

Photocopy, file it.

35
5

MOST IMMEDIATE

No.A.60015/11/2009 - DG
Government of India
Ministry of Civil Aviation
**

B Wing, Rajiv Gandhi Bhawan,
Safdarjung Airport, New Delhi 110 003
Dated the 22.06.2009

Ce.
M(L/S)

UA
25.6.09

cc ED (M/S)
GM (C/S)

Sah
25.06.09

Subject:

Minutes of the first meeting of the National Bird Control Committee (NBCC) held on 03.06.2009 under the Chairmanship of Secretary, Ministry of Civil Aviation.

Enclosed please find herewith minutes of the first meeting of the National Bird Control Committee (NBCC) held on 03.06.2009 under the Chairmanship of Secretary, Ministry of Civil Aviation. for information and further necessary action.


(P.K. Devrani)
Section Officer
☎ 24610360

2871

To

1. Secretary, Ministry of Defence, South Block, New Delhi.
2. Secretary, Ministry of Environment, Paryavaran Bhavan, CGO Complex, Lodhi Road, New Delhi.
3. Dr. S.N.A. Zaidi, Director General of Civil Aviation, Opposite Safdarjung Airport, New Delhi.
4. Chairman, Airports Authority of India, Rajiv Gandhi Bhawan, New Delhi.
5. Shri A.K. Chopra, Joint DGCA (Convener of the NBCC) with the request he may ensure distribution of minutes to all the other members of NBCC.

Copy to:-

Sr. PPS to Secretary

PS to JS(S)

PA to DS(T)

667/FD(ATM)
26/6/09

5023/Ce.
21/6/2009.
1590-M(O)

Minutes of the first meeting of the National Bird Control Committee (NBCC) held on 3.6.2009 under the chairmanship of Secretary, Ministry of Civil Aviation.

List of participants is annexed.

At the outset, the Chairman welcomed the participants. He expressed his concern about the menace of bird hit incidents which are increasing globally endangering lives of people and property. He stated that this was a major safety concern with many countries facing this problem. He asked DGCA to give a presentation on the scenario and also apprise the Committee of the steps taken by the DGCA to curb this menace.

2. DGCA gave a detailed presentation on the issue which *inter alia* contained the data on bird strikes in India over the period 2000-2008. The data was given airline wise and airport wise also. From the presentation it was evident that the incidents of bird hit in various cities have increased over a period of time. The incidents of bird strikes in Mumbai and Delhi airports have been alarming. DGCA informed the Committee that in USA in past nine years 486 incidents of bird collision have been reported which included 166 emergency landings, 66 crash landings and 2 involving fatal accidents. Moreover Indian data reveals that in 2008 alone, 304 bird hits have been reported which does not auger well.

3. DGCA informed that the trend in the past has shown that the bird strikes are high during the monsoon season. DGCA informed that Airfield Environment Management Committee (AEMC) is in existence to monitor the implementation of bird control programme. AEMC meetings are conducted twice a year on IGI airport premises in which the airport operator and the State Government representatives participate. The AEMC ensures regular monitoring of airports and advises on technological intervention for bird prevention.

4. DGCA expressed his concern that the provisions of Rule 91 of Aircraft Rule 1937 are not enforced effectively. There is no data available on the action taken by the police of even a single violation of the Rule. The Chairman expressed his concern over this and desired that experts and local bodies should also be involved in the AEMC. He also suggested that the State Governments should take proactive measures for ensuring compliance of Rule 91. It was agreed that the Environment Secretary of State Governments would be actively involved in the AEMC as well.

Cont...2/-

5. After the presentation of DGCA, the Chairman asked Delhi International Airport Ltd. (DIAL) to give an overview of the problems of bird hits faced by them. The representative of DIAL gave a presentation on this. The presentation of DIAL primarily consisted of the presence birds and animals coming in the flight path of aircraft with potential danger causing damage to aircraft and injuries to the persons. The representative of DIAL informed that apart from the birds, they are also facing a grave danger from reptiles and ground mammals such as snakes, lizards, porcupines, bluebulls, jackals etc. The main reason for attraction of birds and animals are because of the availability of the vast space available to them for resting and availability of food for them. The representative of DIAL briefed about the measures taken by them to combat this problem which included dedicated team of wild life controllers working 24x7, bird chasers, sharpshooters, langoorwalas etc. Apart from suggesting various solutions for keeping the area safe, they were also of the view that Rule 91 of Aircraft Rule 1937 needs to be enforced strictly by the authorities.

6. The Committee was requested by the representative of DIAL that the monitoring of the Airport should be done on 24 hour basis. He expressed his concern that most bird control offices work only during day time whereas nighttime working is also needed. The representative of DIAL also gave a presentation of the equipment used by DIAL such as dedicated vehicle to scare away birds, LPG Zone guns, battery operated scaryman, signal pistols, lazer torch etc. The Chairman advised AAI to explore the possibilities of using these equipments for controlling the bird strikes. He also desired that DIAL should demonstrate use of these equipment.

7. The Chairman desired that the next meeting of the Committee should be held at some airport. He also desired that a coordination committee should be constituted which may consist of civic bodies also. He desired that continuity of officers on the committee need to be maintained. On the issue of bird problem in Gazipur and Sadar Bazar area, the Chairman advised DGCA to look into the land reclamation procedure. DGCA informed that the Environment Protection Act would have to be looked into to find a solution to the problem.

8. DGCA informed Chairman that an on-line system of bird strike report is required and that pilots need to be sensitized for reporting such strikes in the correct manner.

9. The representative of Ministry of Environment and Forest desired that the species need to be identified which are potential danger to the aviation safety and after identification it would need to be seen whether they were endangered species protected under the Wildlife Protection Act. He informed that Ministry of E&F can provide a list of expert who will advice on how to deal with the birds and animals declared as danger for the aviation safety.

Cont...3/-

10. The representative of Indian Air Force (IAF) informed that Chairman that IAF have already devised a module which is effective and has brought down the bird hits by 50%. The Chairman advised AAI to be in touch with IAF and study their module and see if this can also be extended to the civil airports also. The Chairman advised that all agencies and stakeholders should exchange their information so that a coordinated approach could be taken to prevent the bird strikes.
11. The representative of MIAL also endorsed the view of DIAL that the State Government need to be actively involved preferably at the level of the Environment Secretary and continuity of officials in AEMC meetings needs to be ensured.
12. The Chairman directed that AEMC must identify the critical airports and if necessary the matter should be taken up at the level of Chief Secretary to resolve the issue. He also mentioned that as a first step, letters could be written to the Environment Secretaries of State Governments for sensitization of the issue.
13. The Chairman, AAI informed the committee that inside airport the situation was not as critical as it is outside the airport. He advised that thrust should be to handle the outside environment. DGCA advised that an expert can be engaged to study this. DGCA emphasized that a special drive needed to be conducted before the monsoon season when bird hits show definite increase.
14. The Chairman also suggested that MIAL and DIAL should disseminate the information concerning the steps taken by them in this regard with AAI.
15. The Chairman also suggested that that scope of NBCC should be expanded to include animals also. Chairman advised that working groups in the AEMC be formed to ensure continuity.

The meeting ended with the vote of thanks to the chair.

List of the participants in the first meeting of the National Bird Control Committee (NBCC) held on 3.6.2009 under the chairmanship of Secretary, Ministry of Civil Aviation.

Ministry of Civil Aviation

- Shri M.M. Nambair, Secretary - in the chair
- Shri Alok Sinha, Joint Secretary
- Smt. Shubha Thakur, Deputy Secretary
- Shri Ashok Kumar, Under Secretary

DGCA

- Dr. S.N.A. Zaidi, Director General
- Shri A.K. Chopra, Joint Director General
- Shri Bir Singh Rai, Director (Air Safety)
- Shri R.P. Kashyap, Operations Officer

AAI

- Shri V.P. Agrawal, Chairman
- Shri P. Seth, Member (P&A)

DIAL

- Shri P. S. Nair, CEO
- Dr. S.M. Satheesan, GM

MIAL

- Shri Connie Muller

Jet Airways

- Shri Saroj K. Datta, ED
- Shri A.K. Sivanandan

Kingfisher Airlines

- Shri Promod Kumar Nadr, Asstt. Manager, Flight Safety

Ministry of Environment & Forest

- Shri R.P. Lal, IG, Forest

Ministry of Defence

- Gp. Capt. P.K. Singh, Principal Director Flight Safety, IAF