WELCOME TO TIRUPATI AIRPORT

TIRUPATI AIRPORT

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AIRFIELD ENVIRONMENT

MANAGEMENT COMMITTEE

TIRUPATI AIRPORT

12 - 12-2017

PRESENTED BY : H. PULLA AIRPORT DIRECTOR



FORMATION OF AEMC, TIRUPATI AIRPORT

CHAIRMAN –THE DISTRICT COLLECTOR AND MAGISTRATE, CHITTOOR DISTRICT,A.P.

CONVENER – AIRPORT DIRECTOR, TIRUPATI AIRPORT

MEMBERS - THE SUB-COLLECTOR, TIRUPATI THE SUPERINTENDENT OF POLICE, TIRUPATI (URBAN) THE MUNICIPAL COMMISSIONER, TIRUPATI THE REVENUE DIVISIONAL OFFICER, TIRUPATI THE DISTRICT MEDICAL & HEALTH OFFICER, CHITTOOR THE DISTRICT PANCHAYAT OFFICER, CHITTOOR THE TAHASILDAR, RENIGUNTA & YERPEDU THE DGM(AIR TRAFFIC MANAGEMENT), TIRUPATI AIRPORT

WHY AEMC IS FORMED?

- The growth of large cities enhanced Air Traffic all over India.
- The growth of unauthorized colonies, slaughter houses & sewage systems which attracts birds, wild life thereby increasing chances of wild life (bird/animal) attack on aeroplanes in & around Civil Airports, Air Strips.
- To reduce the chances of **Bird(Animal) Strike Hazard** at various Airports, Air fields and Air Strips, Airfield Environment Management Committee(AEMC) is recommended by MHA.

AIM OF AEMC

Address the challenges to the Aviation Industry posed due to the environmental issues such as Wild Life(Bird/Animal) attacks on Aircraft and to take effective steps to mitigate these strikes through Executive and Legislative methods.

The Aircraft Rules, 1937 Rule 91:

Prohibition of slaughtering and flaying of animals, depositing of rubbish and other polluted or obnoxious matter in the vicinity of aerodrome – No person shall slaughter or flay any animal or deposit or drop any rubbish, filth, garbage or any other polluted or obnoxious matter including such material from hotels, meat shops, fish shops and bone-processing mills which attracts or is likely to attract vultures or other birds and animals within a radius of ten kilometres from the aerodrome reference point :

Provided that the Director-General, a Joint Director General of Civil Aviation or a Deputy Director General of Civil Aviation may, if he is satisfied that proper and adequate arrangements have been made by the owners of hotels, meat shops, fish shops and bone processing mills so as to prevent attraction of vultures or other birds and animals, having regard to the vicinity of place of slaughter from the aerodrome, arrangements for disposal or deposit of carcass, rubbish and other polluted and obnoxious matter, grant permission in writing for the purpose.

Statutory Guidelines

 Letter no. 53/1/80-public dated 7th May 1980 issued by Ministry of Home Affairs, Govt. of India.

Highlights of this circular:

- An urgent need to adopt measures for discouraging the presence on or in the vicinity of an Airport of Birds and Wild life constituting Hazard to Aircraft Operations and to overcome potential Bird Strikes.
- 2) To constitute Airfield Environment Management Committee. These committees are to be headed by Chief Secretary/ Commissioner/ Head of the District concerned where the air field is located with membership from heads of the civil Air fields, Local Municipal Commissioners, Health Authorities and other officials considered necessary to deal with problem.
- Air Safety Circular 02 of 2011 and 08 of 1976 issued by the Director General of Civil Aviation for Bird Strike Reporting to concerned Authorities.

Factors contributing to Bird(Animal) Strikes at Airports

- 1) Environmental Pollution in & around the Airports which attracts Birds in large numbers.
- 2) Existence of unauthorized slums, eateries, butcheries, etc. near the air fields.
- Injudicious dumping of Garbage, carcass, open sewage, water stagnation, etc., near the airports.
- 4) Municipal solid waste landfills attracts large number of birds.
- 5) Composting operations on/near airport.
- 6) Under water waste discharges, Sludge disposal.
- 7) Airfield marshlands.
- 8) Wet lands in & around the airports.
- 9) Agricultural Activities & Live Stock production attract lot of wild animals, increases chances of wild strikes.
- 10) Grazing of Animals on unused lands of Airports.



Impact of Wild life (Bird/Animal) Strike on Aviation

- A Bird Strike can lead to Aircraft Accident which may result in loss of life.
- Causes structural damage to Aircraft, involve heavy expenditure for repairs.
- Results in Airport closures, Diversions, Holding Delays, Cancellation of Flights.







Reporting of Wild life (Bird/Animal) Attack

- Types of Wild life Strikes on Aircraft
- 1) Confirmed Strikes
 - a. Any reported collision between Bird/Animal and an Aircraft for which evidence is available in the form of carcass, remains, damage to the aircraft is found.
 - b. Any wild life(Bird/Animal) found dead on an Air field where there is no other obvious cause of death.
- 2) Unconfirmed Strikes
 - a. Any reported collision between Bird/Animal and an Aircraft for which no physical evidence is found.







<u>Reporting of Wild life (Bird/Animal) Attack (Cont.)</u> <u>Air Safety Circular 02 of 2011</u>

- 1) A pilot reports aircraft strike with one or more birds or other wild life.
- 2) Aircraft maintenance personnel identified aircraft damage as having caused by Wild Life(Bird/Animal) strike.
- 3) Personnel on the ground report observing an aircraft strike with one or more birds or other Wild Life.
- 4) Bird or other Wild life remains, whether in whole or part are found within 200 feet of the runway center line unless any other reason for the animal's death is identified.
- 5) Wild Life(Bird/Animal) presence on the airport results in Aborted Take-off, Go-Around, High Speed Emergency Stop, Aircraft left Pavement Area to avoid collision with Animal, Air Turn Back.

In all the above cases Pilot-In-Command of the Aircraft/Airline operator shall

inform to the Local Air Traffic Control unit and submit duly filled Wild Life Strike

Reporting form to the Regional Air Safety Office & Director of Air Safety, DGCA.

Mitigation Methods of Wild Life(Bird/Animal)Strikes

Bird Strike to Aircraft is a known Hazard

- Airport operator and Airline operators should develop a procedure to mitigate Bird Strike Hazards.
- Pilot-In-Command should be sensitized of the losses incurred due to Wild Life Strike.
- 3. Pilot-In-Command should advice Airport Operator , ATC, other Pilots about any concentration of Birds/Animals and of possible Wild Life Strikes.
- 4. Use Landing Lights for all Low Altitude Operations.



Mitigation Methods of Wild Life(Bird/Animal)Strikes(Cont...)

Role of District and Local Authorities:

Most of the public Airports are having a large stretches of open land which provides Safety and Noise Mitigation, may present Potential Hazards to Aviation Industry.

To deal with the problems, AEMC should go deep into the matter taking Local factors (Agriculture, Poultry, Animal Reproduction Centers, etc.,) into consideration.

If necessary conduct programs to make people aware of Hazards to the Aircraft through Wild Life Strike.

Circular No. 53/1/80-public dated 07th May 1980 issued by MHA, Govt. of India formulated the following points to deal with Bird Strike Hazards effectively.

- Measures to maintain Environmental Cleanliness within a radius of 10-15 Km around the Air field on a high priority basis.
- Effective measures for disposal of liquid & solid waste.
- Removal of unauthorized slums, eating houses, butcheries, etc., in the vicinity of Airports by taking executive and legislative measures, if necessary.

Role of ATC

- Engage Bird chasers within the Airport Premises to scare away Birds.
- Keep vigilance on surrounding areas of Airport where Birds are observed/Reported due to development of settlements to report to the Local Administration for further action.
- Maintain close coordination with Local Authorities for removal of Carcasses, Stray dogs in & around the Airport.
- Conducting AEMC meetings every alternate month for updating.
- Maintain a record of Bird Strike Reports for giving caution to the pilots, analyzing the data by Authorities.

