

Practical application and exercises based on the Regional Safety Advisory

Necessity of Enforcement Guarantee

Iran Airports & Air Navigation Co.

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Orumiyeh Airport Experience





**bee-eater
or
Meropidae**





Animal Behavior





Habitant





Beehive



Risk Severity

Raptors/Vultures/Owls	2
Upland Game Birds	2
If Turkeys	5
Cranes	5
Shorebirds	1
If flocks < 15	4
If flocks ≥ 15	5
Gulls/Terns	2
If flocks < 10	4
If flocks ≥ 10	5
Pigeons/Doves	1
If flocks < 20	4
If flocks ≥ 20	5
Parrots	1
Aerial Foragers	1
Woodland Birds	1
Corvids	2
If flocks < 10	4
If flocks ≥ 10	5
Grassland Birds	1
Blackbirds/Starlings	1
If flocks < 100	4
If flocks ≥ 100	5
Miscellaneous	1
Criteria for Score	Severity
Less than 300g	1
300–999g	2
1000–1999g	3
2000–3999g	4
Greater than 4000g	5





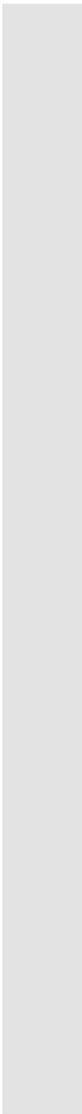
Risk Probability

Species Abundance	Likelihood Score
Not present	0 (or left blank)
Rare	1
Uncommon	2
Fairly common	3
Common	4
Abundant	5



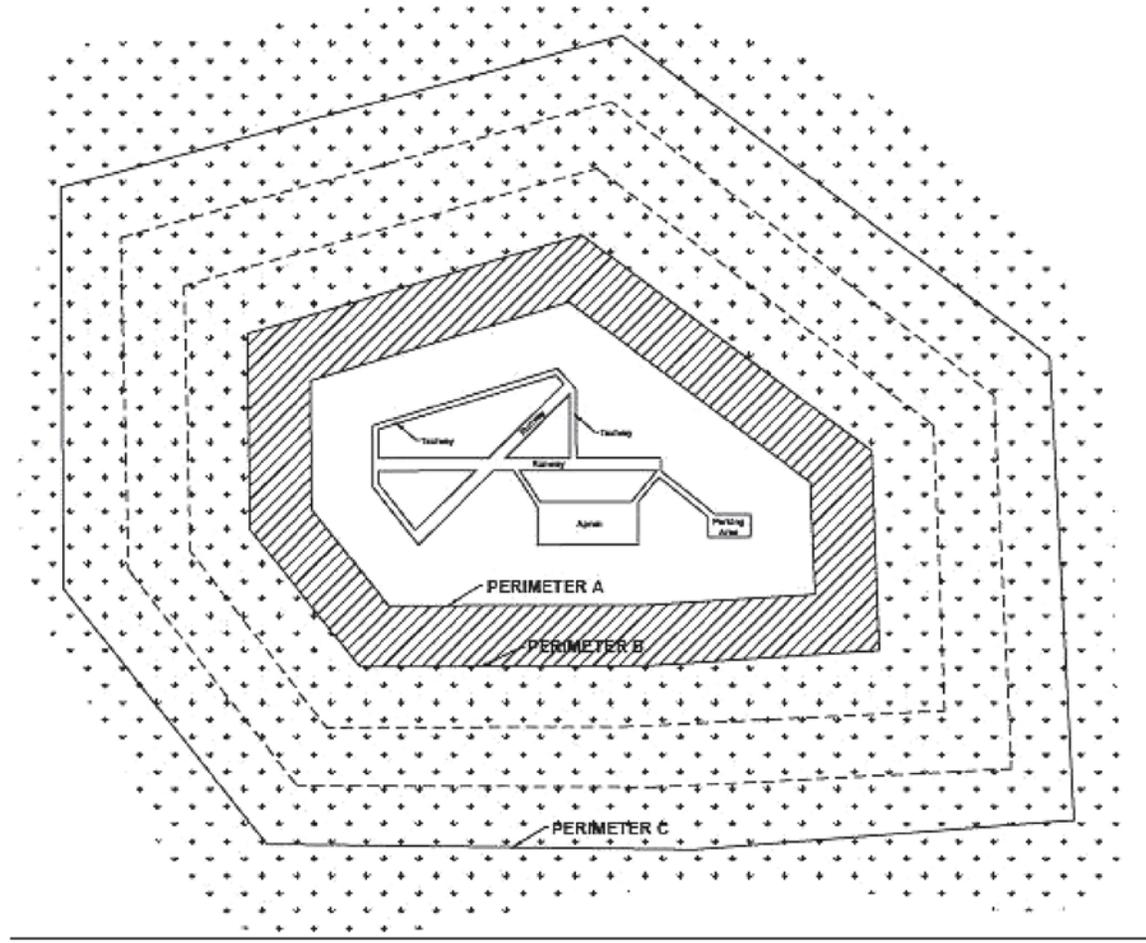


The Source of Another Event





Land Use Restriction





USOAP 2004 report

1

- The Government of (the State) **has not yet amended** its *Civil Aviation Act* to allow the President of the CAO to develop, issue and revise regulations consistent with a code of air navigation regulations or to include provisions for the recognition of licences and certificates issued by (the State) of the Operator and to allow for the transfer of its State of Registry responsibilities to (the State) of the Operator. Furthermore, provisions for the empowerment of (the State) inspectors to have access to all civil aviation facilities and documents for the purpose of conducting their duties and responsibilities **has not been included** in the *Civil Aviation Act* or in an equally enforceable regulation.

USOAP 2004 report

2

- (the State) **has not complied with** the one recommendation made by ICAO during the audit relating to personnel licensing. (the State) has published AIC 8/00, dated **1 November 2000**, establishing some specific requirements for the validation of commercial and airline transport pilot licences, which in general are in adherence to the guidance material contained in ICAO Doc 9379. However, (the State) **has not amended its personnel licensing regulations to include these requirements, and no procedures have been established** to verify the authenticity of the foreign licence with the issuing authority.

USOAP 2004 report

3

- With respect to amendments and revisions of (the State) Civil Aviation Operations Regulations and Directives for Inspection and Supervision (ICAORDIS), (the State) has assigned a team of experts of different divisions to ensure that all amendments and revisions are implemented on a timely basis. However, there is still a need for (the State) to develop adequate procedures and to assign responsibilities for this task. Furthermore, (the State) has developed a new set of regulations identified as (the State) Aviation Regulations (XYZARs), which are based on the United States' Federal Aviation Regulations (FARs); however, the XYZARs are still awaiting formal approval by **Parliament**.

USOAP 2004 report

4

- The time needed for the approval and implementation of the draft XYZARs depends on **Parliament**. However, **this process could take longer**, as the **President** of (the State) has proposed an amendment to the *Civil Aviation Act* and an election process for a new Parliament has already started. (the State) has yet to adopt a national airworthiness code.

USOAP/CMA
Protocol
Question
related to
Wildlife
Management

- What is Enforcement Guarantee of following wildlife hazard control USOAP/CMA protocol?

USOAP/CMA
Protocol
Question
related to
Wildlife
Management

PQ no.: 8.039

Does the aerodrome regulatory authority have sufficient human resources (including an appropriate mix of technical disciplines given the size and scope of all the aerodrome operations in the State) to carry out its functions and mandate?

USOAP/CMA
Protocol
Question
related to
Wildlife
Management

PQ no.: 8.051

Has the aerodrome regulatory authority developed a formal training programme detailing the type of training to be provided to aerodrome regulatory and inspectorate staff?

USOAP/CMA
Protocol
Question
related to
Wildlife
Management

PQ no.: 8.111

Does the State ensure that aerodrome operators develop and submit an aerodrome manual to the appropriate State authority for approval/acceptance prior to certification?

USOAP/CMA
Protocol
Question
related to
Wildlife
Management

PQ no.: 8.182

Has the State promulgated regulations relating to aerodrome operational services, equipment and installations?

USOAP/CMA
Protocol
Question
related to
Wildlife
Management

PQ no.: 8.327

Has the State promulgated regulations to require a **wildlife** (birds and animals) strike hazard study or assessment for each of its aerodromes?

USOAP/CMA
Protocol
Question
related to
Wildlife
Management

PQ no.: 8.328

Has the State developed industry guidance material to assist aerodrome operators to develop a **wildlife** (birds and animals) strike hazard study or assessment for each of their aerodromes?

USOAP/CMA
Protocol
Question
related to
Wildlife
Management

PQ no.: 8.329

Does the State collect and forward **wildlife** strike reports to ICAO?

USOAP/CMA
Protocol
Question
related to
Wildlife
Management

PQ no.: 8.331

Does the State ensure that aerodrome operators take appropriate action to decrease the hazard of **wildlife** strikes?

USOAP/CMA
Protocol
Question
related to
Wildlife
Management

PQ no.: 8.333

Has the State promulgated a regulation to control the development of facilities likely to attract **wildlife** on or in the vicinity of an aerodrome?

USOAP/CMA
Protocol
Question
related to
Wildlife
Management

PQ no.: 8.335

Has the State established and implemented a process to mitigate against an increase or potential increase in the **wildlife** strike hazard due to land use development likely to attract **wildlife** around an aerodrome?



Recommendation and Conclusion

- Not only the WHMC practical application but also the other SARPs are dependent on Enforcement guarantee of USOAP/CMA.
- In addition to USOAP/CMA robust contents. There are some evidences that shows some sort of formality and bureaucracy exist in the process of the audit.
- If you find the above hypothesizes are right about your CAA, wholly or partially, if you think the USOAP/CMA process was not so effective so far, commence some steps to downside the adverse consequence it and initiate the idea of “Enforcement Guarantee” USOAP/CMA findings.
- Also statistics of wildlife occurrences could not be real if pilots scare to report, because of CAA behaviors. The result is airlines’ silence. (organizational silence

Questionnaire

- 1) what is the language of your national regulations?
- 2) If it is not your native language, does it meaningful for all stakeholders?
- 3) Do you think if your national regulations were in your native language it was more helpful for implementation safety related plans?
- 4) Have your national regulations approved by parliament or any credential agent to have implementation guarantee?