Wildlife Strike Hazard Reduction

Wizz-BML experience auditing 35 European Airports

Polish BC meeting, Modlin, 16th December 2013
Introduction

- The bird strike rate rose above the tolerable level in 2009
- Further bird strike rate increase measured in 2010
- Understood, we shall “THINK OUTSIDE THE BOX”
Risk mitigation action plan

- Lobbying at EASA
- Make the IBSC Standards legal obligation
- Promote IBSC standards
- Check compliance to IBSC standards
- Follow-up compliance to IBSC standards
- New pilot procedures
- Active post-strike procedures
- Involvement of EASA and NAAs
The safety manager’s experience after 35 airports checked

- Bird strike hazard is significant over Europe, mainly due to:
  - Lack of basic understanding of basics on effective bird management
  - Reliance on static/automatic equipment and/or falconry
  - Inadequate use of active bird control
  - Very low reporting and identification rate
  - No safety measure and target
  - Little evidence of regulatory oversight
  - The professional ornithologist’s experience will follow
Significant result achieved

1. Bird strike rate reduction at airport is manageable: all airports improved their active bird control system showed improvement
2. One or two professional checks leaded to the significant result
3. Little regulatory oversight was experienced at most of the countries visited
4. We believe, professional regulatory oversight can lead to significant change in the industry
5. Wizz & BML are ready to disseminate this information to any forum of EASA or NAA
6. We kindly ask the Polish BC’s support in mitigation of this significant safety hazard
New EASA Requirements for Aerodromes

ADR-OPS.B.020 — Wildlife strike hazard reduction
(a) The aerodrome operator shall:
(1) assess the wildlife hazard on, and in the surrounding, of the aerodrome;
(2) establish means and procedures to minimize the risk of collisions between wildlife and aircraft;
(3) notify the competent authority if a wildlife assessment indicates conditions in the surroundings of the aerodrome conductive to a wildlife hazard problem.

AMC-ADR-OPS.B.020 — Wildlife Strike Hazard Reduction
(a) The aerodrome operator should:
(1) participate in the national wildlife strike hazard reduction programme;
(2) record and report to the competent authority wildlife strikes to aircraft;
(3) ensure that wildlife hazard assessments are made by competent personnel;
(4) establish, implement and maintain a wildlife risk management programme.
   • GM1-ADR-OPS.B.020 — Wildlife Risk Assessment
   • GM2-ADR-OPS.B.020 — Wildlife Risk Management Program
   • GM3-ADR-OPS.B.020 — Wildlife training
   • GM4-ADR-OPS.B.020 — Recording and reporting of wildlife strikes and observed wildlife
Possible fields of cooperation

- Sharing of bird strike data
- NAA safety targets for airports on bird strikes
- More focus on wildlife hazard by local runway safety teams
- Joint bird management standard checks
- Sharing of standard check checklists and reports
- Professional trainings to Airport specialists and NAA inspectors on wildlife management
- Preparation programmes for compliance to EASA ADR regulation – it takes time!
  - Joint introductory forums
  - Trainings
  - Guidance materials
Assessing the Wizz 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 30 airports selected to date
- Note: this figure was the figure calculated for Wizz Air and was NOT the airport figure
Wizz Air Project
Polish Standards Checks

- 6 Airports
- 6 Initial visits between September 2010 and September 2011 resulting in 83 recommendations (Station average 14)
- 4 Re-visits in 2012 resulting in 66 recommendations (Station average 13)
Effective Non-lethal Control Methods

Pyrotechnics

- >80m range
- 12 gauge
- manually operated

Distress Calls

- correct distress calls
- manually operated
- correct procedure
Lethal Control Methods


- Article 9 section 1 (a) allows member states to derogate where there is no other satisfactory solution; reasons for derogation include ‘in the interests of air safety’
Birdstrike Remains Identification

- DNA Analysis
- Microscopic Feather Analysis
- Whole, Part Bird & Feather Analysis
Airport ID

Improvement in Airport Staff ID

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Any questions?

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