



Communicating wildlife threats.

How do you effectively and efficiently convey wildlife threats between aircrew, ATC and airport personnel.

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RECOMMENDED PRACTICE – STANDARD PHRASEOLOGY

Why do we need it ?



BRISBANE JANUARY 2016



AAWHG
AUSTRALIAN AVIATION
WILDLIFE HAZARD GROUP



The Hazard- Grey Headed Flying Fox (Bats)



HOW WAS IT DEVELOPED ?

Aeronautical Information Publication GEN 3.5 6.3

Wind Shear – Pilot Reporting

The full report should include



A. An assessment of the intensity as follows:

- 1. Light – shear causing minor excursions from flight path and/or speed*
- 2. Moderate – shear causing significant effect on control of the aircraft*
- 3. Strong – shear causing difficulty in keeping the aircraft to desired flight path and/or airspeed; or*
- 4. Severe - shear causing hazardous effects to aircraft controllability; and*

B. A factual plain language report regarding airspeed/ground speed changes (gain or loss) or undershoot/overshoot effects; and

C. The altitude or altitude band at which the adverse effect was experienced; and

D. Where practicable, other relevant information such as the significant changes in wind direction and/or speed may be included

Recommended Practices

WHAT DOES A PILOT NEED

An assessment of the likelihood of bird/wildlife strike threat

Specific phase of flight or position in the circuit to a specific runway

An assessment of the number of birds or animals

As assessment of the type (if a commonly known type) or size of the bird or animal

Position of the wildlife

Approximate height above ground level and if climbing or descending

Direction of travel

Likelihood

Possible – The threat is in the vicinity and the risk is low

Likely – The threat is in the vicinity and the risk is high

Almost certain – The threat will be in the vicinity and the risk is extreme

Likelihood	Consequences				
	Insignificant (Minor problem easily handled by normal day to day processes)	Minor (Some disruption possible, e.g. damage equal to \$500k)	Moderate (Significant time/resources required, e.g. damage equal to \$1million)	Major (Operations severely damaged, e.g. damage equal to \$10 million)	Catastrophic (Business survival is at risk damage equal to \$25 Million)
Almost certain (e.g. >90% chance)	High	High	Extreme	Extreme	Extreme
Likely (e.g. between 50% and 90% chance)	Moderate	High	High	Extreme	Extreme
Moderate (e.g. between 10% and 50% chance)	Low	Moderate	High	Extreme	Extreme
Unlikely (e.g. between 3% and 10% chance)	Low	Low	Moderate	High	Extreme

Phase of flight or position in the circuit to a specific runway

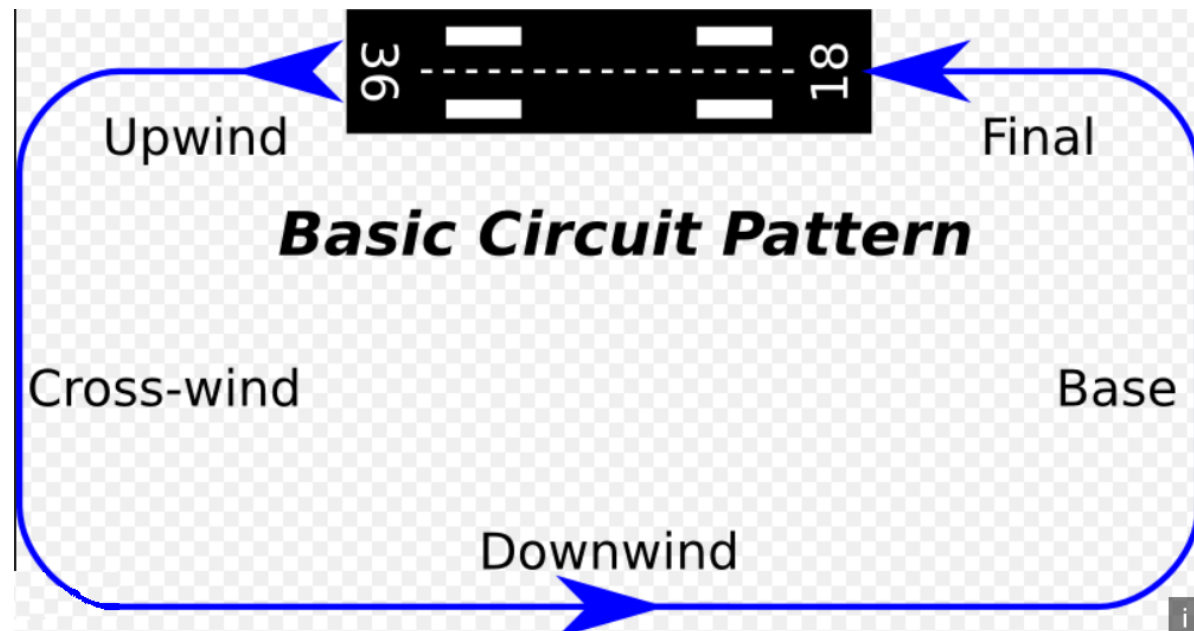
Position on the runway

Upwind runway

Downwind runway

Base runway

Finals runway



An assessment of the number of birds or animals

Singular

Small sized flock (bird) or number of animals

(difficult to see when known location given)

Medium sized flock (bird) or number of animals

(easily seen when known location given)

Large sized flock (bird) or number of animals

(easily seen without location given)



An assessment of the type (if commonly known) or size if unknown or not commonly known:

Common type e.g. Pigeon, eagle, geese, seagull, pig, kangaroo etc.

Small birds or animals (damage to aircraft unlikely)

Medium sized birds or animals (damage to aircraft likely)

Large birds or animals (damage highly likely)



Position of the wildlife:

Relative to the runway (Final, Threshold, Upwind)

Relate to the aerodrome expressed as a cardinal point and distance

Relate to a known place on the aerodrome (at an intersection, threshold, taxiway)



Approximate height above ground level

On the ground

Height in feet

Climbing , Descending



Direction of travel:

Left to right as seen by the aircraft

Cardinal point - direction from and going to

Stationary (on the ground) or circling (in the air)



Any other relevant information that may assist in the location of the wildlife threat

Examples of broadcast

1. WILDLIFE HAZARD, POSSIBLE STRIKE THREAT ON APPROACH TO RUNWAY 01, A LARGE FLOCK OF SMALL BIRDS, 2 MILES TO THE SOUTH OF THE FIELD TRAVELLING IN A NORTHERLY DIRECTION AT 1,500 FT.
2. WILDLIFE HAZARD, LIKELY STRIKE THREAT UPWIND RUNWAY 14, MEDIUM SIZED FLOCK CIRCLING AT 200FT.
3. WILDLIFE HAZARD, ALMOST CERTAIN STRIKE THREAT RUNWAY 19. A LARGE FLOCK OF WHITE IBIS, 3 MILES ON FINAL TO RUNWAY 19 AT ONE THOUSAND, LEVEL AND CIRCLING.
4. WILDLIFE HAZARD, SMALL NUMBER OF LARGE PIGS, AT THE INTERSECTION OF RUNWAY 19 AND TAXIWAY A4 AND STATIONARY.





RECOMMENDED PRACTICE

Phraseology

Release Date: ... 2018

Document: AAWHG RP 0.0(0)

Disclaimer: *This Recommended Practice has been developed by the Australian Aviation Wildlife Hazard Group.*

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1. Outline

- 1.1 This Recommended Practice (RP) aims to provide the aviation industry and supporting authorities with information on standard phraseology that is to be used to concisely and accurately describe wildlife type, size, position and movement on and around an aerodrome.
- 1.2 This document has been developed through the Australian Aviation Wildlife Hazard Group (AAWHG). It has drawn upon information available from the AAWHG membership, local industry representatives and also from international sources.
- 1.3 The practices outlined in this document should be considered by industry representatives when air crew, ground staff, air traffic controllers wish to advise other aerodrome users that a wildlife hazard exists.
- 1.4 It is recommended that this document be read in conjunction with:
 - Training and competency: flight crew
 - Wildlife identification
 - Terminology and abbreviations
- 1.5 This document will be subject to regular review through the Australian Aviation Wildlife Hazard Group. Should you wish to provide comment or would like to contribute to the content of this document, please contact the group at its email address: info@aawhg.com.

2. Wildlife hazard – Air crew, ATC, ARO standard broadcast

The use of wildlife hazard standard phraseology in advising flight crew who are approaching or departing an aerodrome, will assist them to make informed decisions in regard to the safe operation of their aircraft. This advice will be provided by other Pilots, ATS and Airport Operations as to the presence of wildlife which may have an adverse effect on flight safety and airport operations.


The full report should include:

1. An assessment of the likelihood of bird/wildlife strike threat as follows:
 - Possible – The threat is in the vicinity and the risk is low
 - Likely – The threat is in the vicinity and the risk is high
 - Almost certain – The threat will be in the vicinity and the risk is extreme
2. Phase of flight or position in the circuit to a specific runway
 - Position on the runway
 - Upwind runway
 - Downwind runway
 - Base runway
 - Finals runway

Note: If the Wildlife Report is for general information only, then part 1 & 2 of the report may be omitted.


3. An assessment of the number of birds or animals as follows:
 - Singular
 - Small sized flock (bird) or number of animals (difficult to see when known location given)
 - Medium sized flock (bird) or number of animals (easily seen when known location given)
 - Large sized flock (bird) or number of animals (easily seen without location given)
4. As assessment of the type (if a commonly known type) or size of the bird or animal if unknown or not popular as follows:
 - Common type Pigeon, sparrow, eagle, hawk, seagull, ibis emu, kangaroo etc.
 - Small birds or animals (damage to aircraft unlikely)
 - Medium sized birds or animals (damage to aircraft likely)
 - Large birds or animals (damage highly likely)
5. Position of the wildlife:
 - Relative to the runway (either on approach or take-off)
 - Relate to the aerodrome expressed as a cardinal point and distance
 - Relate to a known place on the aerodrome (at an intersection, threshold, taxiway)
6. Approximate height above ground level and if climbing or descending:
 - On the ground
 - Height in feet

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2016 AAWHG Forum
Nov 3rd & 4th
Mantra Legends
Gold Coast

Venue Details

Mantra Legends
Broadbeach Gold Coast

Program Details

Thursday 3rd November and Friday 4th November 2016
Opening Address - Mr Greg Hood
Chief Commissioner