



GLOBAL ACTION PLAN 2014



World
Birdstrike
Association

Captain Gary Cooke

GAP GOAL

- **Improve flight safety** regarding all aspects of the bird/wildlife strike risk to aviation, including measures for its mitigation and reduction.
- Achieved by encouraging and facilitating worldwide **communication and collaboration amongst all stakeholders**, rule makers, and safety agencies.

GAP OVERVIEW

- The GAP will concentrate efforts on integrating better practices of different entities.
- The objective is **Global Innovation** with an aim at measurable results
- The key measure of success will be connecting people from vast disciplines working together to stimulate innovation

GAP FOCUS AREAS (Groups)

- **METRICS**

- Accurately identify/assess the B/W hazards and their associated risks to aviation

- **SAFETY SHARING**

- A network of “Better Practices” that can be shared to minimize the B/W strike risk to global aviation

- **STAKEHOLDER INVOLVEMENT**

- Experts from in and out of the B/W arena working together to standardize the B/W risk management

METRICS GROUP

- Work together to achieve globally standardized metrics in analyzing the B/W strike hazard to aviation. These metrics would then be used to minimize the B/W Strike risk to global aviation.
- Realize transparent national B/W databases with a yearly report of the factual metrics.
- Standardize units of measurement to communicate between entities

SAFETY SHARING

- Accessible network of “Better Practices” to accurately assess the B/W hazard and evaluate the aviation strike risk
- Include B/W strike data and statistics in the existing data sharing systems and future set-ups.

STAKEHOLDER INVOLVEMENT

- The largest group in the GAP bringing experts from the following fields
 - Airport/Airfield Operations
 - B/W mitigation experts
 - Flight Operations
 - Regulatory Agencies
 - Air Traffic Control
 - Insurance Companies
 - Educators/Flight Schools
 - B/W Sensing Technology Companies

STAKEHOLDER INVOLVEMENT

- Work together to be the GLOBAL voice of B/W strike hazard assessment and mitigation.
- Globally integrate proven policies and procedures that can be implemented to reduce the B/W strike hazard risk.

ICAO ANNEXES

5-(Units of Measurement)-Defining metric data when measuring and communicating the B/W threats.

6-(Operation of Aircraft)-Rules/procedures for Pilots encountering B/W hazards much like those established for TCAS and windshear avoidance.

8-(Aircraft Airworthiness)-Already included in the US under part 25(aircraft certification). A B/W hazard mitigation global standard for the design and certification process.

10-(Communication)-Standard phraseology to use when communicating B/W hazards.

11-(ATC)-Rules/procedures for controllers to follow when B/W hazards are presented. Standardize ATIS and other ATC warnings to pilots regarding B/W hazards.

ICAO ANNEXES

13-(Accident Investigation)-Look at how mishap investigation could benefit from stakeholder expertise, and use it as a way to gain attention to the worldwide B/W risks.

14- (Airports)- Providing an airport environment with the B/W hazard mitigated for the safe launch and recovery of aircraft.

15-(AIS)-Standardized NOTAMs and airport remarks regarding B/W hazards.

17-(Environmental)-How the GAP will protect the environment and preserve B/W.

19-(SMS)-How mature flight departments and airports can incorporate B/W hazard mitigation to enhance their SMS.

GAP AIMS

- ENCOURAGE **GLOBAL INNOVATION** AIMED AT MEASURABLE RESULTS

- CONNECT PEOPLE FROM VARIOUS DISCIPLINES TO WORK TOGETHER FOR **MEASURABLE RESULTS**

- BECOME THE **GLOBAL VOICE** FOR B/W STRIKE HAZARD MITIGATION

