

## Terms of Reference

### Global Steering Committee for the Bird/Wildlife Strike Risk to Aviation

#### 1. MISSION

The purpose of the Global Steering Committee for the Bird/Wildlife Strike Risk to Aviation is to identify priority actions to improve the safety of operations related to bird/wildlife strikes, as a priority in the short and medium term as well as in the longer term. To achieve this a Joint Global Action Plan on the reduction of the bird/wildlife strike risk to aviation is to be developed. The Global Steering Committee will:

- a) Provide high level oversight of the bird/wildlife strike risk to assess, review, monitor and implement the bird/wildlife strike risk initiative recommendations;
- b) Take note of the emerging trends in the bird/wildlife strike risk;
- c) Liaise with ICAO and other appropriate authorities;
- d) Where appropriate, initiate tasks to be handled by the Working Group and special Task Forces;
- e) Endorse recommendations and other appropriate documentation of the Working Group;
- f) Ensure adequate dissemination of key bird/wildlife strike documentation via [www.worldbirdstrike.com](http://www.worldbirdstrike.com);
- g) Sponsor awareness campaigns and other communication as appropriate;
- h) Communicate the validated, refined bird/wildlife strike risk benchmarks and metrics;
- i) Review proposed extensions of activities to cover any bird/wildlife strike risk concern that might have been revealed;

#### 2. AUTHORITY

The Global Steering Committee for the Bird/Wildlife Strike Risk to Aviation was established by the joint initiative of the World Birdstrike Association, EASA, FAA, NATO, ACI, IATA, and Birdlife International and shall report through the respective Director Generals to the governing bodies for signing the to be established Joint Global Action Plan on the reduction of bird/wildlife strike risk to aviation.

#### 3. COMPOSITION

The Global Steering Committee for the Bird/Wildlife Strike Risk to Aviation shall be composed of representatives from safety and other relevant authorities, the wider aviation industry and bird/wildlife conservation organisations. Membership shall include:

- a) Senior representatives from regulators, including WBA, EASA, NATO, FAA, ...
- b) Senior representatives from users and other international associations, including ACI, IATA, IFALPA, Birdlife International, ....



- c) Senior representatives from the Industry, including ....
- d) A technical and scientific adviser for the birds and other wildlife.

A Chairman is selected by the Steering Committee from among the members representing under 3.a) mentioned organizations.

#### **4. WORKING METHODS**

The Steering Committee will adapt appropriate methods for its work, such as the submission of reports, papers, independent analyses, discussions with safety experts for specific areas, proper consultation with the appropriate bodies, etc.

The Steering Committee will establish a Working Group and whenever appropriate set up Task Forces for special issues.

#### **5. TIMESCALE**

The Steering Committee has been initiated on 23 April 2013 and the resulting recommendations will be promulgated to expedite their implementation.

The Steering Committee will convene twice yearly and will be terminated once its work is complete.

#### **6. SUPPORT AND SECRETARIAT**

Steering Committee organisations should provide adequate financial and manpower resource as agreed in the supporting document<sup>1</sup>.

The Secretariat to the Steering Committee shall be provided by [name agency].

#### **7. APPROVAL OF THE TERMS OF REFERENCE**

These Terms of Reference, and any amendments thereto, shall be submitted to the Steering Committee for their approval and implementation.

The Steering Committee shall approve the Terms of Reference for the Working Group.

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<sup>1</sup> To be drafted

## Terms of Reference

### Global Working Group on the Reduction of the Bird/Wildlife Strike Risk to Aviation

#### 1. **PURPOSE**

The goal is to develop a Joint Global Action Plan on the reduction of the bird/wildlife strike risk to aviation to an acceptable level.

The working group shall identify causal and contributory factors of bird/wildlife related accidents and incidents, determine mitigating measures to prevent and reduce recurrence of these events, promote awareness of these mitigations and facilitate lesson sharing amongst the stakeholder communities of best practices.

The geographical scope of the work is primarily dictated by membership of ICAO. The operational scope of the work is primarily concentrated on the airspace below 800 feet above ground level and is identified as posing a risk.

The operational safety risks being addressed include incidents and accidents concerning bird/wildlife strikes and near misses to aviation.

#### 2. **ROLE**

The Working Group proposes a common definition of an acceptable bird/wildlife strike risk factor, to identify mitigating measures and to specify actions by organizations. Standardization of operational practices is key.

Stakeholders contributing to and implementing the recommendations from this group include those with operational staff influenced by and related to the bird/wildlife strike risk, typified by organisations such as civil and military aerodrome operators, air navigation service providers, aircraft operators, air forces, industry and bird/wildlife conservation organizations. Appropriate national, regional and international regulatory authorities are requested to participate within the Working Group.

#### 3. **MAIN INTERFACES**

The main interfaces with others and their substructures include those directly related outside the aviation scope, such as ecology, environmental, town and country planners, hunting associations and bird/wildlife conservation organizations, etc.

The Working Group reports to the Steering Committee each 6 months.

#### 4. **WORK PROGRAMME, DURATION AND DELIVERABLES**

The Working Group will be established for the duration of 24 months after the confirmation of its Terms of Reference and work programme. After 6 months, a report will be provided to the Steering Committee, highlighting the achievements according to the identified deliverables.



**5. COMPOSITION**

The Working Group may comprise operational personnel from civil and military aerodrome operators, air navigation service providers, aircraft operators, trade representative associations such as Airports Council International (ACI), the International Federation of Airline Pilots Associations (IFALPA), the International Air Transport Association (IATA), the European Aviation Safety Agency (EASA), the North Atlantic Treaty Organization (NATO), Birdlife International and the National Supervisory Authorities such as the United States Federal Aviation Authority (FAA) and other CAA's, etc., as required. Or any other organization as deemed appropriate by the Steering Committee.

**6. SUBGROUPS**

The Working Group will be divided in subgroups tasked to deliver proposals on a specialist theme. The themes are to established and agreed by the Working Group.

**7. VOTING**

Although the main goal is to reach final proposals by 100% consensus, ultimately 2/3 majority voting will be decisive. An organization is entitled to make a reservation on a specific subject whilst under scribing the whole document.

**8. CHAIRMANSHIP**

The Chairpersons of the Working Group and each subgroup are to be determined by the Steering Committee.

**9. SECRETARIAT and SUPPORT**

The secretariat of the Working Group shall be provided by [name agency].. Working Group member organizations should provide adequate financial and manpower resource to enable the work to be delivered.

**10. APPROVAL and SIGNAGE**

These Terms of Reference and any amendments thereto, shall be submitted to the Steering Committee for approval.

All participating organizations are invited and entitled to sign the final document as the Joint Global Action Plan on the Reduction of the Bird/Wildlife Strike Risk to Aviation.

## Discussion Paper

### for the Working Group on the JOINT GLOBAL ACTION PLAN on the Reduction of the Bird/Wildlife Strike Risk to Aviation

#### 1. INTRODUCTION

The Working Group is requested to decide at its first meeting at 24<sup>th</sup> April on a general outline of the Joint Global Action Plan. That should include its specific goals. Thereafter, the Working Group could agree on the allocation of the primary areas of responsibility.

In order to help the Working Group, the following set-up could serve as a guideline for the Working Group's initial set-up / outline for the action plan. It is clear that many other possibilities exist on dividing the work, this draft outline is merely to be seen as a start to arrive at a consensus. At least a 2/3 majority amongst the Working Group members is considered as having reached consensus.

#### 2. OBJECTIVES

1. Define an acceptable bird/wildlife strike risk factor to aviation.
2. Develop specific mitigating measures to achieve this acceptable risk on each specific topic or organization, individually and jointly.
3. Integrate these principles within a Safety Management System approach.
4. Identify liability

#### 3. THE ACTION PLAN

1. The goal of the Joint Global Action Plan is to list specific recommendations, best practices and guidelines. These could be used by organizations in order to assist with the reduction of the risk of bird/wildlife strikes to aviation.
2. Chapters for the Joint Global Action Plan:
  - a. Aircraft operations:
    - i. aircraft operator
    - ii. aircraft and power plant manufacturers
    - iii. reporting
    - iv. training
    - v. technology
    - vi. standard operating procedures
  - b. Aerodrome operations:
    - i. aerodrome operator
    - ii. aeronautical information management
    - iii. reporting
    - iv. training
    - v. technology





World  
Birdstrike  
Association

- c. Air National Services:
  - i. airspace and route planning
  - ii. aeronautical information management
  - iii. reporting
  - iv. training
  - v. technology
- d. Bird/Wildlife and environment:
  - i. protection of birds and other wildlife
  - ii. habitat management
  - iii. food sources
- e. Regulators and Authorities:
  - i. oversight
  - ii. town and country planning
  - iii. data collection and sharing
  - iv. SMS and risk
  - v. liability
- f. Future work
  - i. new developments

