



INTERNATIONAL CIVIL AVIATION ORGANIZATION

AFI PLANNING AND IMPLEMENTATION REGIONAL GROUP

THIRTEENTH MEETING (APIRG/13)

(Sal, Cape Verde, 25-29 June 2001)

Agenda Item 5: Shortcomings and deficiencies in the air navigation field in the AFI Region**Bird Hazard Control**

(Presented by the Republic of Mali)

Summary

This paper presents the measures and solutions adopted by the Republic of Mali aimed at bird hazard control on aerodromes and their vicinity.

1. Introduction

The Seventh Regional Air Navigation Meeting (AFI/7) held in Abuja from 12 to 23 May 1997 in its Conclusion 4.7 urged States to take the necessary action for bird hazard control.

2. Discussion

Pursuant to this Conclusion, Mali:

- a) Established by decree No. 99/103/PM/RM dated 6 May 1999 a National Bird Hazard Control Committee comprising local committees at airports . These committees meet once a month. In compliance with the above-mentioned decree a report is always sent to the Department of Civil Aviation. An ornithologist is member of the local Committee.
- b) To make the airports and their vicinity less attractive to birds, the following measures were taken :
 - prohibit the farming of graminaceous plants within the airports and their immediate vicinity;
 - destroy fruit tree plantations (mango trees, banana trees, etc.) within the airport;
 - cut shrubs and grass close to the ground in compliance with ICAO standards;
 - destroy bird nests;
 - sensitize airport users (restaurants, airlines etc.) and the populations living at the airport vicinity not to dump garbage at the immediate vicinity of the airports.

- c) A vehicle equipped with a bird distress call generator is scaring birds regularly in the vicinity of the runway; a hunting patrol is sometimes organized; fire crackers were used to disperse birds.
- d) The Bird Control Committee intervened to prevent the construction a slaughter house at the airport owing to the fact that this could attract bird as a feeding point.
- e) Measures were also taken to prohibit garbage dumping at airports.
- f) Operators were contacted formally to report on time any incidents affecting their aircraft and connected with bird strikes;
- g) IBIS reports as advocated in ICAO Doc 9343 -AN/909 are regularly forwarded to ICAO Regional Office.
- h) NOTAMS are published whenever the presence of birds is noted at airports.
- i) Bird Strikes and Near Misses Forms are used at airports in Mali; the Aeronautical Information Service and ASECNA Headquarters has been contacted for inclusion in the AIP as specified in the Airport Service Manual, Third Part, Chapter 3.
- j) Mali took part in the workshop on bird hazard control organized by the ICAO Regional Office in Ouagadougou from 9 to13 October 2000.

3. Conclusion

In the light of the aforementioned arrangements, the meeting is hereby invited to correct Appendix M of the Report on Agenda Item 5 and retain that Mali has taken concrete measures and is monitoring bird hazard control at its airports. Bird strike reports are also sent on a regular basis to ASECNA Headquarters for onward transmission to ICAO WACAF Office in Dakar.
