

## **CHAPTER 5 – FSO PREVENTION AND MONITORING ACTIVITIES**

### **GENERAL**

1. There are a number of aviation-related safety programs that are the responsibility of the Chain of Command to implement and are governed under various RCAF policy and regulations. These include such programs as Wildlife/Bird Strike Prevention, Snow and Ice Control (SNIC), Ramp Safety, Foreign Object Damage (FOD) prevention, Tool Control, Fatigue Risk Management System (FRMS), and General Safety.
2. While these programs do not necessarily fall under the direct control of the FSP, they form an integral part of the overall CAF safety program and can have a significant impact on flight safety. Therefore, the FSO is required to maintain awareness of these safety initiatives and programs as part of their monitoring function of the overall safety profile of their respective organizations. This chapter provides guidance to the FSO on interfacing with these complementary safety programs.

### **WILDLIFE ENVIRONMENT MANAGEMENT**

3. Detailed information on CAF airfield environment management procedures are provided in the Operations Manual for Aerodrome Wildlife Control (CFACM 2-813). This publication can be found on the DFS intranet. Under the “*Manuals*” tab, a link is provided to the Allied Flight Safety Publication (AFSP) 1.4 Wildlife Strike Protection and to the Operations Manual for Aerodrome Wildlife Control (CFACM 2-813).
4. Additionally for civilian aviation, Transport Canada operates a website on wildlife control which provides access to bird strike data and the Bird Strike Association of Canada fosters dialogue within the industry on airport wildlife strike prevention. The DFS intranet provides links to these two programs via the “*Links*” tab.

### **BIRD STRIKE PREVENTION PROGRAM**

#### **AIM OF PROGRAM**

5. The aim of any Bird Strike Prevention Program is to minimize bird hazards to aircraft operating from DND airfields.

#### **OBJECTIVES**

6. The Bird Strike Prevention Program must have at least four objectives:
  - a. management of the environment;
  - b. dispersal of birds;
  - c. education of aircrew; and

d. reporting bird strikes and near misses.

7. Birds constitute a significant hazard to aircraft. The vast majority of bird strikes occur within five miles of an aerodrome. A comprehensive Bird Strike Prevention Program shall be implemented to reduce their impact.

8. The key element of a good Bird Strike Prevention Program is the establishment of an effective unit bird and animal control committee. Although bird and animal control is an ATC responsibility, FSOs must play an active role.

9. The Bird Strike Prevention Program strives to manage the environment around the airport. The objective of the plan is to make the airfield unattractive to birds. Studying the birds that inhabit the environment of the airport will suggest measures that can be taken to make the airport unattractive to them. Some measures are obvious such as draining wet areas and cutting down trees. Others, such as changing ground cover or using chemicals, are more complex. Each airport has its own study and improvement plan, which must conform to environmental constraints.

10. Successful measures to modify an airport habitat require the advice of an ornithologist. Almost every DND airport has been surveyed. Reports are available through the FSO or DFS. If a new survey is required, the wing can request NDHQ/DGRPP (Director General Realty, Policy and Plans) to arrange a bird hazard survey in conjunction with the Canadian Wildlife Service.

## **INFORMATION ON BIRDS**

### REPORTING BIRD ACTIVITY

11. Pilots shall advise air traffic control and other aircraft of any significant bird activity.

12. Aircrew shall report to their FSO each time they experience a bird strike or near miss. Form CF 215 – FS Occurrence Information Sheet shall be used to provide the required information and the FSO will ensure that the information collected, is entered in the FSIMS database.

#### **NOTE**

All sections of the CF215 should be completed to the maximum extent possible when reporting a bird strike. This will supply information necessary for better analysis of bird strike hazards and corresponding prevention activities.

### IDENTIFICATION OF BIRD TYPE

13. Accurate identification of bird remains provides invaluable information for an effective Bird Strike Prevention Program. Local expertise (bird watcher groups, ornithologists, wildlife specialists) should be used whenever possible to identify bird remains. Annex A contains a list of regional offices of the Canadian Wildlife Service.

## **FOREIGN OBJECT DAMAGE (FOD) COMMITTEE**

14. Each unit associated with flying operations must establish a FOD committee in accordance with C-05-005-P10/AM-001. This committee should be set up as a sub-committee of the FS Committee.

## **PARTICIPATION OF FSO TO OTHER SAFETY COMMITTEES**

15. The FSO shall serve on safety committees dealing with issues that impact the safe conduct of flying operations, like hazardous materials (HAZMAT), bird strike prevention, snow and ice removal, and send a representative to General Safety committee meetings to determine if items discussed have any potential impact to FS.

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Annex A  
Chapter 5  
A-GA-135-001/AA-001

## **ANNEX A – REGIONAL OFFICES OF CANADIAN WILDLIFE SERVICE**

### **ATLANTIC REGION**

Canadian Wildlife Service and Environment Canada  
63 East Main Street  
P.O. Box 1590  
Sackville, New Brunswick E0A 3C0

### **QUEBEC REGION**

Canadian Wildlife Service and Environment Canada  
1141, route de l'église, 9th Floor  
C.P. 10 100  
Sainte-Foy, Quebec G1V 4H5

### **ONTARIO REGION**

Canadian Wildlife Service and Environment Canada  
49 Camelot Drive  
Nepean, Ontario K1A 0H3

### **WESTERN AND NORTHERN REGION**

Canadian Wildlife Service and Environment Canada  
Room 210, 2nd Floor  
4999 - 98th Avenue  
Edmonton, Alberta T6B 2X3

### **PACIFIC AND YUKON REGION**

Canadian Wildlife Service and Environment Canada  
P.O. Box 340  
Delta, British Columbia V4K 3Y3

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