



UNITED REPUBLIC OF TANZANIA  
TANZANIA CIVIL AVIATION AUTHORITY  
Aeronautical Information Services

**AERONAUTICAL INFORMATION CIRCULAR**

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The following circular is hereby promulgated for information, guidance and necessary action

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**Director General**

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**BIRD CONTROL, REDUCTION AND REPORTING AT AIRPORTS**

**1. General**

All birds on the airport and its vicinity are a threat to aircraft safety, but it is difficult to remove all birds from airports. However the bird population can be reduced by habitat management on the airport and its vicinity.

**2. Role of the Airport Manager**

2.1 Because of the importance of bird control, each Airport Manager is given the responsibility to take any action deemed necessary to eliminate or minimize the bird strike rate at the airport. This includes the development and implementation of an airport bird control programme.

2.2 Each airport is to implement a programme tailored to conditions on the site, with assistance from any agency within the organization or outside. The Airport Manager should appoint an airport bird hazard control officer and a bird hazard control co-ordinating committee which will develop and implement the specific programme.

**3. Role of the Bird Control Officer and the Airport Bird Hazard Control Coordination Committee**

3.1 The Bird Hazard control coordinating committee is to include those offices involved in bird control and operators that may affect bird control. This may include airport maintenance, air traffic services, flight services, rescue and fire fighting services, security, duty managers, marketing, planning, finance etc. The committee must review strike reports and daily activity records to determine effective control measures.

- 3.2 The airport bird hazard control officer should establish the responsibilities of the various offices involved. The officer's responsibilities must permit the time required to co-ordinate and be involved in bird control and reporting. The bird hazard co-ordinator at the site must review strike reports, daily activity records and maintenance reports to determine the requirement for short or long term control programmes.

#### **4. The Importance of Reporting**

- 4.1 A good bird control programme depends upon good reporting. It is the basis of any bird control programme. Data may come from bird sightings, maintenance problems, strikes, and bird control activities. Reporting must also involve pilots and aircraft operators. Review of this data identifies problems at the site and may indicate the effectiveness of current bird controls. The report of near-misses is important as well since it can represent a situation as serious as an actual strike. The report of a near-miss indicates the presence of birds in the area of operating aircraft.
- 4.2 Determination of the reporting procedure should be co-ordinated by one office so that there is proper review. This procedure should be familiar to all airport personnel. All reports should be directed to the bird hazard control officer who forwards them to the Tanzania Civil Aviation Authority Headquarters through the appropriate Civil Aviation manager.
- 4.3 Good reporting at the site reduces the airport's liability in the event of an aircraft accident resulting from a significant bird strike. Proper reporting indicates that a bird control programme is in place and that airport management takes action to reduce the number of bird strikes at the site.

#### **5. How to Organize an Airport Bird Strike Control Programme**

- 5.1 An integrated approach is necessary for a successful bird control programme. The airport ground staff who operate the programme (at most airports) should ensure that all parties involved in airport use are informed of operations. The concern for bird control should be made aware to those in air traffic control (ATC), airport maintenance, planning, finance, marketing, as well as aircraft operators.
- 5.2 Often Air Traffic Control personnel will be responsible for requesting that ground staff clear certain areas of the airport of birds. ATC must be kept up to date on the control initiatives in place. All field personnel must be aware of the control programme and the techniques in use. These people should be in contact with ATC so that if there is a problem on the field, they can tell ATC about it and take appropriate action.
- 5.3 The aircraft operators should be informed of airport policy and operations regarding birds and mammals. Aircraft operators may be able to offer their expertise and to advise the fields personnel in control matters. **Pilots should use landing lights on take-off and approach as this may help to lower the risk of a bird strike. The aircraft operators should stress the importance of**

**notifying Air Traffic Control of all bird strikes or near-misses. The aircraft operators should also report all bird strike through the ICAO bird strike reporting programme on the form included in this circular.**

- 5.4 In summary, a very integrated approach should evolve and develop to control birds at airport. Field and ATC personnel must communicate to ensure proper control. Planning personnel at sites should ensure that planned projects do not attract birds and compound the problem. The allocation of monies for bird control should be a regular operating cost and procedure. Finally, aircraft operators using the airport facilities should be aware of control procedures and should agree to assist.