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**First ICAO Bird Hazard Reduction Workshop
Mexico-City, 5-9 October 1987**

(Jochem Hild, Germany)

FIRST ICAO BIRD HAZARD REDUCTION WORKSHOP MEXICO-CITY, 5 - 9 OCTOBER 1987.

A total of 34 delegates coming from 12 countries of the Caribbean/South American Region as well as from ICAO, IATA, IFALPA and BSCE attended the workshop.

Most papers presented (24) were given by participants of North America and Europe, dealing with birdstrikes, birdstrike reporting, birdstrike statistics, serious accidents, land-use in and around airfields, biological management on airports, radar observation, organisation of committees, laboratory investigations, wildlife control and ecological problems.

Some delegates expressed satisfaction about the workshop, some others regretted the absence of important countries like Brasilia. Some recommendations for the countries of the region were given:

- Organisation of a comprehensive reporting system,
- Distribution of all papers to all countries who were unable to attend the workshop,
- Revision of Annex 14 of the ICAO handbook to also regard special problems of the region,
- Stronger cooperation and exchange of information between the countries of the region and North America as well as Europe,
- Availability of movies, videos, tapes etc. for education and information purposes in further workshops,
- Participation of more local biologists from the region.

For the North American and European participants the workshop was not as satisfactory because there was a lack of understanding for these special biological problems among the participants from the region, and additionally there was a lack of coordination between BSCE, ICAO and regional countries. So many problems were over-discussed, others were presented too academically regarding the fact that most participants of the region were not competent in biological problems.

Besides that there were difficulties with a constantly changing agenda as well as with organizing a visit to the airport of Mexico-City. All these problems had to be solved during the meeting instead of before the meeting.

Therefore the German delegates in BSCE formulated some proposals for organisation and coordination of future workshops and send them to the Ministry of Transport to be forwarded to ICAO. These proposals are:

1. All delegates of participating countries should prepare a more or less brief lecture on the local birdstrike situation regarding the ecological background of their countries.
2. The regional ICAO Offices should invite scientists/biologists of the country, asking them for presentations e.g. about bird movements, dynamics of bird populations as well as about special ecological problems in their region/country, in order to enable the guest-participants to understand the problems and to give advice.
3. BSCE participants should avoid to make their lectures too scientific in wording and biological information; a more popular language and wording would favour the understanding.
4. A visit program (airport, institutes) for illustration of the local situation should be prepared before the meeting; it is important to enable the American and European participants to better understand local problems. These visits should take place at the beginning of the workshop.
5. Better coordination between the participants of BSCE is essential so that reports given can be harmonized before and not during the workshop. To do so it is important to know, who from BSCE with which competence will give which presentation. Such coordination should be handled by BSCE Office or ICAO Headquarters. Moreover the lecturers should be aware of the fact that the practical and operational viewpoint of a single problem is more important than the explanation of complicated scientific interrelations.
6. In future workshops lecturers should make more use of audiovisual aids such as movies, slides, videos etc. in order to functioning and to improve the understanding, but regional ICAO Offices must provide technical facilities for such demonstrations.
7. ICAO should also consider to invite ECAC, IACA, ICAA and IFATCA to future workshops. At any rate more delegates from worldwide operating carriers/airlines should be invited in order to intensify the connection to operational practice.

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