

# Wildlife Incident Neutralization Cooperative Action Plan WIN-CAP

Presented by: Gabriel Acosta  
OPAIN  
Bogota, Nov 13 2012



# The Problem

- Bird populations are increasing.
- Wildlife populations are being protected.
- Birds are staying in urban areas rather than migrating.
- Commercial aircraft movements are increasing. Throughout the world overall operations have increased.
- Aircraft are quieter.



Effective wildlife hazard mitigation requires a professional wildlife hazard assessment and development of a wildlife hazard mitigation plan.

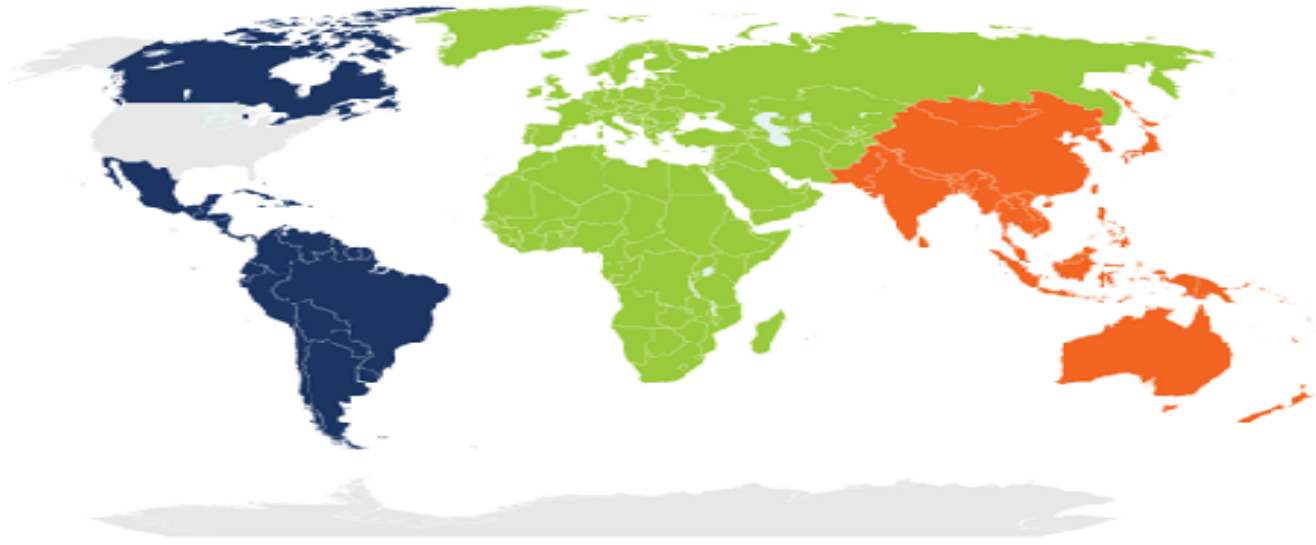


# Essential Elements of Wildlife Hazard Assessments and Wildlife Hazard Mitigation Plans



Purpose: Reduce Wildlife Strike Risk to Aircraft

**But, how does an airport with limited resources conduct a professional wildlife hazard assessment and develop a proper mitigation plan?**



**The most effective idea is that industry and government should work together to address hazardous wildlife issues in a regional, cooperative and prioritized manner.**

The hazardous wildlife issue exists throughout the entire region and it cannot be resolved by an individual airport. It must be addressed by a cooperative effort involving industry and government!



The idea of this partnership is that each partner would bring a piece of the puzzle to the table to assist nations/airports in need. Each partner would share their primary expertise and resources so that a synergy could be developed that allows for an effective, flexible hazardous wildlife response.





# Program Elements

- FAA, USDA, IATA and ALTA team together to establish program framework. Committee of partners established to manage/coordinate program efforts and select project locations.
- FAA provides:
  - Wildlife program management experience.
  - Assistance with audits and oversight.
- IATA/ALTA provide:
  - Chair industry-government collaboration committee
  - Current intelligence of existing wildlife issues.
  - Prioritized project location selection.
  - Assignment and coordination of project champions (airlines).
  - Assistance with travel costs for biologists.
- USDA provides:
  - Professional wildlife control experience
  - Assignment of professional biologists with current airport damage control experience



# Program Elements (continued)

- Wildlife strike data (ICAO IBIS, US, host nation, IATA/ALTA information etc) used to establish selection of prioritized program efforts.
- Airline (IATA/ALTA member) in host nation assigned as Project Champion. Project Champion:
  - Coordinates project with airport/CAA.
  - Provides assistance during conduct of WHA and during implementation of WHMP.
- FAA assists with coordination and consultation with host nation CAA.
- As resources are available FAA provides assistance with audit of completed WHA.
- As resources are available USDA coordinates assignment of professional biologist for WHA effort.





# Program Elements (continued)

- Program committee (IATA, ALTA, USDA, FAA) establish agreement regarding program and meet periodically to evaluate on-going program efforts and to set priorities for future work.
- Committee works with ICAO RASG-PA and CARSAMPAF to keep ICAO involved and informed of regional efforts regarding wildlife control.
- Program methodology documented and shared as ICAO Working Paper as possible model for worldwide industry-government application.
- Initial pilot projects selected:
  - Panama
  - Ecuador



# Bird Strike Airline Data

Gabriel Acosta  
Santiago Saltos

# Bird Strike Airline Data

- IATA requested bird strike data from Airlines that fly in the LATAM/CAR region.
  - The data range requested was Jan 1<sup>st</sup> 2008 to Dec 31<sup>st</sup> 2011.
  - Airlines were requested to submit the data following a predetermined format:

| Instructions: 1) Use "NA" when no data is available (for example when you <b>didn't</b> operate to that airport or <b>don't</b> have data for that time period)<br>2) Use number "0" when there were no bird strikes but you <b>did</b> operate to that airport in that time period |        |           |       |         |            |        |         |            |        |         |            |         |          |             |          |         |
|---|--------|-----------|-------|---------|------------|--------|---------|------------|--------|---------|------------|---------|----------|-------------|----------|---------|
|   | 2008   |           |       | 2009    |            |        | 2010    |            |        | 2011    |            |         | Total    |             |          |         |
| IATA Code   | Damage | No-Damage | Total | Damage2 | No-Damage3 | Total4 | Damage5 | No-Damage6 | Total7 | Damage8 | No-Damage9 | Total10 | Damage11 | No-Damage12 | strk/100 | Total B |
| GIG   | 26     | 40        | 66    | 23      | 70         | 93     | 19      | 51         | 70     | 22      | 37         | 59      | 90       | 198         | 0.65     | 288     |

# Bird Strike Airline Data

Take into consideration:

- Not all airlines that fly to the LATAM/CAR region shared their data
- The amount of reports presented by an airline can be affected by:
  - When the report system was established
  - Safety report culture
  - Damage to the airplane
  - Airport where it happened (hub vs. quick turn around)
- This data should only be used as a statistical sample for reference purposes, no direct risk to the operations should be established from it.

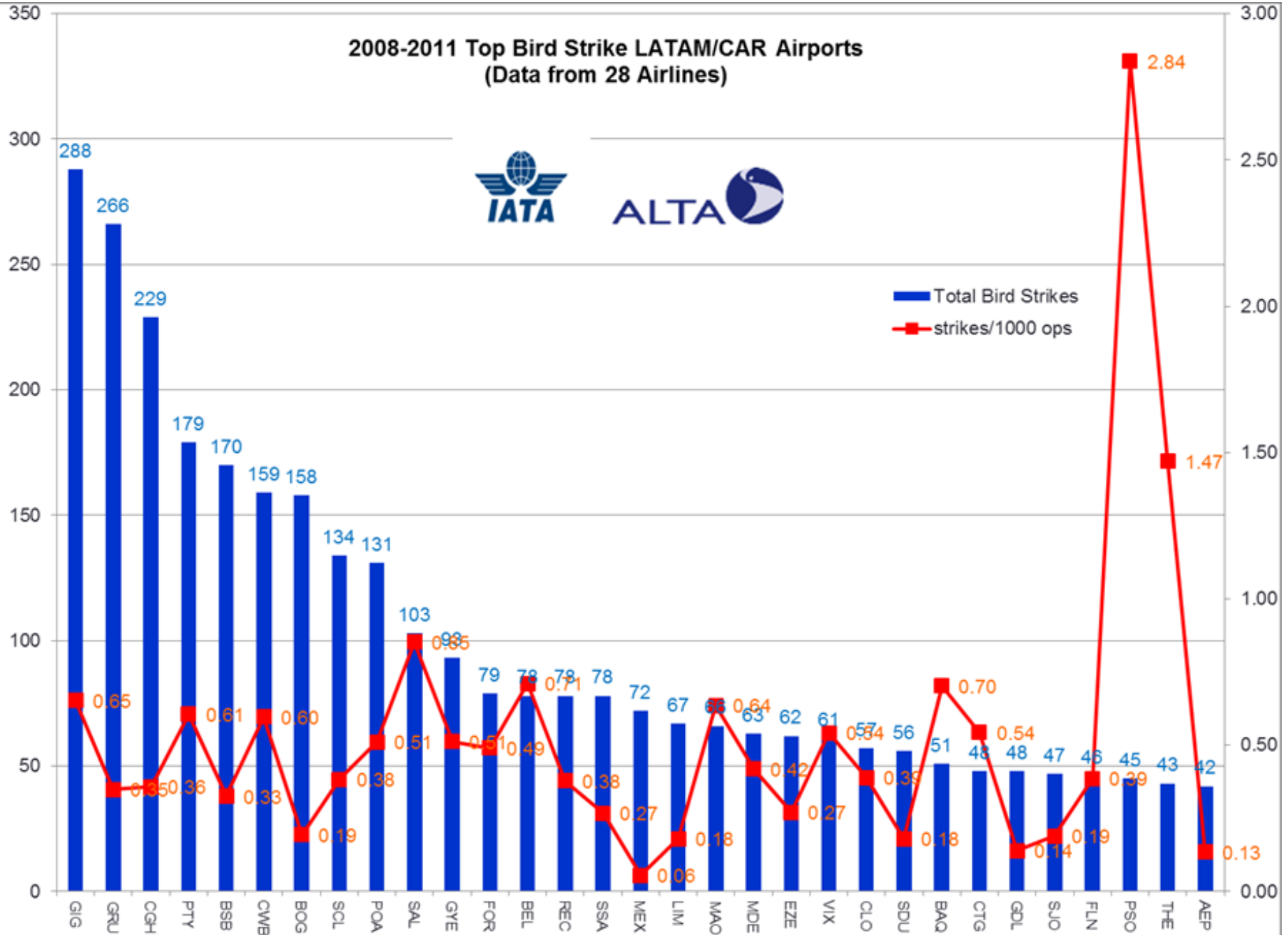
# Bird Strike Airline Data

- 28 Airlines send data representing more than 185 airports in the region
- In total 4,421 bird strikes were reported
- 1,231 of them caused damage (28%)
- The top 20 airports account for 2,537 bird strikes (57%)
- 5 Brazilian airports, all in the top 10, account for 1,112 bird strikes: GIG, GRU, CGH, BSB, CWB (25%)
- BOG went from 23 B.S. in 2010, to 118 in 2011

### 2008-2011 Top Bird Strike LATAM/CAR Airports (Data from 28 Airlines)



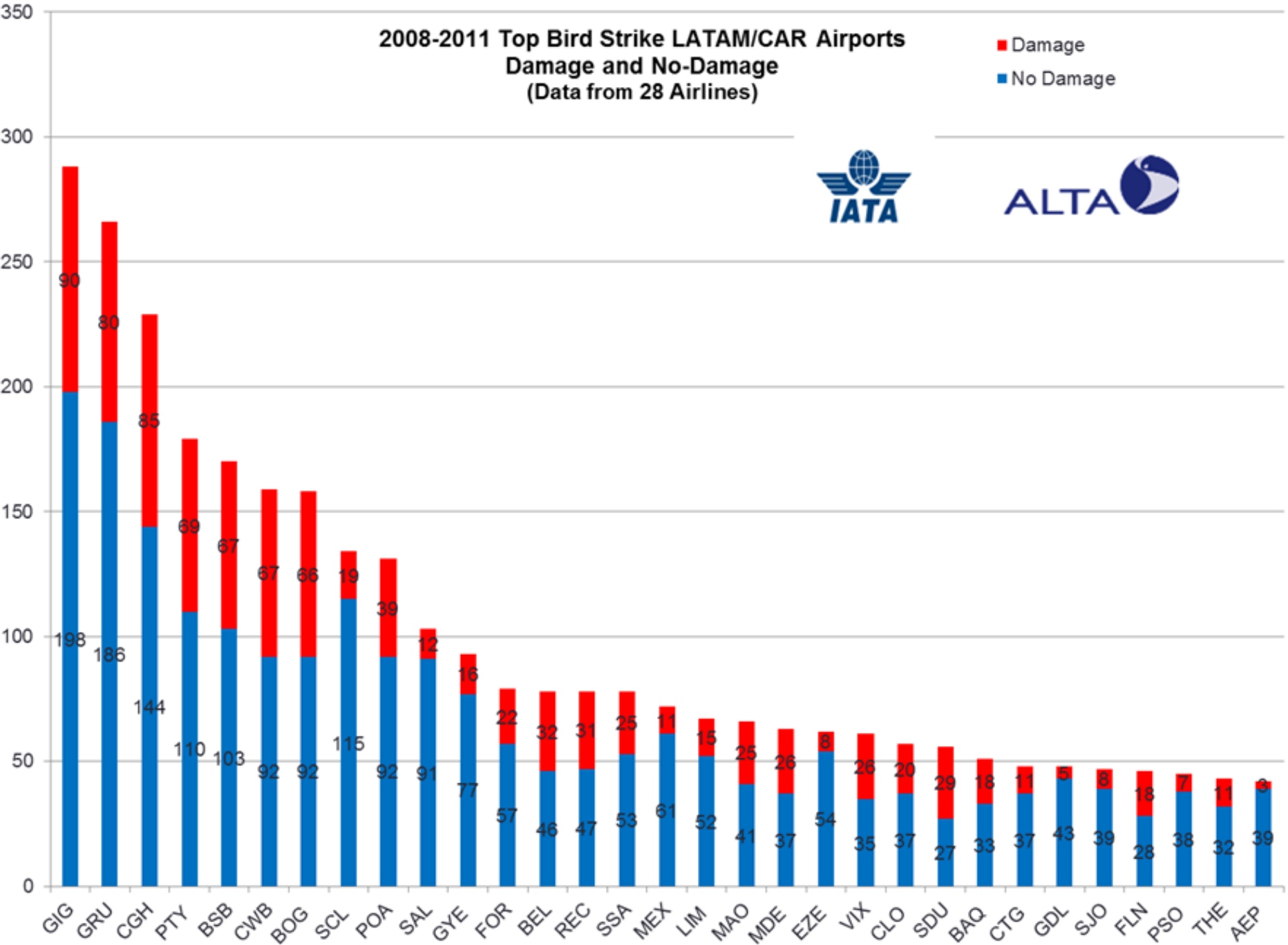
■ Total Bird Strikes  
■ strikes/1000 ops





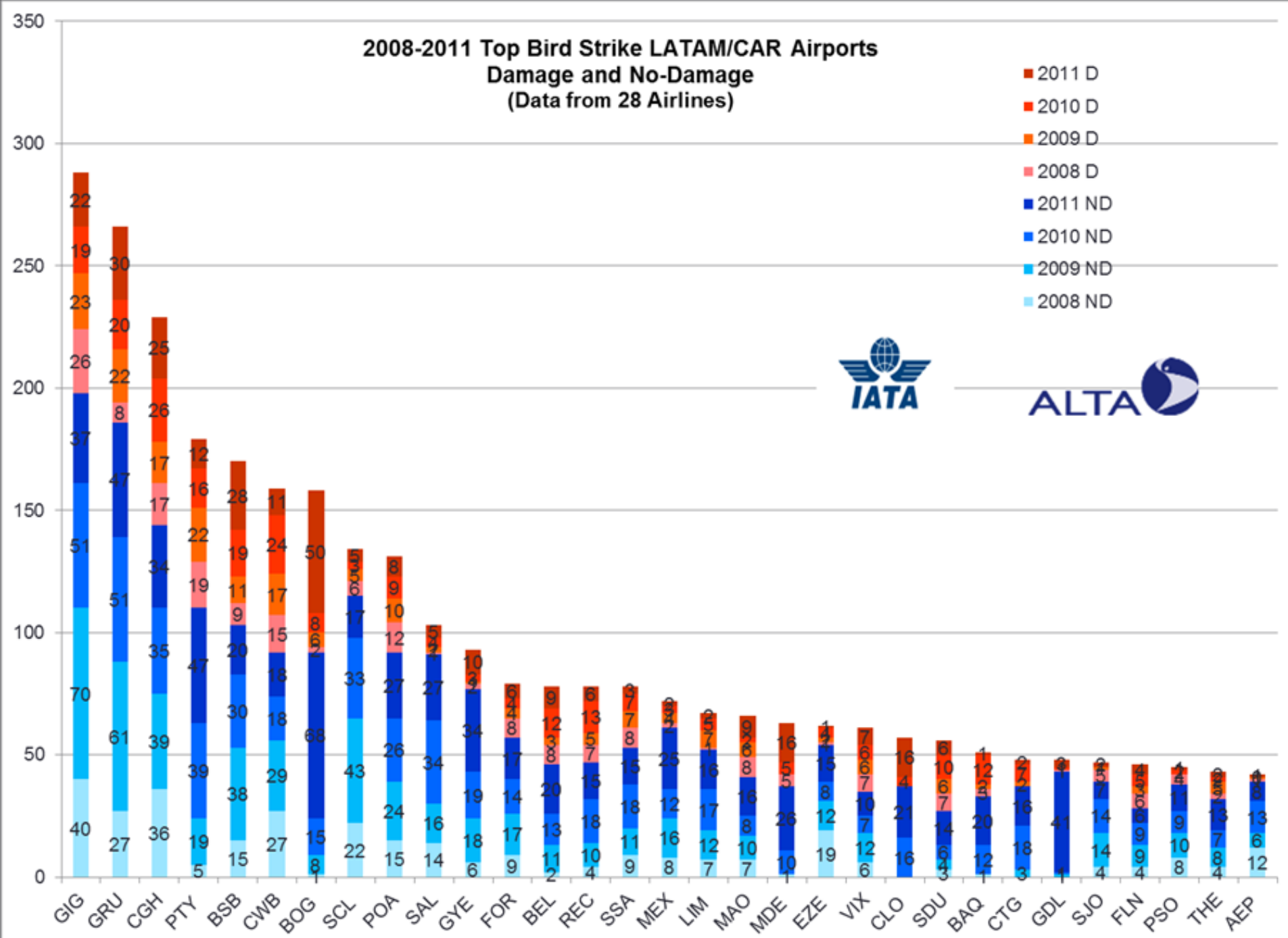
**2008-2011 Top Bird Strike LATAM/CAR Airports**  
**Damage and No-Damage**  
 (Data from 28 Airlines)

■ Damage  
 ■ No Damage



### 2008-2011 Top Bird Strike LATAM/CAR Airports Damage and No-Damage (Data from 28 Airlines)

- 2011 D
- 2010 D
- 2009 D
- 2008 D
- 2011 ND
- 2010 ND
- 2009 ND
- 2008 ND



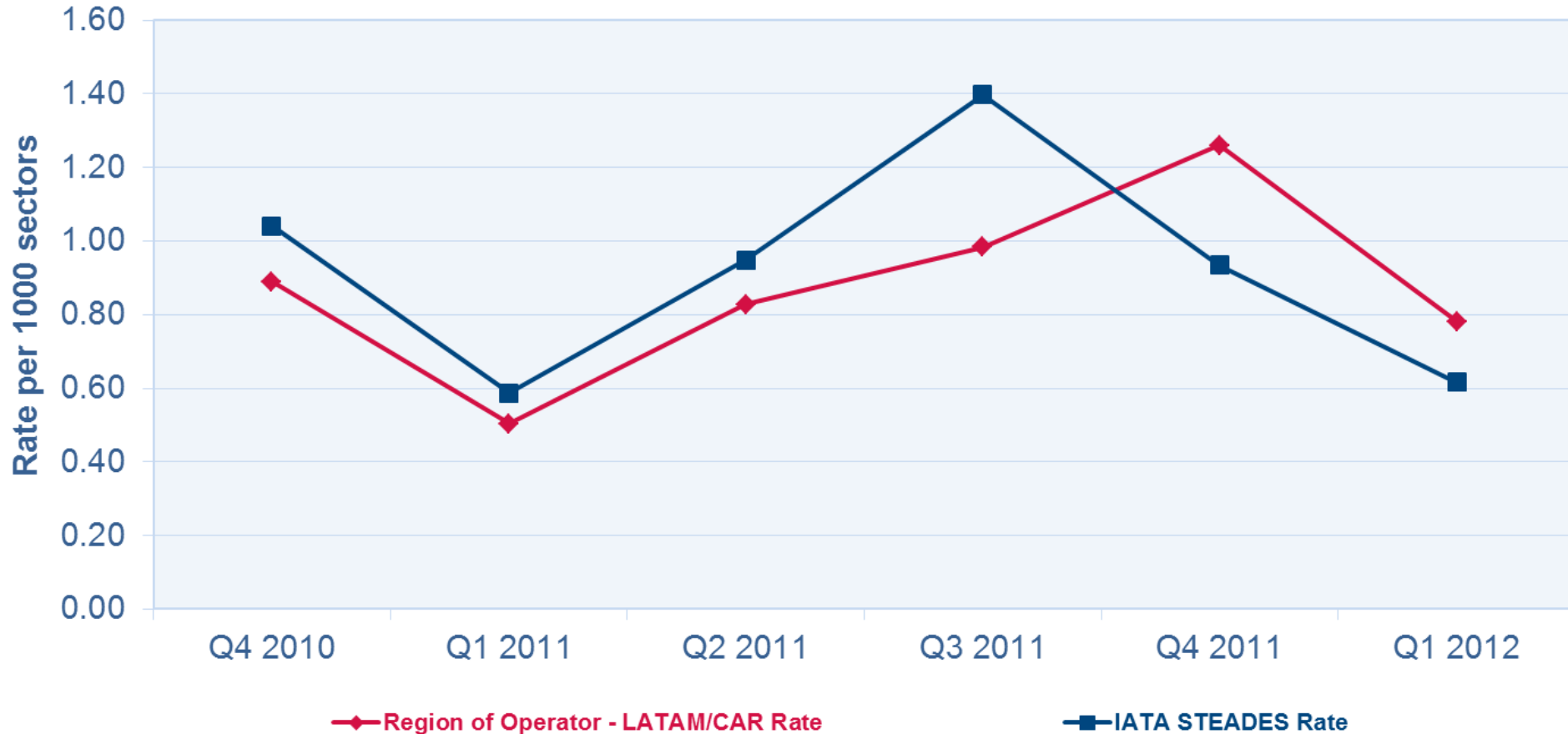
# Bird Strike Airline Data

The future:

- IATA is developing a Bird Strike database using STEADES reports.
  - STEADES data has more parameters and will allow us to do better analysis.
- The AITSP (ALTA IATA Trend Sharing Program) focuses on assisting all the LATAM/CAR airlines to join STEADES and other IATA databases.
  - The data gathered will be used to help provide data driven solutions to projects like WIN-CAP.



## STEADES Birdstrike



© 2009 International Air Transport Association (IATA). All Rights Reserved. No part of this graph may be reproduced, recast, reformatted or transmitted in any form by any means, electronic or mechanical, including photocopying, recording or any information storage and retrieval system, without the prior written consent of IATA, Senior Vice President, Safety, Operations & Infrastructure; provided that IATA STEADES Participants may use this graph for their internal business purposes without the necessity of obtaining such consent."

# Ecuador Pilot Project

- Guayaquil: Jose Joaquin de Olmedo International Airport (GYE).
- LAN airline project champion.
- Biologists provided by USDA and FAA
- WHA in Phase II
- Projected completion  
-2013



**GYE 2008**















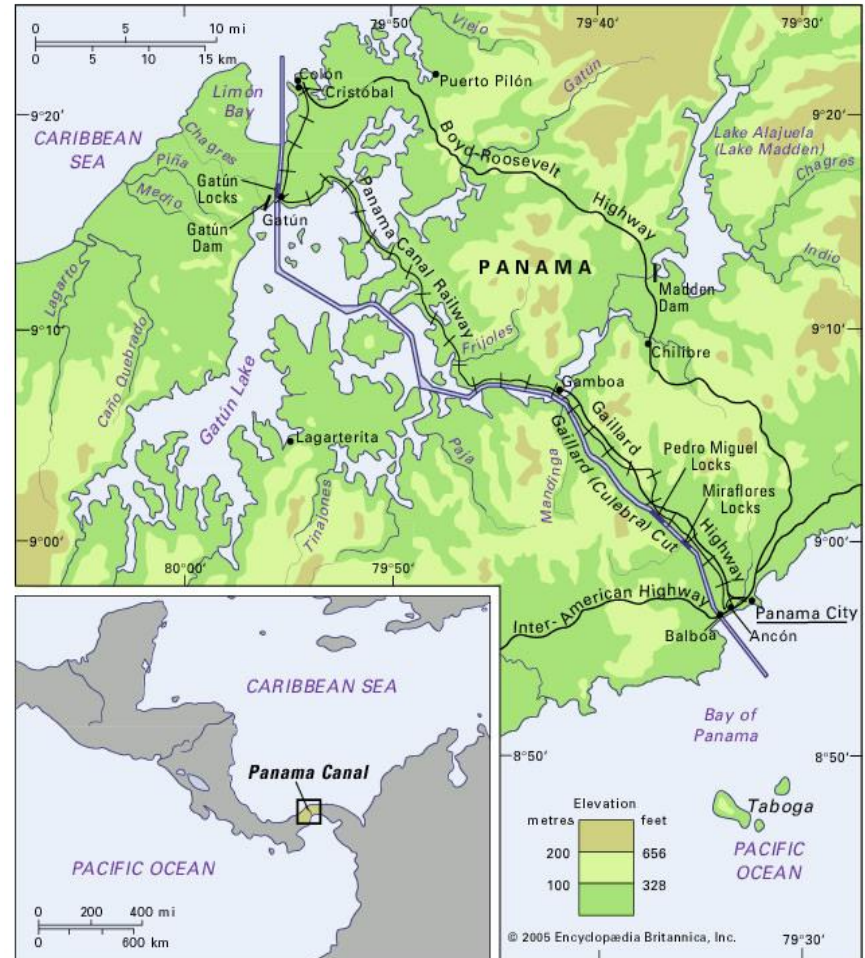


# GYE 2010



# Panama Pilot Project

- Panama City: Tocumen International Airport (PTY)
- COPA airline serving as project champion.
- Biologists provided by USDA and FAA
- WHA in Phase II
- Projected WHA completion:
  - 2013





# What happens after the pilot projects?

- Did the pilot projects meet their goals and objectives? Did they make a difference?
  - Data analysis
  - Report
  - Conference and collaboration
- Is this a concept that has worldwide applicability?
- Who could take this idea worldwide?
- Development of concept proposal.
- Marketing idea.

# Concept Proposal

- Purpose and goal
- Supporting data regarding need
- Analysis of pilot projects
  - Successes
  - Challenges
- Benefits analysis
- Program model
  - Model framework & structure
  - Guidebook
    - Mandate
    - Promulgation statement
    - Participants
    - Scoping and organizational development
    - Communications and coordination
    - Templates and checklists

# Next Steps

As a result of the last Sub-Committee meeting, the following actions will be taken to keep driving the project forward

- IATA and ALTA will survey which airports have mandatory bird strike reporting, like Colombia has implemented.
- IATA and USDA will explore the possibility of hiring a full time Biologist to perform airport assessments for the next stage of the program
- Copa Airlines, FAA and USDA will explore the possibility of an agreement with the Smithsonian Institute in Washington DC and a local PTY Institute to provide bird strike remains analysis for the region.

The FAA and USDA will participate in the next CARSAMPAF annual meeting in Jamaica and present the advancements of the WIN-CAP. While IATA and ALTA will participate in the RASG-PA 5 and present the advancement there.

**I'm here to help! So,  
what are your questions?**

