evaluating such risk are either highly subjective or rely on incomplete data sets, primarily derived from bird strike reports. Our model relies on bird survey data collected from an airport using scientifically rigorous methods. This data and other information on an individual species is divided into the parameters which affect the probability of a strike (population, ability to avoid aircraft, position on airport, and time spent in the air) and those parameters which affect the consequence of a strike (bird mass, flocking tendency and flock size). A database automatically calculates the relative risk, allowing comparison for different time periods of the day or from season to season or from year to year. Comparisons can also be made between different airports where the method has been applied.

(34) THE ROLE OF LOCAL COMMUNITY PARTICIPATION IN THE CONTROL OF BIRD HAZARDS AT ENTEBBE INTERNATIONAL AIRPORT

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The location of Entebbe International Airport within Entebbe peninsula gazetted bird sanctuary and on the flight path of migratory bird species moving to and from Africa, makes it one of the most bird strike prone airports in the world. However, the airport has adopted a number of measures and methods to prevent bird hazards from occurring and indeed great success has been registered. Some of the methods of bird control involve participation of local communities around the airport. This paper illustrates the different ways in which the airport authority works with the community to control bird collisions with aircraft at Entebbe International Airport.

(35) SOURCES OF BIRDS CAUSING STRIKES AT JOMO KENYATTA INTERNATIONAL AIRPORT AND PROPOSED MANAGEMENT INTERVENTIONS

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This study involved identifying sites where birds causing strikes at Jomo Kenyatta International Airport are abundant through talking to airport staff, Nairobi City Council – environment department, and other county councils within the area (i.e. Mavoko). This was followed by visits to the identified sites and recording the number of birds on each site between April-May 2003. The sites include: airport wastes dumping ground and dumping of foodstuffs by hawkers within the airport; Mulolongo livestock slaughter house; Dandora dumping ground (other domestic solid wastes); Dangoretti livestock slaughter house; and Athi River livestock slaughter house. The average number of birds sighted in each area was: Airport (Marabou stork – 10, cattle egrets – 110, and guinea fowls – 50); Mulolongo slaughter house (Marabou stork – 30, cattle egrets – 218, Hadada ibis – 28, and glossy ibis – 15); Dandora dumping ground (Marabou storks – 360, Hadada ibis – 139, and Sacred ibis – 18); Dangoretti slaughter house (Marabou storks – 170, cattle egrets - 29, Cattle egrets 28 and Hadada ibis – 169); and Athi River slaughter house (Marabou storks – 24, cattle egrets – 12, Hadada ibis – 46). During the survey, it was observed that the slaughterhouses were using an open drainage system and were dumping most of the wastes on the open thus attracting a lot of birds. The study recommended that the use of a closed sewage system and recycling of the bones and intestinal contents. A workshop for all site