

International Birdstrike Committee:

Best Practice Standards For
Aerodrome Bird Control

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Background

- Techniques for bird control on aerodromes are well understood
- Good manuals and websites exist describing habitat management and bird dispersal techniques (Dolbeer & Cleary 1999, Sharing the Skies 2001, CAA 1998, ACI 2005)

Background

- There is little guidance on how much effort is needed to achieve a basic level of effective bird control

Principles of control are the same

- Manage your habitat



Principles of control are the same

- Implement your deterrence



ICAO Sarps

- Effective from November 2003
- Guidance currently being updated and will provide the technical detail required to construct a bird / wildlife hazard programme

IBSC Best Practice Standards

- IBSC has attempted to provide a measure of the level of effort that is required to implement effective bird control at an “average” aerodrome.

Scope

- These best practice standards should therefore apply to any aerodrome carrying regularly scheduled commercial air traffic, irrespective of the movement frequency or type of aircraft involved.

IBSC Background

- IBSC standards are not a regulation – IBSC has no authority
- Are based on 30 years of experience around the world
- Have been agreed by a panel of over 100 experts
- Are a minimum level of effort – some airports will need more.

Standards

- **Ownership:** A named member of the senior management team at the airport should be responsible for the implementation of necessary habitat management programmes
- **Identification & Management:** An airport should undertake a review of the features on its property that attract hazardous birds/wildlife and develop a plan to eliminate them or deny birds access to them as far as possible

Standards

- Professional support from a bird/wildlife strike prevention specialist should be sought
- Documentary evidence of this process, its implementation and outcomes should be kept

Standards

- A properly trained and equipped bird/wildlife controller should be present on the airfield for at least 15 minutes prior to any aircraft departure or arrival.
- The controller should have no duties other than bird control during this time
- At night, active runways and taxiways should be checked for the presence of birds/wildlife at regular intervals and the dispersal action taken as needed.

Standards

- Bird control staff should be equipped with bird deterrent devices appropriate to the bird species encountered, the numbers of birds present, and to the area that they need to control.

Standards

- Staff should have access to devices for removing birds or calling on expert support to supply these techniques at short notice.



Standards

- All staff should receive proper training in the use of bird control devices
- Static bird scaring devices are not an adequate substitute for a mobile human patrol



Standards

- Due diligence: As a minimum, airport bird/wildlife controllers should record the following at least every 30 minutes
- areas of the airport patrolled,
- numbers, location and species of birds/wildlife seen,
- action taken to disperse the birds/wildlife,
- results of the action.

Standards

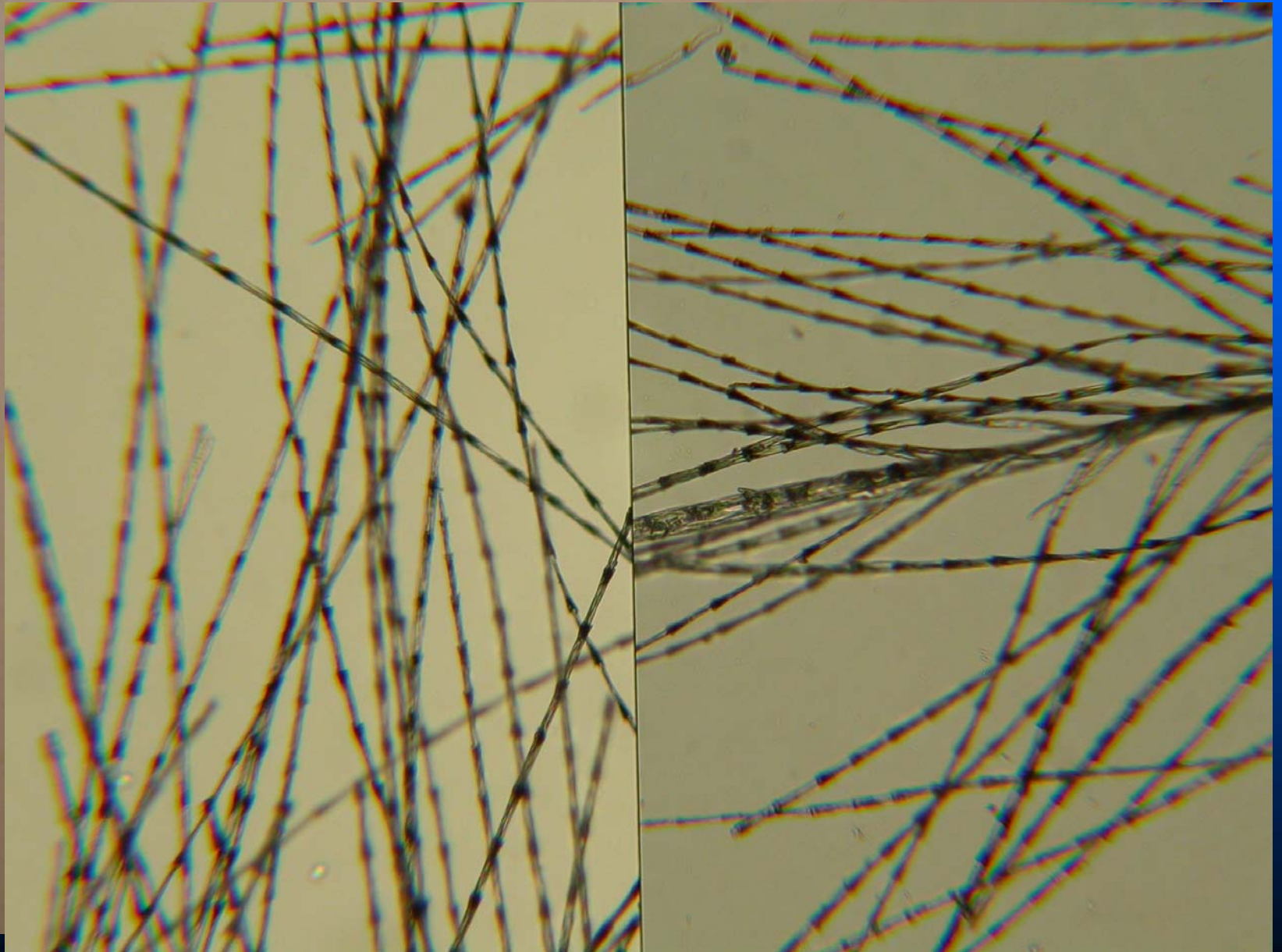
- Definition of strikes:
- Confirmed strikes:
 - Any reported collision between a bird/wildlife and an aircraft (whether or not remains can be found or evidence of a collision is present on the aircraft)
- Unconfirmed strikes:
 - Any bird found dead on an airfield where there is no other obvious cause of death (e.g. struck by a car, flew into a window etc.)
- Serious incidents:
 - Incidents where the presence of birds/wildlife on or around the airfield have any effect on a flight whether or not a strike actually occurred.

Standards

- Airports should establish a mechanism to ensure that they are informed of all bird/wildlife strikes reported on or near their property
- The total number of birdstrikes should never be used as a measure of risk or of the performance of the bird control measures at an airport

Standards

- Airports should ensure that the identification of the species involved in birdstrikes is as complete as possible
- Airports should record all birdstrikes and include, as far as they are able, the data required for the standard ICAO reporting form



Standards

- Airports should conduct a formal risk assessment of their birdstrike situation at least annually and use the results to help target their bird management measures and to monitor their effectiveness

No. Strikes per year	>10	3-10	1-3	0.3-0.9	0-0.2
Probability Category	Very High	High	Med.	Low	Very Low

Percentage of strikes causing damage	>20%	10-20%	6-9%	2-6%	0-2%
Severity Category	Very High	High	Med.	Low	Very Low

Measuring Success or Failure: Risk Assessment

Severity			Freq.		
	Very High	High	Med.	Low	Very Low
Very High					
High		Species A		Species B	
Med.					
Low			Species C		
Very Low					

Standards

- Airports should conduct an inventory of bird attracting sites within the ICAO defined 13km bird circle.
- A risk assessment and, if necessary, risk management action should be carried out
- Where national laws permit, airports, or airport authorities, should seek to have an input into planning decisions and land use practices within a 13km bird circle

Summary

- IBSC best practice standards suggest the minimum level of effort that should be available to allow effective risk management on your aerodrome.
- The aim has been to distill the collective experience of ornithological and aviation experts into a set of basic standards that the aviation industry as a whole can use.