



Developing
a collaborative
approach
The Australian Way

David Wiman Secretary AAWHG

History and Purpose

► 2003 May



Australian Government

Australian Transport Safety Bureau



History and Purpose

► 2003 Dec



Australian Government

Australian Transport Safety Bureau



**AUSTRALIAN
AIRPORTS
ASSOCIATION**



Australian Government

Department of Defence



Formal Recognition

2010 JULY



Australian Aviation Wildlife Hazard Group
Statement of Purpose and Charter



Australian Government
Department of Infrastructure, Transport,
Regional Development and Local Government

Secretary

Mr Laurie Taylor
737 Fleet Manager Engineering
QANTAS Airways Limited
Engineering and Maintenance
Locked Bag 12
Tullamarine VIC 3043

Dear Mr Taylor

Commonwealth Support for the Australian Aviation Wildlife Hazard Group (AAWHG)

Thank you for your letter dated 4 May 2010 about possible formal Commonwealth recognition of AAWHG. As the issues of bird and wildlife management in aviation are of interest to both the Department and the Civil Aviation Safety Authority (CASA), I have asked our agencies to work together to formulate a model under which AAWHG might be formally recognised by the Commonwealth. I apologise for the delay in replying to your letter while this consultation took place.

I acknowledge the significant work of AAWHG in promoting awareness, education and risk mitigation relating to bird and wildlife hazards to aviation. It is a credit to the individuals and their organisations that they are able to provide ongoing commitment to the work of AAWHG.

The Department and CASA recognises the important role of AAWHG in meeting the thrust of the International Civil Aviation Organization (ICAO) Airport Services Manual Part 3 – Bird Control and Reduction (ICAO Doc 9137) and Conclusion 18/1 of ICAO's Asia Pacific Air Navigation Planning and Implementation Regional Group, regarding the establishment of National Bird and Wildlife Management Committees with respect to aviation.

The Department and CASA are prepared to continue support of AAWHG through a shared secretariat support role and continuing attendance in an appropriate capacity at the Group. Further to this, I propose to strengthen the capacity of the Commonwealth to consider the work of AAWHG through formal recognition of AAWHG by the Aviation Implementation Group (AIG). AIG supports the Aviation Policy Group (APG) in the implementation of cross-agency aviation strategies. The APG, although not a decision-making body, provides a forum for effective inter-agency policy coordination and for working through air traffic management and other aviation cross-agency issues at a strategic level. APG brings together the Chief Executive Officers of the Department, CASA, Aircservices Australia and the Chief of Air Force on behalf of Defence.

I believe industry leadership will be critical to the ongoing success and capability of AAWHG and see it as important that industry continue to commit resources to the Group and that industry provide an independent chair to oversee the work of the group.

I would also like to thank AAWHG for providing a submission in response to the Department's Discussion Paper: *Safeguards for Airports and the Communities Around Them*. As you are aware, the

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Australian Government
Department of Infrastructure
and Regional Development

Formally recognised
as the primary
aviation wildlife
hazard management
reference body in
Australia



2016 Membership





2016 Executive



Australian Government
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Australian Government
Department of Defence



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Royal Flying Doctor Service
The furthest corner. The finest care.



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ATSB Investigation AO - 2013-212



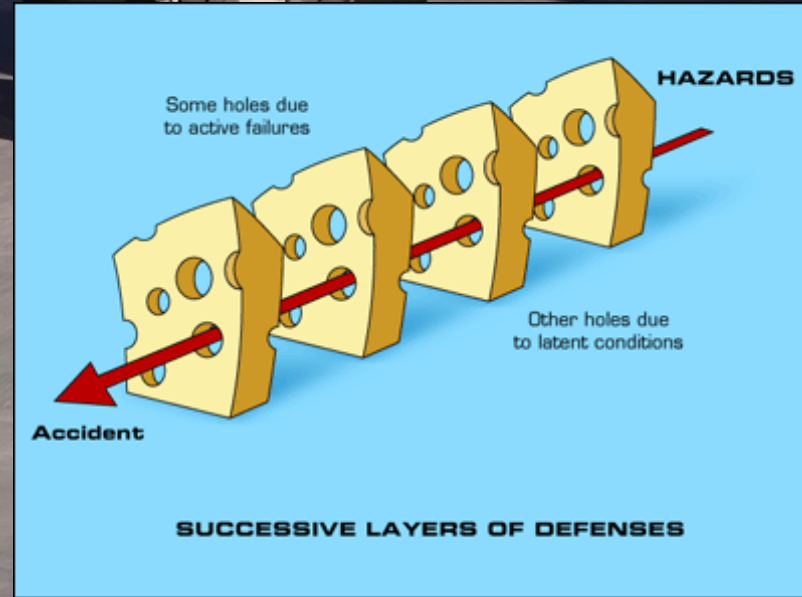
Quantify the Risk to Safety of Flight?



Risk Rating = Likelihood x Severity

Severity	Catastrophic	5	5	10	15	20	25
	Significant	4	4	8	12	16	20
	Moderate	3	3	6	9	12	15
	Low	2	2	4	6	8	10
	Negligible	1	1	2	3	4	5
			1	2	3	4	5
			Improbable	Remote	Occasional	Probable	Frequent
			Likelihood				

Catastrophic	STOP
Unacceptable	URGENT ACTION
Undesirable	ACTION
Acceptable	MONITOR
Desirable	NO ACTION



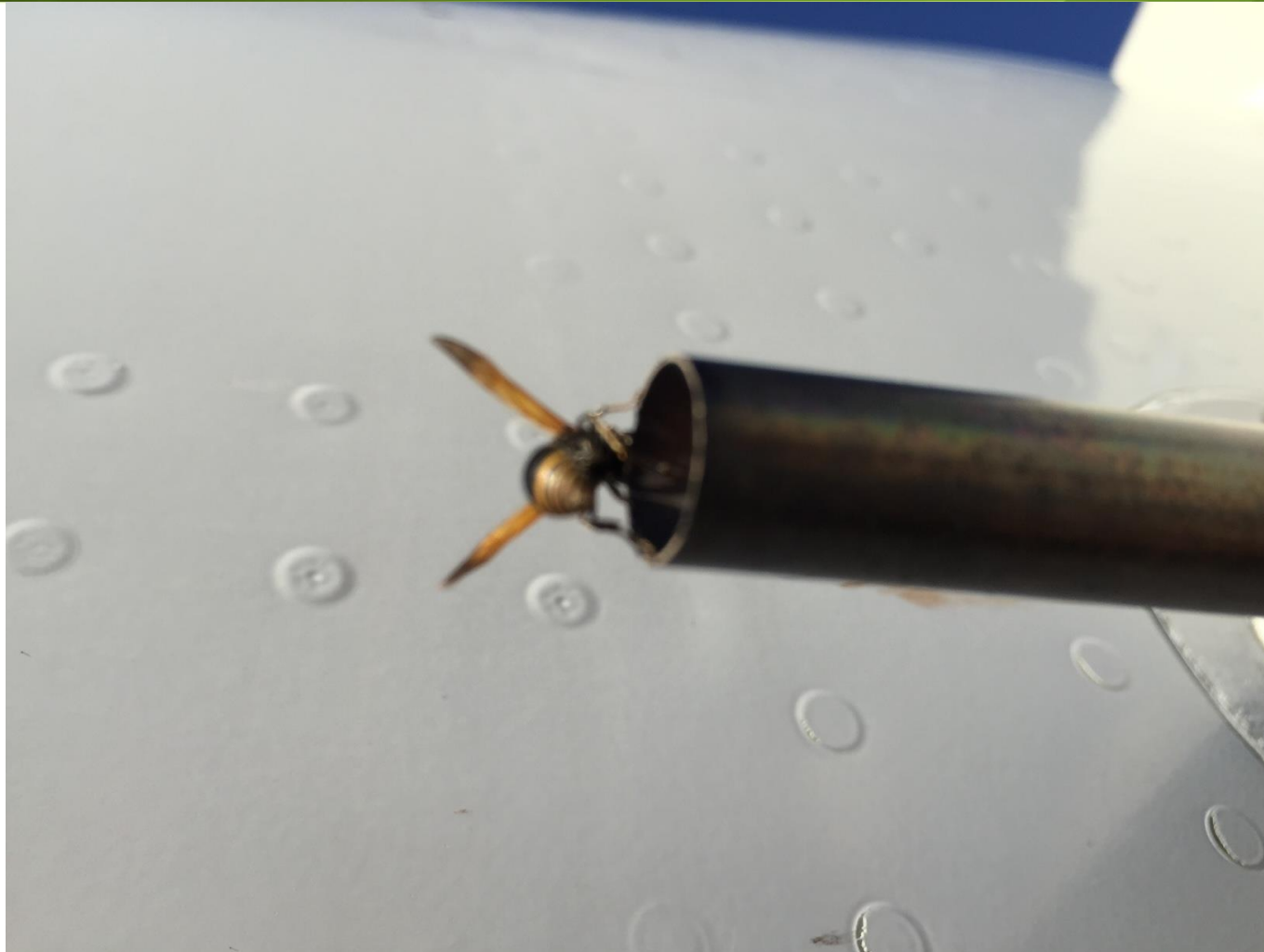


Photo taken by Engineer 29/03/2015.
Approximately 10 mins *after* aircraft arrival.

Actions Taken

- ▶ NOTAM raised
- ▶ Preliminary investigation report
- ▶ Stakeholder awareness meetings
- ▶ Increased pest inspections to fortnightly
- ▶ Mud wasp issue presented at various forums including LRST, Airside Safety Committee & WWG.
- ▶ Increased pest inspections to weekly including GA precinct.



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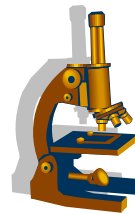


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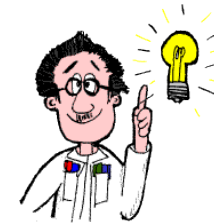
Actions Taken



activity updates to stakeholders



study



mandatory pitot cover policy for all
long stay aircraft.

Watch out for
the Mud Wasp

Mud Wasps are usually more active between November and June. Brisbane Airport Corporation (BAC) has reported increased mud wasp activity around the airport precinct. These wasps caused the loss of another carrier's airspeed indicating system. The aircraft subsequently returned to Brisbane and landed safely.



It is essential to **report all wasp activity** around aircraft:

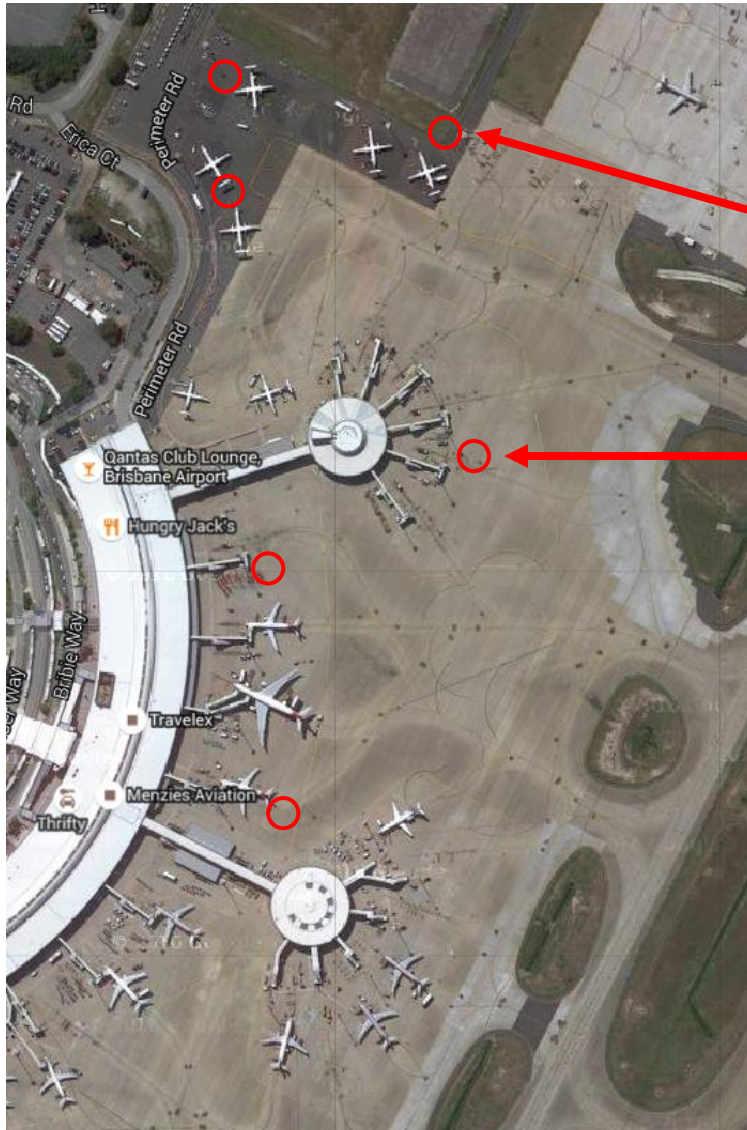
 Drawn to food? Are the wasps picking up food from bins on the undercarriage and leading edge?	 Time of day? At what time were the wasps the most active?	 Type of light? Are the wasps active under artificial lighting at night?	 Weather conditions? What were the weather conditions like?	 Any other information? Did you notice any other behavioral patterns?
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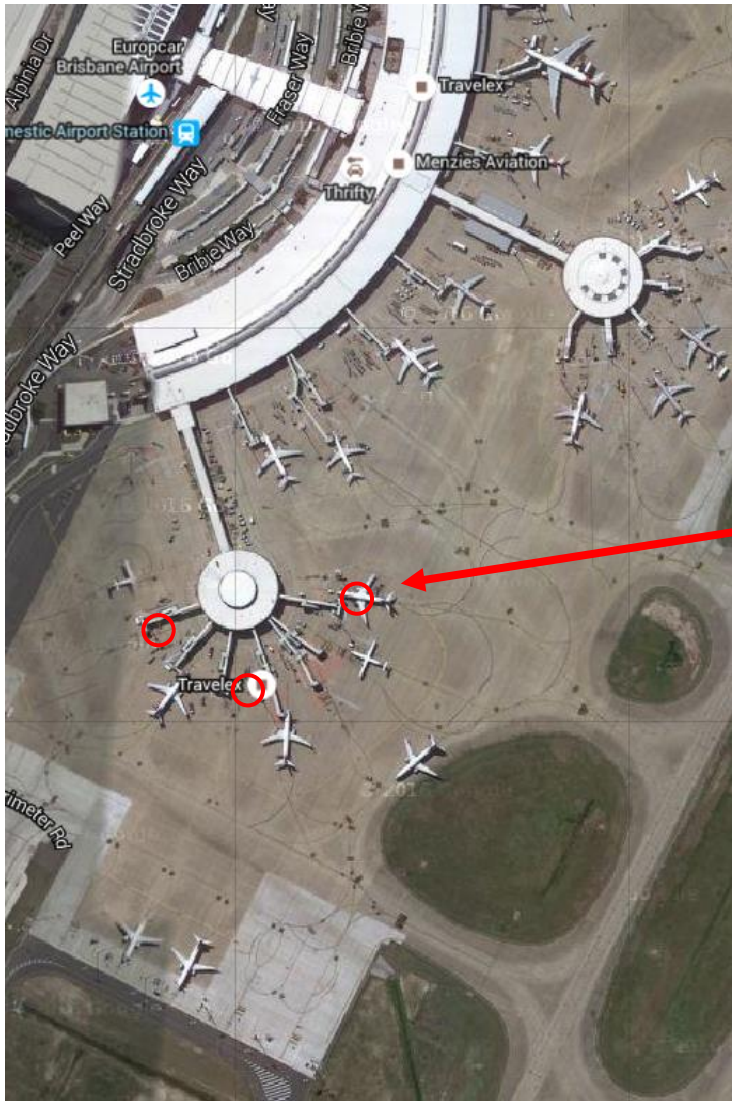
Wasp activity at BNE Airport should be reported to your immediate Leader or Supervisor.

Managers, Leaders, Supervisors: Please report all mud wasp activity to David Selby, Wildlife Coordinator-Operations Group, Brisbane Airport Corporation **+61 7 3406 3388** or **dave.selby@bne.com.au**

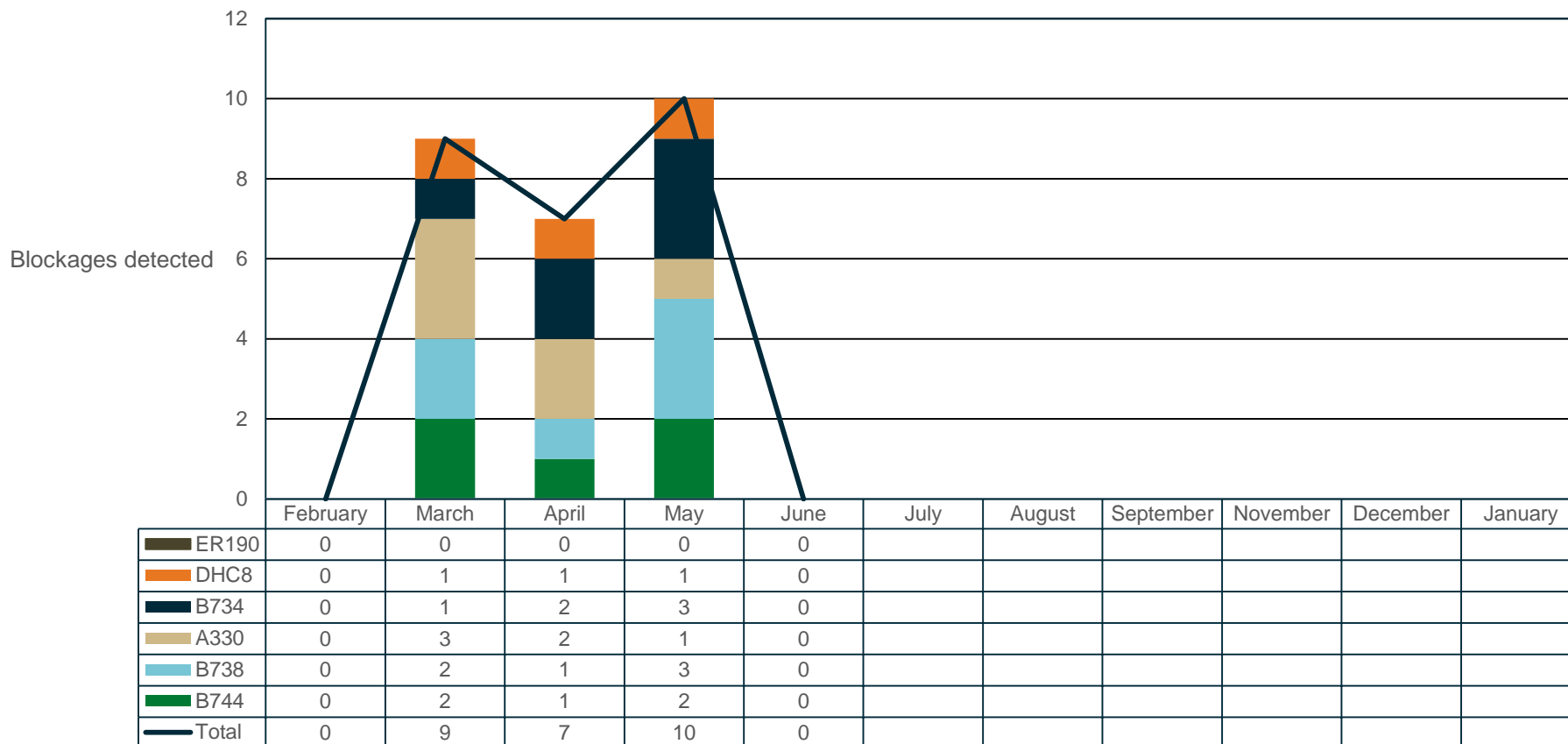
 **australia safety first**
protecting our people and guests







Wasp Ecology study - Pitot Probe blockages



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