



ICAO

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WORKING PAPER

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**Eleventh North American, Central American and Caribbean Directors of Civil Aviation Meeting
(NACC/DCA/11)**

Varadero, Cuba, 28-30 June 2023

**Agenda Item 4: NAM/CAR Regional Safety/Air Navigation Implementation
4.2 Air Navigation Implementation Matters**

WILDLIFE RISK MITIGATION STRATEGIES

(Presented by International Air Transport Association (IATA))

EXECUTIVE SUMMARY	
The ICAO guidance on wildlife hazard management is detailed in DOC 9137 Part 3 which States can utilize to reduce the risk of wildlife strikes. This document aims to further highlight risk mitigation strategies and additional resources that can be utilized to support efforts on wildlife management at an aerodrome.	
Action:	<ul style="list-style-type: none">- Encourage State development and implementation of policy, guidance, research, and outreach through a Collaborative Approach, with all stakeholders: regulators, DGAC, Airports concessionaires, operators, municipalities etc.- States utilize the industry- Government Wildlife Collaborative Initiative to address wildlife hazards and mitigate risk
<i>Strategic Objectives:</i>	Safety
<i>References:</i>	<ul style="list-style-type: none">- Annex 14 – Aerodromes, Volume 1, 9th Edition July 2022- Doc 9137 – Airport Services Manual, Part 3 – Wildlife Hazard Management, 5th Edition, 2020- IATA Latin American and Caribbean Regional Coordinating Group

1. Introduction

1.1 The NACC Region has continued to show an increase in the number of bird strikes events in IATA’s GADM (Global Aviation Data Management) program, so a need to develop and implement effective risk mitigation strategies across the region, has become imperative. Some recent examples of bird strike events shown below:

- On March 5th, 2023, a B737 from Havana (Cuba) to Fort Lauderdale, FL (USA), experienced bird strikes to an engine and the aircraft's nose shortly after takeoff.
- On June 28th, 2022 a B738 operator, was operating a flight from Guadalajara (Mexico) to Chicago O'Hare, IL (USA), climbing out of Guadalajara's runway 29 when the left hand engine (CFM56) ingested a bird and began to repeatedly surge. The crew stopped the climb at about 10,000 feet, shut the engine down and returned to Guadalajara for a safe landing on runway 29 about 20 minutes after departure.

- 1.1 ICAO Doc 9137 – Airport Services Manual, Part 3 – Wildlife Hazard Management, Chapter 1 defines a wildlife hazard as the presence of wildlife (i.e. birds and other animals, both wild and domestic) that could result in damage to aircraft.
- 1.2 Furthermore, Annex 14, Volume I, requires States to assess hazard on and off-aerodromes through the establishment of national procedures for recording and reporting bird/animal strikes.

2. Discussion

- 2.1 An effective wildlife control program depends upon accurate and reliable reporting. Reviewing and analysing this data will help to identify problems at the airport and indicate the effectiveness of current Wildlife Hazard Assessment and a Wildlife Hazard Management Plan (WHMP).
- 2.2 ICAO Annex 14 Volume I chapter 9, states that the presence of wildlife (birds and other animals) on, or in the vicinity of an aerodrome poses a serious threat to aircraft operational safety. This remains evident as significant airframe damage, flight crew injury and engine damage amongst other threats have resulted from wildlife strikes.
- 2.3 The IATA Latin America and Caribbean Regional Group (LATAM/CAR RCG) has continued to address issues related to wildlife by engaging authorities where an increase in wildlife strikes is highlighted using airline data provided through GADM, working with airlines to encourage reporting of wildlife strike.
- 2.4 IATA also works through the Regional Aviation Safety Group – Pan America (RASG-PA) to support States with the necessary resources to address wildlife risk reduction in the region through the industry-Government Wildlife Collaboration Initiative. It is imperative that States consider the development and implementation of policies, guidance, research and outreach to include local municipalities in efforts to address wildlife hazards and mitigate risk.
- 2.5 There are a wide variety of strategies that airports can utilize to prevent the presence of birds nearby. Methods to prevent wildlife strikes include:

- Firing air cannons to scare birds
- Alter the nearby landscape to make it less attractive for birds
- Buildings modifications to reduce roosting or nesting sites
- Eliminate open garbage cans and temporary garbage collection
- Use visual repellents such as birds of prey and dog statues

3. **Suggested action**

3.1 The NACC Meeting is invited to:

- 3.1.1.1.1 Encourage State development and implementation of policy, guidance, research, and outreach through a Collaborative Approach, with all stakeholders: regulators, DGAC, Airports concessionaires, operators, municipalities etc.
- 3.1.1.1.2 States utilize the industry- Government Wildlife Collaborative Initiative to address wildlife hazards and mitigate risk.