

# United Kingdom Overseas Territories Aviation Circular

**OTAC 139-6**

## **Wildlife Management**

**Issue 1  
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**Effective: on issue**

### **GENERAL**

Overseas Territories Aviation Circulars (OTACs) are issued to provide advice, guidance and information on standards, practices and procedures necessary to support Overseas Territory Aviation Requirements. They are not in themselves law but may amplify a provision of the Air Navigation (Overseas Territories) Order or provide practical guidance on meeting a requirement contained in the Overseas Territories Aviation Requirements.

### **PURPOSE**

This Overseas Territories Aviation Circular provides guidance on how to implement a practical programme to manage wildlife hazards on and around aerodromes.

### **RELATED REQUIREMENTS**

This Circular relates to OTAR Part 139.

### **CHANGE INFORMATION**

First issue.

### **ENQUIRIES**

Enquiries regarding the content of this Circular should be addressed to Manager PQS, Air Safety Support International, to the appropriate Director or Director-General of Civil Aviation or to any office of ASSI.

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## 1 Introduction

- 1.1 OTAR Part 139.B.39 specifies the requirements for bird hazard reduction. It is known that the next revision of ICAO Annex 14 Vol. 1 will contain an expansion of the concept to cover wildlife hazard management, and the OTAR will reflect this in due course.
- 1.2 This OTAC is intended to provide industry with some broad guidelines on how to implement a practical programme to manage wildlife hazards.

## 2 Hazards related to wildlife

Typical hazards related to wildlife are:

- Aircraft collides with wildlife;
- Engines ingest wildlife;
- Aircraft systems obstructed by wildlife (e.g. pitot probe blockage);
- Wildlife hazard to aerodrome personnel (mosquitoes, snakes etc.).

The potential consequences range from material damage and inconvenience to catastrophic.

## 3 The requirements

The requirements, taking account of developments, are in general terms that aerodromes must establish a programme that identifies and controls any hazards or potential hazards to aircraft operations caused by birds or other animals on, and in the vicinity of, the aerodrome. The programme shall at least cover the following items:

- Collection of data;
- Bird strike and Wildlife strike reporting;
- Risk reducing and Safety enhancing actions.

## 4 Identification

- 4.1 The first issue is identification. This should be a proactive process: do not wait for the first birdstrike or collision with an animal. Record and use observations of birds and wildlife and try to identify types and habits. Make use of local resources such as zoos and bird sanctuaries, whose staff may have extensive local knowledge. Other resources may include Universities with zoology and biology departments, and veterinary clinics.
- 4.2 Both ATS and aerodrome staff should participate in this process. The ATS tower is a good observation post, but aerodrome staff performing movement area inspections or other duties around on the site can also see a lot. The reports must go to one location, and analysis must be made.

## 5 Control and hazard reduction

- 5.1 Identification of species causing a hazard is the first step in controlling the hazard. Identification of species may indicate habits that may be used to control the species concerned. For example, species will need to access food stores or prey, and may migrate on a daily basis to achieve this. Interference with migratory pattern may divert wildlife away from aerodromes. Similarly, patterns used by wildlife in seeking drinking water, shelter or nesting and in reproduction may be exploited by wildlife hazard control measures. For example, grass may be cut to remove cover, or left to grow to deter flocking or swarming. Similarly, infilling of stagnant bodies of water may reduce flocking of waterfowl and reduce breeding facilities for airborne insects such as mosquitoes and mayfly.
- 5.2 Introduction of predator species may be considered for some species, but this must be considered carefully so as not to introduce a greater hazard from the predator species, and to ensure the efficacy of deterrence.
- 5.3 Alarm calls may also be broadcast to divert some species, but again this must be used carefully so as not to cause flocks to rise into aircraft flight paths.
- 5.4 Cooperation with external agencies may also be required. For example, local authorities should be discouraged from locating landfill and other waste handling facilities near aerodromes. This will remove a readily available source of food and nesting material. Similarly food outlets operating on and near the aerodrome must ensure that their waste is not left where it can attract wildlife.
- 5.5 Local farmers should also be discouraged from growing crops that attract local and migratory species.
- 5.6 Ultimately culling of wildlife may be required where there is a pernicious problem that does not respond to other measures.
- 5.7 A Wildlife Management Programme will enable an aerodrome operator to track wildlife incursions and incidents, and will, over time, reveal which measures are effective. This will allow the operator to concentrate on the most effective measures, to introduce new methods where existing measures prove ineffective, or to justify introduction of more contentious measures where necessary.

## 6 Examples of high level questions that can be used for (self) audit purposes

Has the aerodrome established a wildlife management programme?

Is it documented?

Are there proper routines for observation, reporting and analysis?

Is wildlife an issue?

If yes, which kind of wildlife is seen as the most critical?

What is being done?

What is done in regard to habitats, food sources, disturbance etc?

What cooperation is there with local planning authority?

What coordination is there with ATS?

Is there conflict of interest with the environmentalists?

## 7 **Bird strike reporting**

All bird strikes are to be reported according to OTAR Part 13 and the guidance in OTAC 13-1 Occurrence Reporting. (see [http://www.airsafety.aero/legislation\\_and\\_otar\\_s/otac\\_s/air\\_traffic\\_services/](http://www.airsafety.aero/legislation_and_otar_s/otac_s/air_traffic_services/)).

## 8 **Summary**

8.1 Wildlife represents a potential threat to aviation safety at many aerodromes. Thus, there is a need to manage the threat.

8.2 Each aerodrome has its own set of wildlife, layout and environment. An effective Wildlife Management Programme must take account of these factors, and must be tailored to the local needs.

## 9 **Additional guidance material**

The following are additional sources of guidance material:

Airport Council International (ACI), Aerodrome Bird Hazard Prevention and Wildlife Management Handbook (2005) see

[http://www.airports.org/cda/aci\\_common/display/main/aci\\_content07\\_c.jsp?zn=aci&cp=1-6-43-3647^5142\\_666\\_2](http://www.airports.org/cda/aci_common/display/main/aci_content07_c.jsp?zn=aci&cp=1-6-43-3647^5142_666_2)

CAP 772, Birdstrike Risk Management for Aerodromes, see

<http://www.caa.co.uk/docs/33/CAP772.pdf>

CAA UK publication "Large Flocking Birds", see

[http://www.caa.co.uk/docs/1437/srg\\_acp\\_00018-01-030303.pdf](http://www.caa.co.uk/docs/1437/srg_acp_00018-01-030303.pdf)