

WORLD BIRDSTRIKE ASSOCIATION

WARSAW, 19/21 November 2018

**DOES THE ATC HAVE A ROLE IN
THE WILDLIFE STRIKE
PREVENTION ?**

VALTER BATTISTONI

Freelance Wildlife Strike Consultant

www.birdstrike.it



WHAT ARE WE TALKING ABOUT?



ICAO – CONVENTION OF CHICAGO, 1944 - art. 28

**Each contracting State undertakes, so far as it may find practicable, to:
(a) Provide, in its territory, airports, radio services, meteorological services
and other air navigation facilities to facilitate international air navigation....**



ICAO ANNEX 11 – DEFINITION OF AIR TRAFFIC CONTROL SERVICE:

A service provided for the purpose of:

a) preventing collisions:

1) between aircraft, and

2) on the maneuvering area between aircraft and **obstructions;**

QUESTION 1:



**WHAT IS AN OBSTRUCTION
ACCORDING TO ICAO?**

QUESTION 2



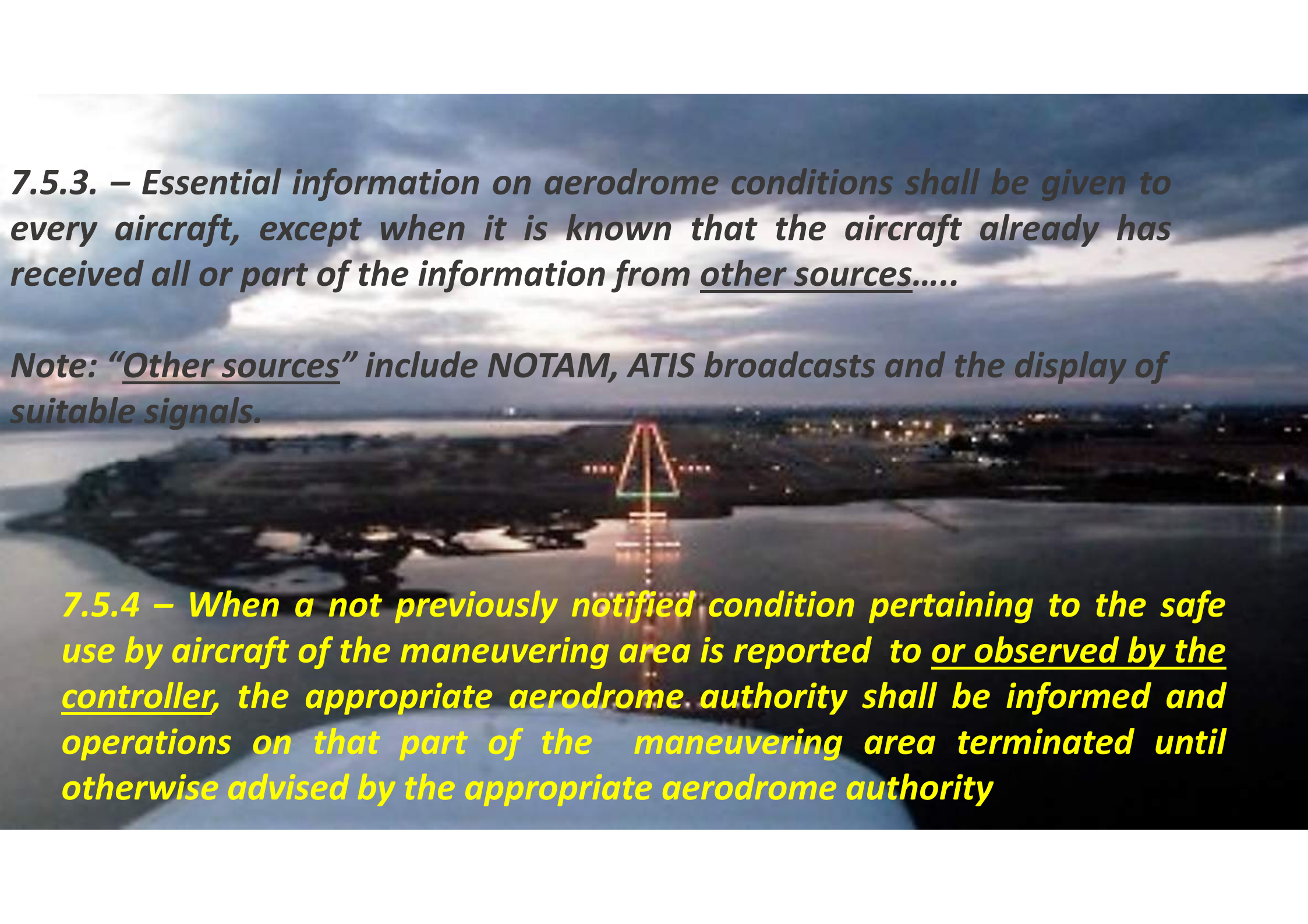
CAN FLOCKS OF BIRDS SETTLING ON THE GROUND OR FLYING IN THE AIR BE CONSIDERED AS **OBSTRUCTION AND SO CONSTITUTE A FURTHER SUBJECT OF PREVENTION BY THE ATC SERVICE ?**

ICAO DOC 4444

7.5.1 – **Essential information on aerodrome conditions is information necessary to safety in the operation of aircraft, which pertains to the movement area or any facilities usually associated therewith.**

7.5.2 – **Essential information on aerodrome conditions shall include information relating to the following:**

f) **Other temporary hazard, included parked aircraft and birds on the ground or in the air;**



7.5.3. – Essential information on aerodrome conditions shall be given to every aircraft, except when it is known that the aircraft already has received all or part of the information from other sources.....

Note: “Other sources” include NOTAM, ATIS broadcasts and the display of suitable signals.

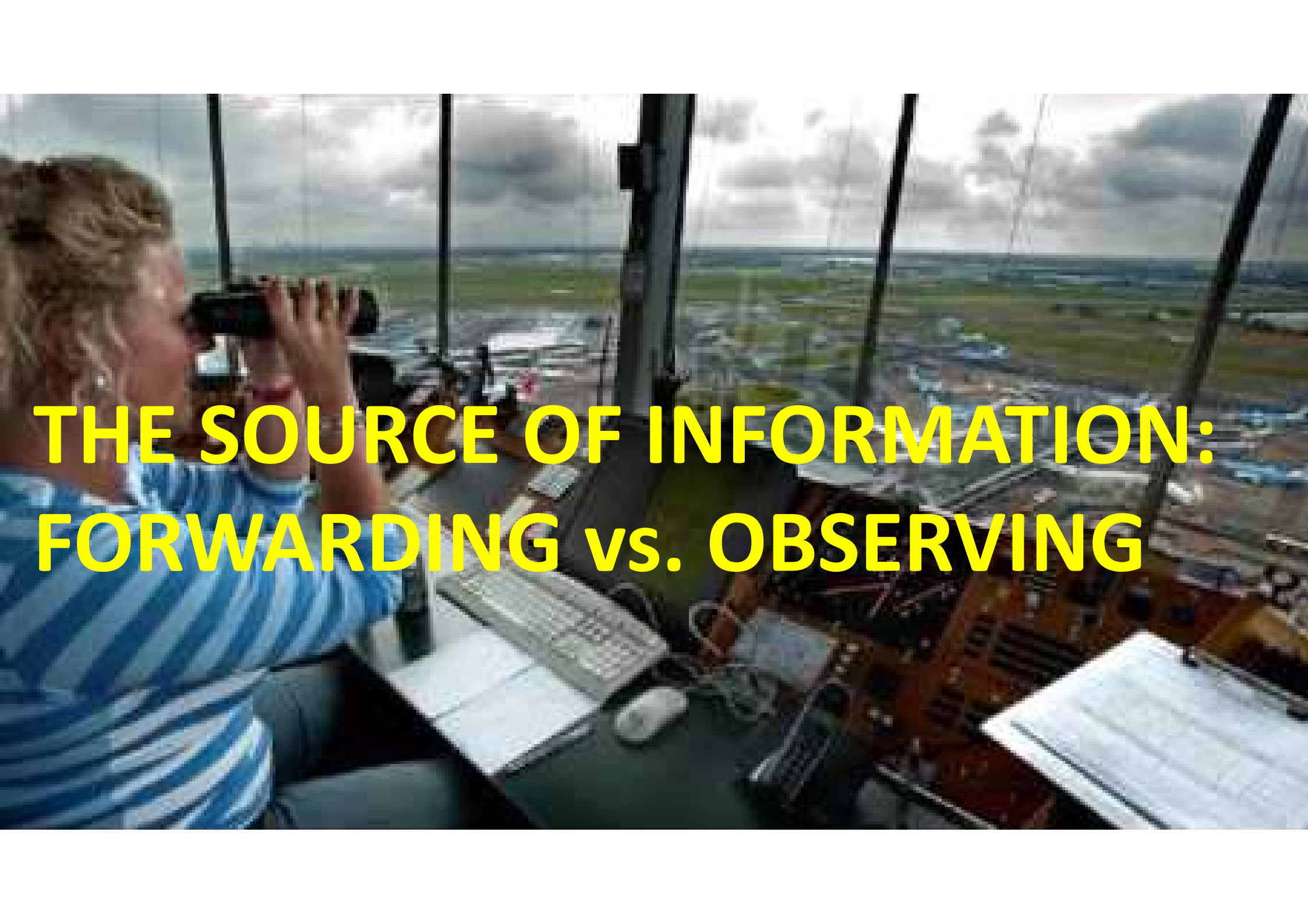
7.5.4 – When a not previously notified condition pertaining to the safe use by aircraft of the maneuvering area is reported to or observed by the controller, the appropriate aerodrome authority shall be informed and operations on that part of the maneuvering area terminated until otherwise advised by the appropriate aerodrome authority

A large commercial airplane is shown from a low angle, flying towards the viewer. The sky is a clear, bright blue. Numerous birds are scattered throughout the scene, some in the foreground and some further away, creating a sense of a large flock. The airplane's wings, engines, and tail are clearly visible.

ARE WE ALLOWED TO DRAW THE CONCLUSION THAT....

the ATC controller is required to prevent a collision between an aircraft and a flock of birds?

The answer is YES



THE SOURCE OF INFORMATION: FORWARDING vs. OBSERVING

ICAO SAYS NO:

Experience seems to indicate that the less additional responsibilities that are given to ATS the better it is able to meet its primary objectives.” (ICAO DOC 9426)

Upon receipt of notice of a specific wildlife threat, air traffic control should issue appropriate warnings to aircraft operating on, and in the vicinity of, the airport (ICAO DOC 9137)

ICAO SAYS YES

*In the event the aerodrome controller, after a take-off clearance or a landing clearance has been issued, becomes aware of a runway incursion or **the existence of any obstruction** on or in close proximity to the runway likely to impair the safety of an aircraft taking off or landing, **appropriate action shall be taken as follows:***

- a) cancel the take off clearance for a departing aircraft;*
- b) instruct a landing aircraft to execute a go around or missed-approach;*
- c) in all cases inform the aircraft of the runway incursion or obstruction and its location in relation to the runway.*

Note: Animals and flocks of birds may constitute an obstruction with regard to runway operations. (DOC 4444)

OUR OPINION

The controller's direct information, **the result of his/her observation**, is not and cannot be the only, nor the principal, source of information to pilots about wildlife; BUT there is no doubt that the controller's action offers a substantial contribution to flight safety, in some cases even irreplaceable.



WE BELIEVE THAT THIS PRINCIPLE SHOULD BE ESTABLISHED WITH EXTREME CLEARNESS

WHO DOESN'T SHARE OUR OPINION



Singapore - Manual of Standards - Air Traffic Services, Chapter 7,
"Essential Information on Aerodrome Conditions

Aerodrome control towers and units providing approach control service shall be kept currently informed of the operationally significant conditions of the movement area, including the existence of temporary hazards, and the operational status of any associated facilities at the aerodrome(s) with which they are concerned-

WHO SHARES OUR OPINION



FAA Order JO 7119.65 U (ed., 2012) in Chapter 2 § 2.1.22 "*Bird Activity Information*"

Issue advisory information on pilot-reported, tower-observed, or radar-observed and pilot-verified bird activity. Include position, species or size of birds, if known, course of flight, and altitude. Do this for at least 15 minutes after receipt of such information from pilots or from adjacent facilities unless visual observation or subsequent reports reveal the activity is no longer a factor.

WHO DOESN'T SHARE OUR OPINION

Japan Manual ATC Procedural Regulation § 2.19



Issue advisory information on pilot-reported, ~~tower-observed~~, or radar-observed and pilot-verified bird activity. Include position, species or size of birds, if known, course of flight, and altitude. Do this for at least 15 minutes after receipt of such information from pilots or from adjacent facilities unless ~~visual observation or~~ subsequent reports reveal the activity is no longer a factor.

WHO SHARES OUR OPINION



Transport Canada Aeronautical Information Manual (Ed. October 2013) RAC § 1.7 "ATC Clearances, Instructions and Information"

"ATS personnel routinely inform pilots of conditions, observed by others or by themselves, which may affect flight safety and are beyond their control. Examples of such conditions are observed airframe icing and bird activity."

WHO SHARES OUR OPINION

SOUTH AFRICA Air Traffic Service Manual. § 2.5



As far as visibility permits, Aerodrome Controllers are required to keep a constant visual watch over the manoeuvring area and the aerodrome circuit, irrespective of whether or not IMC prevails at an aerodrome situated within a CTR, in order to:

.....

b) Ensure that, where birds or animals are observed on or near runways, the appropriate airport authorities are informed to remove them and pilots warned of their presence;

WHO SHARES OUR OPINION



CAP 493 "Manual of Air Traffic Service" (Ed. November 2012) chapter 2 "Aerodrome Services."

Essential aerodrome information shall include:

i) bird formations or individual large birds reported or observed on or above the manoeuvring area or in the immediate vicinity of the aerodrome and the extent of any bird dispersal action being carried out. When flocks of birds or single large ones are seen, the Aerodrome Operator or Bird Control Unit must be informed;"

THANKS FOR YOUR ATTENTION....

DZIEKUJE ZA UWAGE



.....and please follow my website: www.birdstrike.it