



canso
civil air navigation services organisation

"CAN AIRPORTS DO IT ALONE?"

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TRANSFORMING
GLOBAL ATM PERFORMANCE

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Sharing the Skies: Responsibilities and examples of cooperation among stakeholders

- **Cooperation is key**
- **Detection**
- **Mitigation**
- **Information**
- **Removal?**
- **Inform !!!**

Cooperation

- No entity around the airport can mitigate the risk of Wildlife strikes alone
- Airport authorities, ground staff, ANSP and airline/pilots have to work together
- Reporting, removing and avoiding of the threat is key

Detection

- Early detection can be achieved by:
 - Radar
 - CTV
 - Visual
 - patrols

Mitigation

- Mitigation can be achieved by:
 - Changing routes of aircraft outside threat zone
 - Changing SIDs and STARs
 - Changing Runway

Information

- Since all entities has to work together, a mechanism should be established to inform all regarding occurring or developing threat
- All entities involved should know their responsibilities
- Next steps should be coordinated

Removal?

- When it is possible to remove or displace the wildlife, consideration should be made where the wildlife will move to and if this creates a new threat.
- When runways are entered this should be closely coordinated with ATC and the runway should be temporarily be closed

Inform !!!

- ATC should always be aware of the threat.
- ATC should inform all pilots of aircraft in the threat area.
- Anyone who detects a threat should inform as soon as possible so measures can be taken
- To inform pilots standard phraseology should be established so there is clear understanding what and where the threat is.

Questions?



Thank you!



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