

SAFETY INFORMATION 10/2024

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BIRD HAZARD AWARENESS AT AERODROMES

1 Purpose

- 1.1 This Safety Information (SI) publication is intended to highlight the risks posed by bird hazards at aerodromes. Bird hazards, often known as bird strikes, occur when aircraft come into contact with birds during takeoff, landing, or in flight.

2 Discussion

- 2.1 With the increasing number of flights, the likelihood of bird strikes has also risen. It is imperative to raise awareness among aerodrome stakeholders regarding the potential hazards posed by birds to aviation safety.
- 2.2 In the first quarter of 2024 (from January to March), the Civil Aviation Authority of Malaysia (CAAM) has recorded a total of 66 bird strike reports at various airports across Malaysia. This period saw a notable increase of nearly 45% compared to the same timeframe in 2023.
- 2.3 There is a need to enhance bird hazard awareness among all aerodrome personnel, from aerodrome management to ground staff, airport operators and air traffic controllers. This will ensure a coordinated and proactive approach to bird strike prevention.

3 Recommended Action

- 3.1 Educational Programs
 - a) Develop comprehensive training programs that provide aerodrome personnel with current insights into bird strike prevention, encompassing aspects such as bird behavior, identification techniques, and proper reporting procedures. These programs should be mandatory for all relevant personnel.
 - b) The Civil Aviation Authority of Malaysia (CAAM) has published CAGM 1400, a document that presents suggested specifications for wildlife control training. This document serves as a comprehensive resource for establishing

guidelines related to training programs for managing wildlife hazards at airports and aviation facilities. The document can be obtained from the CAAM website as follows:

<https://www.caam.gov.my/wp-content/uploads/2021/12/CAGM-1400-Wildlife-Hazard-Management-Programme.pdf>

3.2 Reporting Systems:-

- a) Implement an efficient bird strike reporting system that encourages timely and accurate reporting of bird-related incidents.
- b) Reporting of bird strikes in the vicinity of an aerodrome shall be made through CAAM Aviation Reporting System (CAREs).
- c) A bird strike has occurred when:
 - i) A pilot reports a bird strike; or
 - ii) Maintenance personnel report that aircraft damage is due to a bird strike; or
 - iii) Aerodrome personnel report seeing a bird strike; or
 - iv) Aerodrome personnel find bird remains on airside areas on or in the vicinity of a runway and no other cause of death is identified; or
 - v) A bird's presence on the aerodrome had a significant negative effect on a flight (i.e., aborted take-off, aborted landing, high-speed emergency stop, aircraft left pavement area to avoid collision).

This data enables the identification of hotspots and trends, facilitating targeted mitigation efforts.

3.3 Collaboration with Wildlife Management Agencies

- a) Foster partnerships with local wildlife management agencies to adopt best practices in bird control and habitat management. This collaboration can provide valuable expertise and resources to address bird hazards effectively.

3.4 Technology and Innovation

- a) Explore the use of modern technologies, such as radar systems, bird deterrent lasers, and acoustic devices, to deter and detect birds near aerodromes. Continuous research and development in this field can lead to more effective bird control method.

4 Conclusion

- 4.1 Enhancing bird hazard awareness at aerodromes is paramount for safeguarding aircraft, passengers, and personnel. Implementing the strategies outlined in this article may enhance aerodromes' ability to prevent and address bird strikes effectively. Embracing a proactive stance toward bird hazard awareness is key to fostering safer skies and ensuring the resilience of the aviation industry.

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