



## Bird Hazard Management Phil Mountain UK Birdstrike Avoidance Team



### Wizz Air Problem (2010)



- 35 Airbus A320-200 aircraft
- 70+ destinations
- 228 non-damaging strikes
- 22 damaging strikes
- Total birdstrike related costs

## Assessing the **W!ZZ** risk

- The project used ICAO recommended safety indicator of 1 birdstrike per 1000 aircraft movements.
- ICAO 'On airport' definition used = under 200 feet on approach and 500 feet on climb out
- 10 airports well above the rate
- The rates ranged between 10.7 to 0.7 for the 28 airports selected to date.
- Note: this figure was the figure calculated for Wizz Air and was NOT the airport figure.

## Wizz Air Project



## IBSC Standards



- The 9 IBSC Standards were used as a benchmark for the Fera Standards Checks.



## Assessing bird management programmes



- Management structure
- Provision of active bird control
- Airside habitat management
- Reporting and recording
- Off-airfield monitoring

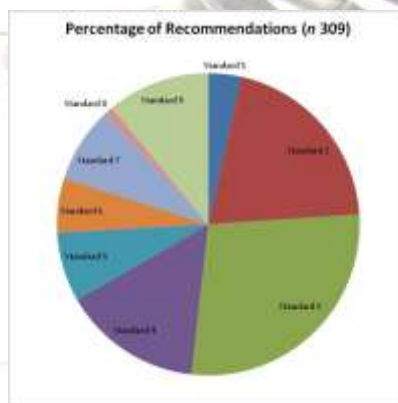
A checklist form titled "BIRD CONTROL, STANDARDS CHECK AND BIRDSTRIKE RISK ASSESSMENT FOR AIRFIELD". The form includes a header with the Fera logo and the title. Below the title, there is a section for "BIRD MANAGEMENT PLAN" with a date field. The main body of the form consists of a table with columns for "Check", "Status", and "Action". The "Status" column contains handwritten "OK" or "N/A" for each item. The "Action" column contains handwritten initials or dates. At the bottom, there is a section for "BIRD MANAGEMENT AND CONTROL INSPECTION" with a date field and a signature line.

## Findings:

- No Active Bird Control
- No Habitat Management
- No Equipment
- No Off-airfield Monitoring
- Non Compliance
- Effective Active Bird Control
- Habitat Management Plan
- Full range of EFFECTIVE equipment

## Recommendations

- 309 recommendations made to date
- Average of 10 per station
- 96% Recording & Reporting
- 92% Active Bird Control
- 92% Grass Management
- 92% Equipment

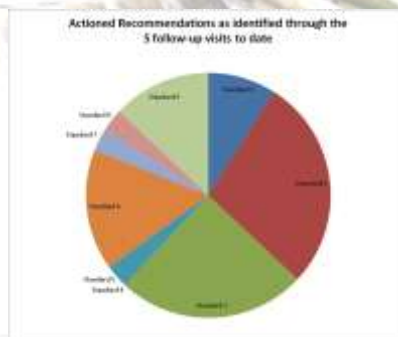


## Fera Follow-up visits

- 10 airports to receive follow-up visits
- Review of progress made
- Provide advice to Airport to enable recommendations to be actioned
- Reiterate necessity / importance of birdstrike mitigation
- Give airport confidence to invest

## Follow-up visits (5 completed)

- 50% recommendations actioned, of those:
  - Habitat Management
  - Active Bird Control
  - Reporting & Recording
  - Off-airfield Assessment



## Results 2010 compared to 2011



- 23% Birdstrike reduction with airports visited
- 141 on airfield strikes in 2010 compared to 108 on airfield strikes in 2011.
- 37.4% reduction in birdstrike *rate* for airports visited
- 55% increase in birdstrike *rate* for airports not visited

## Conclusion



- Even with minimal delivery of recommendations, IBSC Standards have a huge impact on birdstrike risk reduction.
- Many airports were poorly supported by their respective CAA's. Poor guidance and ineffective oversight was seen to foster poor performance.
- EASA is ideally placed to provide guidance and support to Member States and ensure that IBSC Standards For Aerodrome Bird/Wildlife Control becomes standard across Europe and forms the basis for compliance audits.