



Civil Aviation Safety Authority of
Papua New Guinea



Department of Transport

PNG 11th Aviation Safety & Security Conference
APEC Haus, Port Moresby, Papua New Guinea
5 October 2026

DISCUSSION PAPER

Agenda: National Wildlife Hazard Management Program.
Title: Strengthening PNG Wildlife Hazard Management through Evidence, National Governance, Standardised Reporting and Risk-Based Action.
Organisation: Department of Transport.
Presenter: Mr. Kenny Abau, Manager International Air Transport Operations

SUMMARY

This discussion paper proposes a coordinated national response focused on governance, standardised reporting and ICAO IBIS arrangements, risk-based action at priority aerodromes, post-strike assurance, national safety intelligence and land-use coordination. The 2026 year-to-date analysis records 39 bird-strike events from January to September across Nadzab, Port Moresby International Airport (PMIA), Mt. Hagen and Goroka. Nadzab recorded 13 strikes, PMIA 11, Mt. Hagen 9 and Goroka 6. March recorded 9 events and April 7, representing the clearest concentration in the available 2026 data.

1.0 INTRODUCTION

Wildlife strike is a cross-sector aviation safety issue requiring coordinated action by the regulator, aerodrome operators, the air navigation service provider, aircraft operators, safety investigators, environmental and land-use authorities and other relevant stakeholders.

The 2026 year-to-date analysis provides a current evidence base for discussion. It records 39 bird-strike events from January to September across four surveyed airports: Nadzab 13, Port Moresby International Airport (PMIA) 11, Mt. Hagen 9 and Goroka 6.

The purpose of this Discussion Paper is to use the 2026 evidence to focus national attention on priority locations and periods, while strengthening governance, reporting quality, post-strike assurance and coordinated risk mitigation.

2.0 DISCUSSION

The 2026 data identify Nadzab as the highest-frequency location with 13 strikes, equal to 33.3 per cent of the 39 recorded events. PMIA recorded 11 strikes (28.2 per cent), Mt. Hagen 9 (23 per cent) and Goroka 6 (15.3 per cent). These results support a risk-based approach that gives priority to aerodromes showing the highest occurrence frequency.

Monthly analysis shows the highest concentration in March (9 strikes) and April (7 strikes). The source analysis describes March–April as the peak period and notes May and September as the lowest-activity months, with one strike across the four airports in each of those months. The Safety Assurance Office is monitoring the trend to identify where and when most bird-strike events occur so that vigilance can be increased.

The available occurrence material also identifies data-quality gaps in exact local time, positive species identification, altitude or height AGL, flock size, weather, visibility, lighting and

standardised damage classification. Consistent capture of these fields is necessary to improve trend analysis and support risk-based mitigation.

ICAO reporting and wildlife hazard management arrangements should therefore be supported by a common national reporting dataset and a defined national focal point and process for forwarding wildlife-strike information to the ICAO Bird Strike Information System (IBIS).

The proposed National Wildlife Hazard Management Committee should provide the national coordination mechanism for information exchange, trend review, mitigation monitoring, training, policy and legislation review, airport wildlife hazard controls and land-use coordination. Appropriate local aerodrome wildlife coordination arrangements should complement the national mechanism.

Priority aerodromes identified through national trend analysis should undertake proportionate wildlife hazard risk review and mitigation. Post-strike arrangements should reinforce timely operational and maintenance notification and appropriate inspection following reported or suspected strikes.

National safety intelligence should include periodic wildlife-strike trend analysis, data completeness, status of priority mitigations and IBIS submissions. Numerical performance targets should be established only after the common dataset, responsibilities and national reporting baseline are confirmed.

3.0 ACTION BY THE CONFERENCE

The conference is invited to:

- a) note the 2026 year-to-date bird-strike profile of 39 events across Nadzab, PMIA, Mt. Hagen and Goroka, including the concentration of events in March and April;
- b) support formalisation and operational use of the National Wildlife Hazard Management Committee and appropriate local aerodrome wildlife coordination arrangements;
- c) endorse development and adoption of a standard national wildlife-strike reporting dataset and a defined national process and focal point for submission of wildlife-strike information to ICAO IBIS;
- d) support risk-based wildlife hazard reviews and mitigation at priority aerodromes identified through national trend analysis, with particular attention to the higher-frequency locations and periods identified in the 2026 data;
- e) call upon relevant operators and service providers to strengthen timely occurrence notification, post-strike inspection evidence and data completeness; and
- f) request periodic national wildlife-strike trend and implementation assurance reporting through the agreed national governance mechanism and to a future PNG Annual Aviation Safety & Security Conference.