Considerations

- Every airport took international traffic
- No cost prohibitive recommendations were included – this did result in variation between large and small aerodromes.
- The need for recommendations had been evidenced (do you implement active control (Y), show us).
- Follow-up visits were undertaken with advance notice and at least 1 year apart.

# The Wildlife Hazard Management Plan

- 70 recommendations were made in relation to WHMP's at 23 airports over 10 years
- The majority related to a lack of specific 'named' individuals with responsibility
- 15 recommendations were made all relating to annual updating (out of date).
- 7 airports did not have a WHMP.. (4 in Europe)

# Training

- 191 recommendations were made in relation to training at 44 Airports
- 28 Airports had training recommendations repeated.
- Recommendations varied between 'out of date' to no training received.
- How can formal training be received if no formal trainers....

# Habitat Management

- 300 recommendations were made in relation to habitat management at 61 Airports
- 49 Airports had habitat recommendations repeated.
- The majority related to Grass Management

# Active Control

- 989 recommendations were made in relation to Active Control at all 65 Airports included.

# Active Control - Equipment

- 221 recommendations were made in relation to the Equipment at 48 Airports
- 18 Airports had equipment recommendations repeated
- Recommendations ranged from removing or modifying automated devices to purchase of distress call systems or binoculars.



# Active Control - Log

- 251 recommendations were made in relation to the Wildlife Control Log at 65 Airports
- 53 Airports had active control recommendations repeated
- Recommendations ranged from 'do some' to electronic recording, analysis and 'return to airfield'..

Wednesday 30 April 2015 (cont)

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TIME	OCCURRENCE
15:10	W/K CLEAR FROM E. WINDS & CB'S AT APPROX 300 WINDS
16:30	17B - NO MORE
17:00	WATCH CEILING
Thursday 1st April 2015	
08:00	WATCH CEILING
08:20	MORNING AP W/K CLEAR, STRONG SE WIND & CB'S ALL DAY
18:20	17B - NO MORE
17:00	WATCH CEILING
08:05	WATCH CEILING
08:18	MORNING AP W/K CLEAR, STRONG SE WIND & CB'S NO MORE ALL DAY

2 11/100 - 3  
20 14/100  
6 63% KISS  
18 W/1000  
2 300/100  
12 C/1000  
2 CB'S

10 11/100  
6 C/1000  
18 W/1000

# Active Control – Lethal

- 276 recommendations were made in relation to Lethal Control at 63 airports
- 53 Airports had lethal control recommendations repeated
- Findings included national rules to prohibit any shooting on airfields, shooting unlicensed species, inappropriate equipment, no recording or use, refusal to use by individuals, insufficient training.

# Active Control – ID

- 241 recommendations were made in relation to Identification at 39 airports.
- 16 Airports had recommendations repeated in relation to identification
- Findings predominantly covered insufficient training in the species likely to be encountered at an airport.

# Remains and strike reporting

- 338 recommendations were made in relation to remains / strike recording and reporting at 45 airports.
- 14 Airports had recommendations repeated.
- Recommendations generally revolved around definitions, collection and identification of all strikes.



# Risk Assessment

- 98 recommendations were made in relation to Risk Assessments at 47 airports.
- 22 Airports had recommendations repeated
- Findings routinely linked to gathering strike data and formulating a some form of risk assessment.

# Off-airfield Monitoring

- 240 recommendations were made in relation to off-airfield monitoring at 55 airports.
- 36 Airports had recommendations repeated
- Findings ranged from undertaking initial surveys to gathering specific risk information to understanding the purpose (link to risk).

# Summary

- Almost all airports responded to requests for an action plan in relation to each recommendation.
- 60% received a positive response.
- 60% of these, were, however, repeated
- The technology and systems are out there but the international delivery of basic standards still provide the best option for reducing worldwide risk.