

# EASA Regulation 139 on aerodromes - wild life



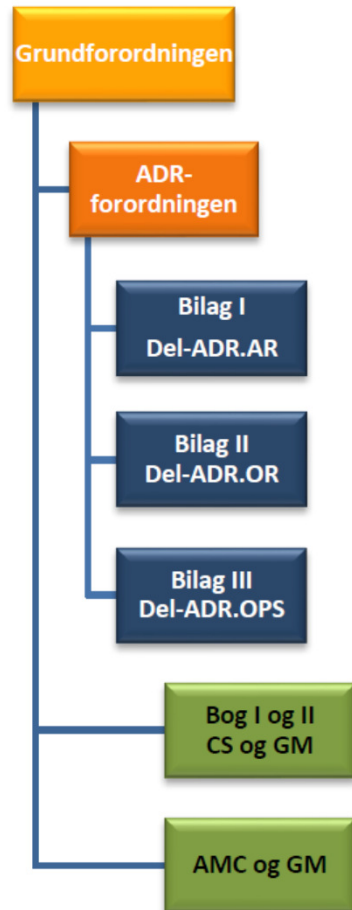
**NORDIC BIRD STRIKE ADVISORY GROUP**

**(NBSAG)**

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- Trondheim, Norway, 1-2 June 2016

# EASA Regulation 139 – wild life



Common regulation on civil aviation, 2008

Regulation 139 on aerodromes, 2014

Authority requirements

Organisation requirements

Operations requirements

Certification specifications/guiding material

Acceptable means of compliance/  
guiding material

# Requirements for the authority

## *Article 9*

### **Monitoring of aerodrome surroundings**

Member States shall ensure that consultations are conducted with regard to human activities and land use such as:

- (e) the creation of areas that might encourage wildlife activity harmful to aircraft operations;

## *Article 10*

### **Wildlife hazard management**

1. Member States shall ensure that wildlife strike hazards are assessed through:

- (a) the establishment of a national procedure for recording and reporting wildlife strikes to aircraft;
- (b) the collection of information from aircraft operators, aerodrome personnel and other sources on the presence of wildlife constituting a potential hazard to aircraft operations; and
- (c) an ongoing evaluation of the wildlife hazard by competent personnel

2. Member States shall ensure that wildlife strike reports are collected and forwarded to ICAO for inclusion in the ICAO Bird Strike Information System (IBIS) database.

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# Requirements for the operator

## **ADR.OPS.B.020 Wildlife strike hazard reduction**

### **The aerodrome operator shall:**

- (a) assess the wildlife hazard on, and in the surrounding, of the aerodrome;
- (b) establish means and procedures to minimise the risk of collisions between wildlife and aircraft, at the aerodrome; and
- (c) notify the appropriate authority if a wildlife assessment indicates conditions in the surroundings of the aerodrome are conducive to a wildlife hazard problem.

# Acceptable Means of Compliance

## **AMC1 ADR.OPS.B.020 Wildlife strike hazard reduction**

### GENERAL

The aerodrome operator should:

- (a) participate in the national wildlife strike hazard reduction programme;
- (b) establish procedures to record and report to the appropriate authority wildlife strikes to aircraft occurred at the aerodrome, in close cooperation with organisations operating, or providing services at the aerodrome;
- (c) ensure that wildlife hazard assessments are made by competent personnel; and
- (d) establish, implement and maintain a wildlife risk management programme.

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# National implementation - Denmark

- EASA Regulation 139 will be implemented when airports are being certified
- Wild life: The regulation is rather general
- No major changes in requirements for airports anticipated
- "National procedure" and "national program" written together in one document:
  - Monitoring of surroundings
  - Reporting requirements for pilots and airports
  - Reporting to ICAO
  - National bird strike committee