



International Civil Aviation Organization
Eighteenth Meeting of the Regional Aviation Safety Group
– Pan America (RASG-PA) Executive Steering Committee
RASG-PA ESC/18

Rio de Janeiro, Brazil, 15-16 October 2013



Agenda Item 8: Other business

BIRD STRIKE REDUCTION PROGRAMME

(Presented by ALTA/IATA)

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.

<i>Strategic Objective</i>	<i>This working paper is related to Strategic Objective A – Safety</i>
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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. Program activities

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

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

2.3 Three visits were completed to Tocumen International Airport in Panama City. The results were positive since it was identified the series of effects that were contributing to high bird populations. Some of these findings were 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 together for the bird remain process needed as part of the assessment of this program.

3. Next Steps

3.1 FAA and USDA will be working on the final report to be delivered by the end of 2013. It was agreed to deliver this report to the airports, authorities and operators.

3.2 A report of WIN-CAP pilot program results will be presented at CARSAMPAF.

3.3 Currently there is the interest of expanding the program to Brazil and Colombia. However a benchmark based on the needs of each country will be discussed.

3.4 FAA, ALTA and IATA are currently looking into alternatives of funding this programme.

4. Recommended actions:

4.1

- a) Review report and support its recommendations through RASG-PA
- b) Take the WINCAP model for future RASG-PA programs.

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