



ADVISORY CIRCULAR

The Guyana Civil Aviation Authority
82 Premniranjan Place
Prashad Nagar
Greater Georgetown

Telephone Nos. 226-6634, 227-5561, 227-1219
Fax 225-6800

**Aerodromes
No. 03**

**Subject: Potential Bird Hazards from Amenity
Landscaping and Building Design**

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1. Introduction

Aerodrome safeguarding ensures the safety of aircraft and their occupants when in the vicinity of an aerodrome by controlling potentially hazardous development and activity around it. An overview of the Safeguarding process is given in the first Advisory Circular in this series. This Circular considers in particular the need to minimize bird attractant features of landscaping proposals and building design in the vicinity of an aerodrome.

Many of the design features of building developments and their associated landscaping are commonly attractive to birds, particularly tree and shrub planting, and the creation or enhancement of a water feature. Therefore, where features attractive to birds are included in a proposed development on an aerodrome or the surrounding environment, it is essential that the hazard to aviation posed by these birds is addressed. It is recommended that developments that might attract birds should not be considered within a 13 KM radius of an aerodrome.

2. Landscaping Hazards

Landscaping may attract birds by providing feeding, nesting and roosting habitat. Almost by definition, landscaping increases and diversifies the habitats available for wildlife that, inevitably, are exploited by larger numbers of more bird species for a wider range of activities. Water features, including the enhancement of existing wet areas or watercourses, or creating new lakes, ponds or drainage channels, also create a wide range of exploitable habitats for birds. The intended effect may be functional, ornamental or the development of some form of local nature reserve. Pressure from conservation groups and local 'Biodiversity Action Plans' often results in moves to enhance many types of water feature and this almost always increases its potential to attract birds.

3. Safeguarding Strategy

Where a proposed development of an aerodrome has the potential to attract birds, the developer will be expected to have undertaken a bird hazard assessment to identify the risk of hazardous bird species being attracted to the development.

Where a significant risk is identified, the developer will be expected to modify their proposals to mitigate this risk. It is possible that as part of the mitigation, it will be necessary to produce and implement a Bird Hazard Management Plan acceptable to the aerodrome concerned.

4. Design of Buildings - On or In Close Vicinity to Aerodromes

Buildings do not provide a food source in themselves; however, buildings may be used by birds depending upon the design and use of the building and the availability of food in the nearby environment. Pigeons and Starlings are the most common birds to be found in and around buildings. Pigeons make use of ledges of buildings to roost whilst Starlings may roost both on and in buildings in vast numbers. Gantries and other complex structures offer potential perches and will nest inside roof spaces and inside buildings to which they can gain access, such as hangars and cargo sheds.

Wherever possible buildings in close proximity to the aerodrome should incorporate the following measures to minimize their attractiveness to birds:

- Prevention of access to the building, including the roof space.
- Self-closing doors to prevent access by birds or openings should have plastic strip curtains fitted.
- Waste disposal containers should be self closing to prevent access for birds.
- Food outlets and cafes should not have open litter bins or any areas where waste food is available to birds.
- Steeply pitched roofs to deter breeding.
- Roof overhangs kept to a minimum.
- Ledges beneath overhangs and external protrusions should be avoided.

Z. Mohamed

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Interim Director General