

Upstream & Downstream Management of Wildlife Hazard Management

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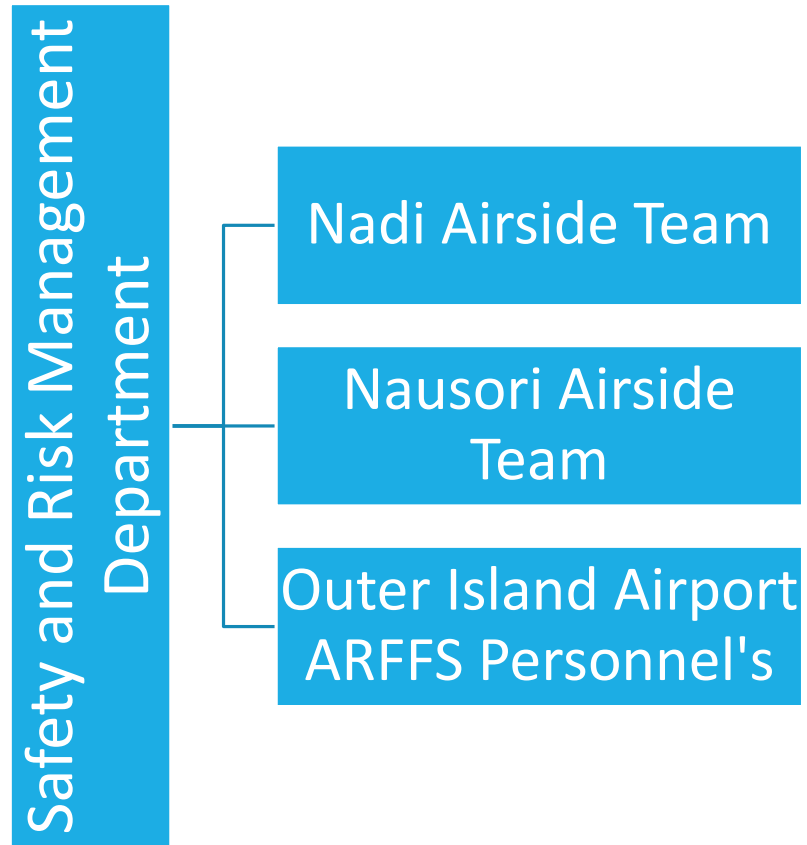
Topic Summary

- About Fiji Airports
- Wildlife Management Structure
- Methods
- Results
- Conclusion & Learning Outcomes

About Fiji Airports

- Fiji Airports is a fully owned Government Commercial Company established on 12 April 1999 under the Public Enterprise Act, 1996.
- It operates 15 airports in the Fiji Islands including Nadi and Nausori International airports and 13 other domestic airports which are located on islands scattered over Fiji's maritime zone. The headquarters is at Nadi, where the team is based at.
- Fiji Airports also provides Air Traffic Management (ATM) services within the Nadi Flight Information Region (Nadi FIR) which includes the sovereign air spaces of Tuvalu, New Caledonia, Kiribati and Vanuatu.

Wildlife Management Structure



Methods

- Below are the active and passive measures undertaken by Fiji Airports to control wildlife activities at our International Airports (Nadi & Nausori):
 - Our Airside Officers provide daily bird count and habitat monitoring reports to the Safety and Risk Management (SRM) Department. These reports are used to analyse the weight and abundance of a certain species in relation to the risk it poses to flight operations. Recommendations are then put forth to the relevant managers for necessary actions as required.
 - Culling operations are conducted by our licensed firearm officers should there be an increase in high risk profile birds, which is usually the last resort to address wildlife at the airside.
 - The SRM team conducts monthly inspections that identifies and addresses possible bird attractants. These are captured in Safety Portal and are followed up with the relevant managers on a weekly basis until its closure.

Methods

- Dispersal runs are conducted by our airside officers for ALL international flights including domestic ATR flights.
- Grass height monitoring is performed on a daily basis whilst nest site removal is performed weekly by the Airside Officers or his designate.
- Issuance of a NOTAM for all the airports in Fiji concerning the high bird activity in conjunction with the seasonal Pacific Golden Plovers (PGP).

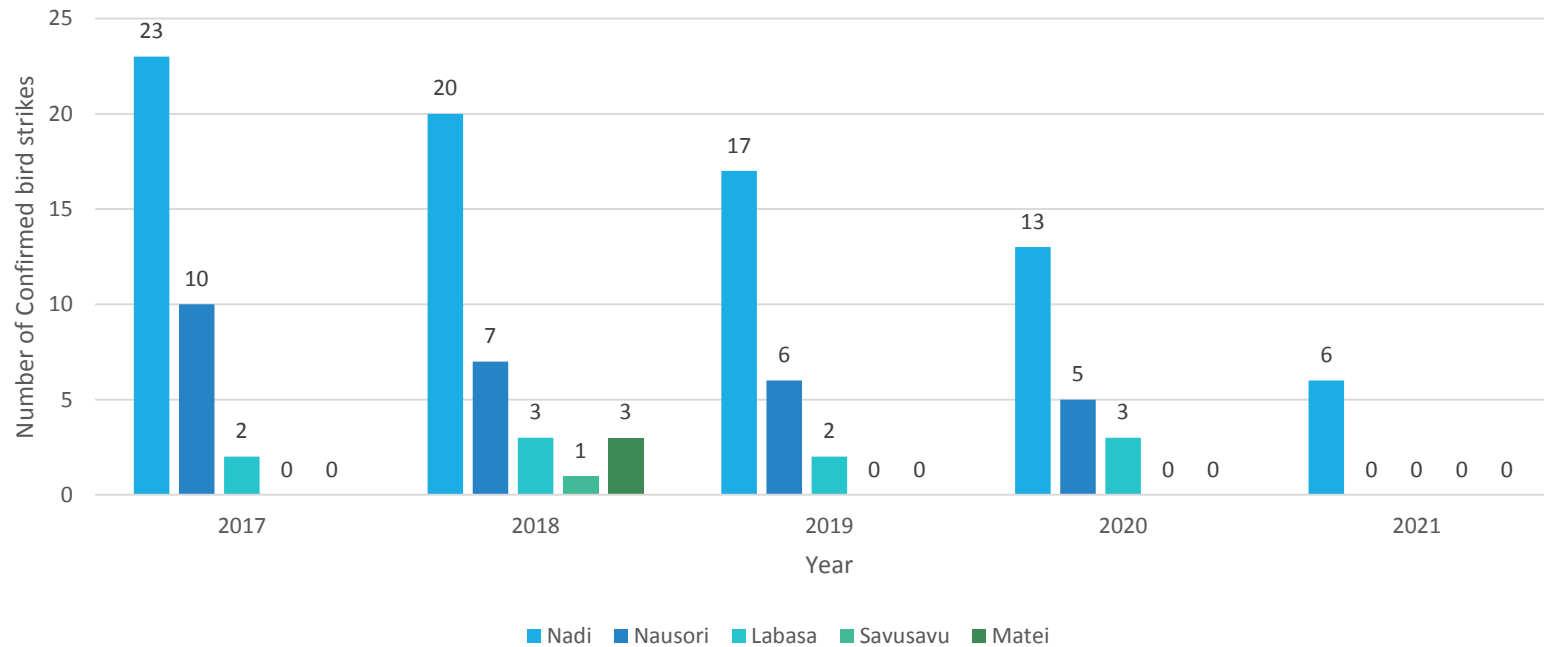
Methods

- Passive measures undertaken at our Domestic Airports:
 - Bird dispersal runs prior each flight
 - Regular bird counts and habitat monitoring reports by our Airside Safety Officers. These reports are used to analyse the weight and abundance of a certain species in relation to the risk it poses to flight operations. Recommendations are then put forth to the relevant managers for necessary actions as required.
- FA also conducts Monthly Wildlife Committee Meetings, where stakeholders are also present to address any existing issues and discuss matters arising in regards to wildlife management at respective airports.

Results

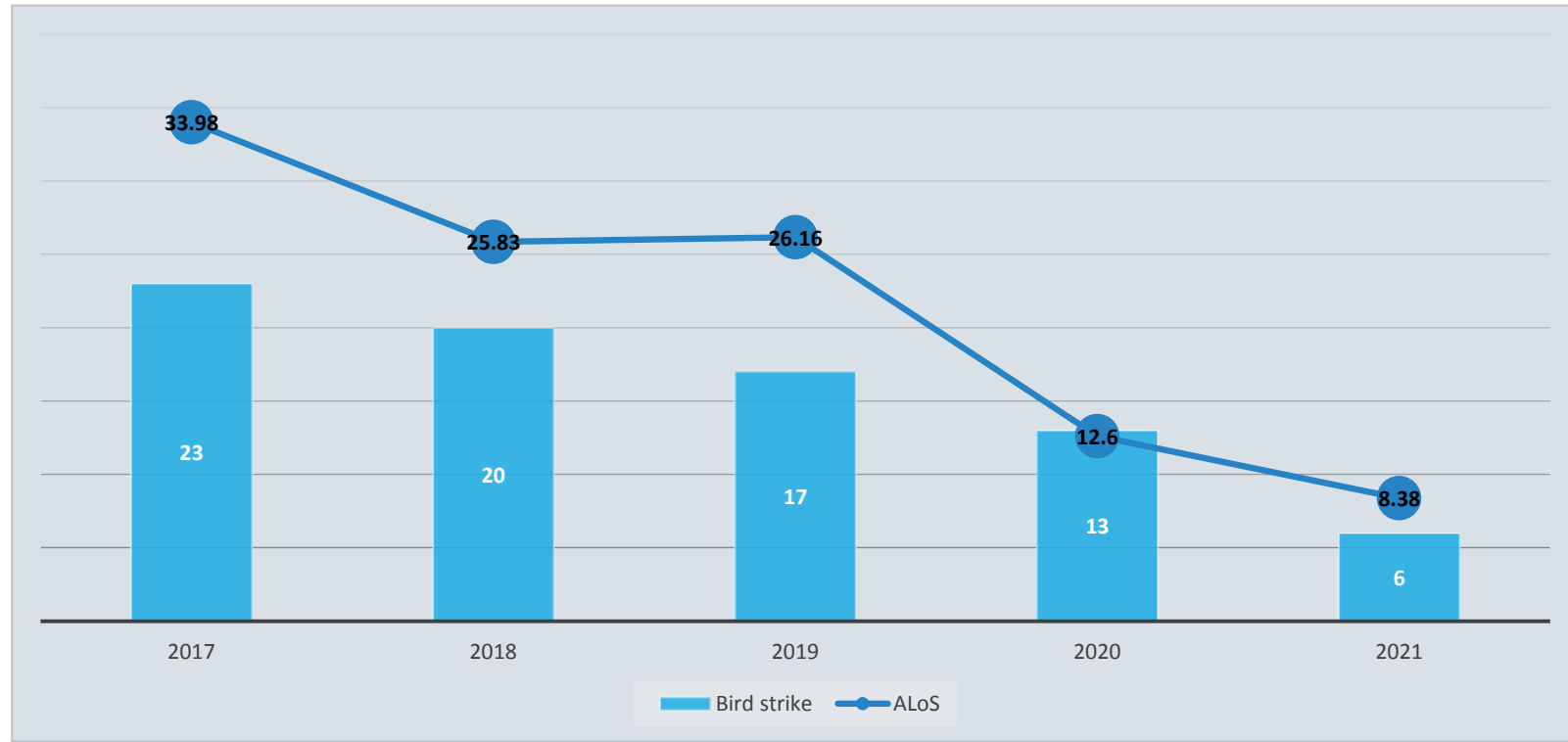
- Analysis of past 5 years records show a decrease in the trend of confirmed bird strikes at our concerned airports, this is mainly attributed by the proactive measures FA has been taking:

Chart showing number of confirmed bird strikes for the last 5 years



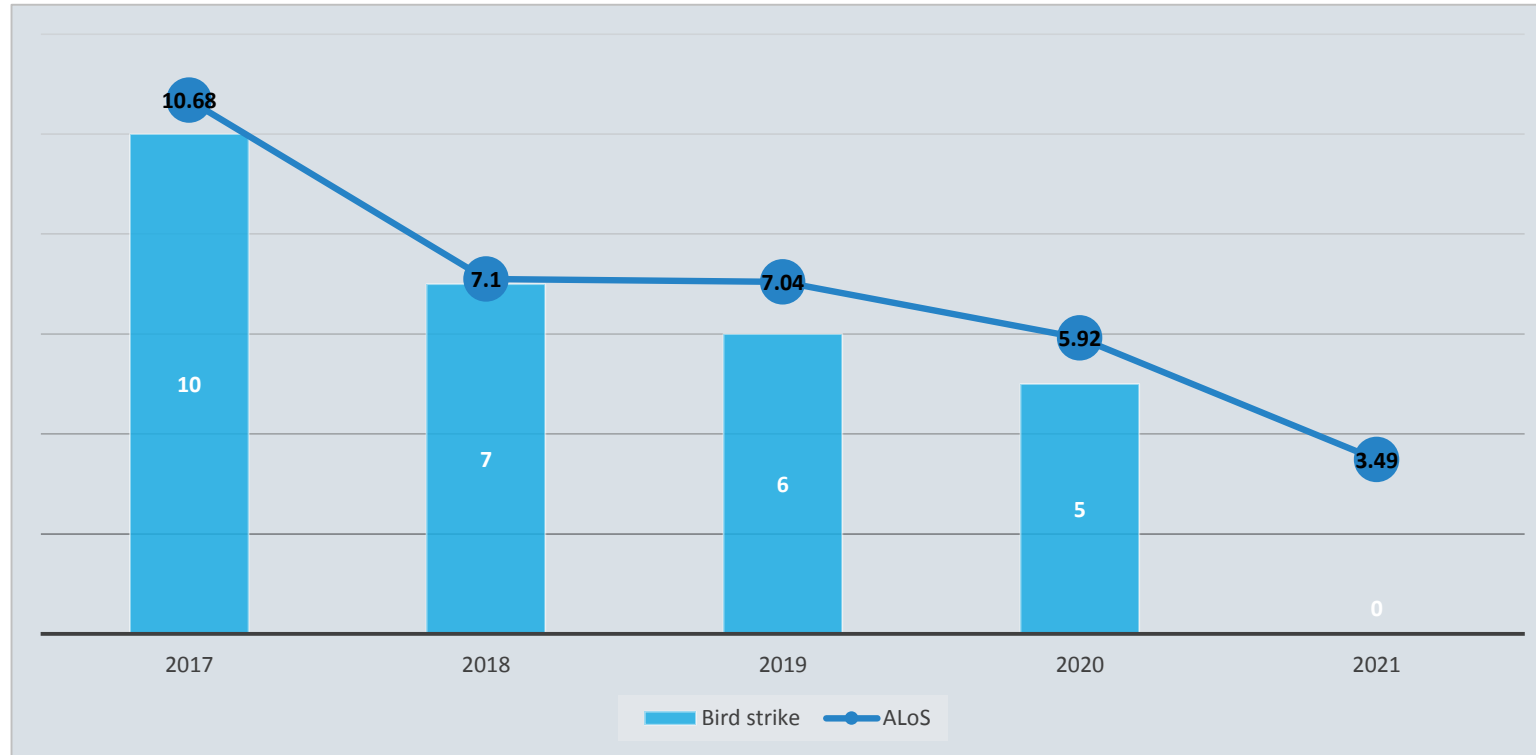
Results

Nadi International Airport – Annual Cumulative Confirmed bird strikes vs the Cumulative Acceptable Level of Safety



Results

Nausori International Airport – Annual Cumulative Confirmed bird strikes vs the Cumulative Acceptable Level of Safety



Conclusion & Learning Objectives

- Continuous analysis and monitoring of proactive and reactive wildlife data.
- Wildlife Hazard Management processes needs to be reviewed regularly to accommodate the seasonal factors contributing to bird strikes at all the airports.
- Establish a close working relationship with your Airport Management team responsible for the day-to- day wildlife activities (bird counts, airfield maintenance etc)
- Due to Fiji's tropical weather pattern, Fiji Airports has to be on alert during the wet season where there is an increased chances of bird strike together with the PGP season coinciding as well.
- We can't get rid of all the birds from our airport but we can manage their existence to a level that is acceptable.

