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## **Common themes within wildlife hazard management: Delivery of international best practice**

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**Abstract.** Between 2013 and 2018 initial and repeat visits were made to review the delivery of wildlife hazard management at over 100 civil airports around the world. A general principle of evaluating delivery in relation to national and regional requirements was summarised under findings in relation to the original International Birdstrike Committee (IBSC) Standards for Aerodrome Bird/Wildlife Control. Consistent themes involving each aspect of expected delivery were observed. Wildlife presence within the local environment, conflicting local land use regulations, lack of resourcing, lack of education and lack of oversight all appeared to contribute to different levels of delivery being implemented. This paper summarises, both for single and repeat visits, the consistency of recommendations made in relation to the delivery of wildlife hazard management at aerodromes.

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# **Birdstrike Management Ltd**

Delivery of International Standards

BSC Canada / USA

Halifax, Nova Scotia

2019

# In 2006....



- The 'International Bird Strike Committee' (IBSC) produced a set of standards.
- 300 contributors agreed that “These best practice standards should apply to any aerodrome carrying regularly scheduled commercial air traffic, irrespective of the movement frequency or type of aircraft involved.”
- ICAO and many CAA's at least referenced or appended these 'standards' within their documentation at least as good guidance.

# IBSC



## International Birdstrike Committee

### Recommended Practices No. 1

### Standards For Aerodrome Bird/Wildlife Control

<b>Summary of Standards</b>	<b>3 - 5</b>
<b>Introduction</b>	<b>6</b>
<b>IBSC Standards</b>	
<b>1. Airfield Habitat Management</b>	<b>7</b>
Background	7
<b>Standard 1</b>	<b>7</b>
Identifying attractions	7
Habitat Management	8
<b>Standard 2</b>	<b>9</b>
<b>2. Active Bird/Wildlife Control on the Airport</b>	<b>9</b>
Background	9
<b>Standard 3</b>	<b>9</b>
<b>3. Organisation</b>	<b>10</b>
Background	10
Collaboration and Coordination between organisations on the Airport	10
<b>4. Equipment</b>	<b>10</b>
Background	10
Portable Equipment	11
Static Devices	11
Trained Predators (Falcons and Dogs)	12
<b>Standard 4</b>	<b>12</b>
<b>5. Logging Bird/Wildlife Management Activities</b>	<b>13</b>
Background	13
<b>Standard 5</b>	<b>13</b>
<b>6. Birdstrike Reporting</b>	<b>13</b>
Background	13
Definition of a Bird/Wildlife Strike	14
<b>Standard 6</b>	<b>14</b>
<b>7. Analysis of Birdstrike Data</b>	<b>15</b>
<b>8. Bird/Wildlife Remains Identification</b>	<b>15</b>
<b>9. Data Required in a Birdstrike Report</b>	<b>16</b>
<b>Standard 7</b>	<b>16</b>
<b>10. Submission to ICAO</b>	<b>16</b>
<b>11. Risk Assessment</b>	<b>17</b>
<b>Standard 8</b>	<b>17</b>
<b>12. Bird/Wildlife Management off the Airfield</b>	<b>17</b>
Identifying Attractions	17
Management	18
<b>Standard 9</b>	<b>18</b>

# In 2009....

- A European Airline began checks of the airports it flew into based on IBSC Standards





# By 2019....

- IBSC Standards in combination with headline International Guidance has been used as a pragmatic baseline for checks at 130 airports on 4 continents.
- The key areas from half of these international airports visited on behalf of nine airlines at least twice during the last 10 years are presented.
- A total of 2610 recommendations were reviewed.

# Considerations

- Every airport took international traffic
- No cost prohibitive recommendations were included – this did result in variation between large and small aerodromes.
- The need for recommendations had been evidenced (do you implement active control (Y), show us).
- Follow-up visits were undertaken with advance notice and at least 1 year apart.

# The Wildlife Hazard Management Plan

- 70 recommendations were made in relation to WHMP's at 23 airports over 10 years
- The majority related to a lack of specific 'named' individuals with responsibility
- 15 recommendations were made all relating to annual updating (out of date).
- 7 airports did not have a WHMP.. (4 in Europe)



# Training

- 191 recommendations were made in relation to training at 44 Airports
- 28 Airports had training recommendations repeated.
- Recommendations varied between 'out of date' to no training received.
- How can formal training be received if no formal trainers....

# Habitat Management

- 300 recommendations were made in relation to habitat management at 61 Airports
- 49 Airports had habitat recommendations repeated.
- The majority related to Grass Management

# Active Control

- 989 recommendations were made in relation to Active Control at all 65 Airports included.

# Active Control - Equipment

- 221 recommendations were made in relation to the Equipment at 48 Airports
- 18 Airports had equipment recommendations repeated
- Recommendations ranged from removing or modifying automated devices to purchase of distress call systems or binoculars.





# Active Control - Log

- 251 recommendations were made in relation to the Wildlife Control Log at 65 Airports
- 53 Airports had active control recommendations repeated
- Recommendations ranged from 'do some' to electronic recording, analysis and 'return to airfield'..

Wednesday 30 April 2015 (cont)

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TIME	OCURRENCE	
15:10	WIX CLEAR FROM E. WINDS & CB'S	2 W/line - 3
	AT APPROACH SEA W/ CLOUDS	
16:30	WIX - NO CB'S	
17:00	WATCH CB'S	
Thursday 1st April 2015		
08:00	WATCH CB'S	1/2
08:20	MOBILE AP WIX CLEAR, STRONG SE WIND & CB'S	20 W/line
	ALL DAY	6 63% line
		18 W/line
		2 W/line
		12 C/line
		2 CB'S
18:20	WIX - NO CB'S	
17:00	WATCH CB'S	
Friday 2nd April 2015		
08:05	WATCH CB'S	
08:18	MOBILE AP WIX CLEAR, OCC W/ WINDS, W/ WIX & CB'S	10 W/line
	NO CB'S ALL DAY	6 C/line
		18 W/line



# Active Control – Lethal

- 276 recommendations were made in relation to Lethal Control at 63 airports
- 53 Airports had lethal control recommendations repeated
- Findings included national rules to prohibit any shooting on airfields, shooting unlicensed species, inappropriate equipment, no recording or use, refusal to use by individuals, insufficient training.

# Active Control – ID

- 241 recommendations were made in relation to Identification at 39 airports.
- 16 Airports had recommendations repeated in relation to identification
- Findings predominantly covered insufficient training in the species likely to be encountered at an airport.

# Remains and strike reporting

- 338 recommendations were made in relation to remains / strike recording and reporting at 45 airports.
- 14 Airports had recommendations repeated.
- Recommendations generally revolved around definitions, collection and identification of all strikes.



# Risk Assessment

- 98 recommendations were made in relation to Risk Assessments at 47 airports.
- 22 Airports had recommendations repeated
- Findings routinely linked to gathering strike data and formulating a some form of risk assessment.



# Off-airfield Monitoring

- 240 recommendations were made in relation to off-airfield monitoring at 55 airports.
- 36 Airports had recommendations repeated
- Findings ranged from undertaking initial surveys to gathering specific risk information to understanding the purpose (link to risk).



# Summary

- Almost all airports responded to requests for an action plan in relation to each recommendation.
- 60% received a positive response.
- 60% of these, were, however, repeated
- The technology and systems are out there but the international delivery of basic standards still provide the best option for reducing worldwide risk.