INTERNATIONAL CIVIL AVIATION ORGANIZATION

AFI PLANNING AND IMPLEMENTATION REGIONAL GROUP FIFTEENTH MEETING (APIRG/15)

(Nairobi, Kenya, 26 – 30 September 2005)

Agenda Item 4 Air Navigation and Aviation Security (AVSEC) issues
4.1: Aerodrome Operations

BIRD HAZARD CONTROL AND REDUCTION

(Presented by Kenya)

Summary

Pursuant to APIRG/14 Conclusion 14/1, Kenya initiated a program for Bird Hazard Control and Reduction at Jomo Kenyatta International Airport and other major airports. This working paper summarizes Kenya's experience in the implementation of the programme.

Action by the meeting is at paragraph 4

1. Introduction

1.1 The presence of birds and /or other wildlife on an airport is a threat to aviation safety in terms of potential collisions with aircraft. Apart from being an overall life threatening safety hazard, wildlife strikes cost the aviation industry (airlines in particular) millions of US dollars per annum primarily as a result of damage to aircraft engines/parts and associated indirect costs.

1.2 Kenya is endowed with a tropical climate which suits the availability of different flora and fauna and falls within the migratory routes of birds. It is also a home to about 60 important bird areas with rare and endangered species which are protected by the Government.

1.3 In addition most of the airports are located within areas where human activities such as dumping and slaughterhouses are rampant. Jomo Kenyatta International Airport in particular is located next to the Nairobi National Park which attracts heavy birds of prey such as vultures, storks and kites.

2. Discussion

2.1 Following the APIRG/14 meeting, Kenya engaged a consultant to evaluate the bird hazard control measures at the airports as required by ICAO Annex 14 standards and recommended practices and advise Kenya on how to effectively manage the bird hazard risk at the airports.

2.2 In line with the recommendations of the consultant, measures have been put in place to address bird strikes and wildlife menace at the Jomo Kenyatta International airport and other major airports in Kenya.

a. Bird scouts have been deployed along the runways and aircraft manoeuvring areas to monitor bird presence. They are provided with basic scaring equipment and radios to communicate with fire and rescue services, apron control and ATC. Fire and rescue services supports the bird scouts in scaring of birds when reported by the birds scouts.

b. An environmental manager has been employed to address biophysical and environmental issues affecting bird control.

c. Plans are underway to establish a bird/wildlife control unit within the Kenya Airports Authority structure.

d. An additional perimeter fence is being constructed to stop intrusion into the airside by wildlife that also acts as bird attractants through World Bank support at JKIA.

e. Contractors have been engaged in waste disposal management, grass cutting and bush clearing. This will help to destroy bird habitat within and without the airports.

f. There is a collaborative effort through both the National bird strike committee and local bird strike committees where all the stakeholders meet frequently to discuss bird hazard problems. The committee carries out regular tours of dumping sites, slaughterhouses and conducts seminars for all slaughterhouse owners and neighbouring communities and closely monitors development that can affect bird activity in and around airports.

g. Kenya continues to use the IBIS system to record and report bird strike incidents to ICAO.

3. Conclusion

3.1 Kenya shall continue to exert more efforts in collaboration with stakeholders in bird hazard reduction and control notwithstanding the fact that it is always difficult to drive birds away from what they consider their natural habitat.

4. Action by the meeting

4.1 The meeting is invited to:

a. Note the progress made by Kenya in controlling and reducing birds at her airports.
b. Request member states to share their experiences in bird hazard Control and reduction

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