

Name of Project: <i>Implementation of the Bird and Habitat Directives at European Aerodromes</i>	
ToR Reference No.: 2022-VII/05	
Version: <input type="checkbox"/> Draft <input type="checkbox"/> Final <input checked="" type="checkbox"/> Adopted	Date: 17-Nov-21
TERMS OF REFERENCE FOR WORK UNDER THE AUSPICES OF IMPEL	

1. Work type and title

1.1 Identify which Expert Team this needs to go to for initial consideration	
Industry and air	<input type="checkbox"/>
Waste and TFS	<input type="checkbox"/>
Water and land	<input type="checkbox"/>
Nature protection	<input checked="" type="checkbox"/>
Cross-cutting tools and approaches	<input type="checkbox"/>
1.2 Type of work you need funding for	
Exchange visits	<input checked="" type="checkbox"/>
Peer reviews (e.g. IRI)	<input type="checkbox"/>
Conference	<input type="checkbox"/>
Development of tools/guidance	<input checked="" type="checkbox"/>
Comparison studies	<input checked="" type="checkbox"/>
Assessing legislation (checklist)	<input checked="" type="checkbox"/>
Other, (please describe):	<input type="checkbox"/>
1.3 Full name of work	
<i>Implementation of the EU Bird and Habitat Directives at Aerodromes</i>	
1.4 Abbreviated name of work or project	
<i>Implementation of the EU Bird and Habitat Directives at Aerodromes</i>	

2. Outline business case (why this piece of work?)

2.1 Name the legislative driver(s) where they exist
<i>Bird and Habitat Directives</i>
<i>Commission Regulation (EU) No 139/2014</i>



2.2 Link to IMPEL MASP priority work areas

1. Assist members to implement new legislation.
2. Build capacity in member organisations through the IMPEL Review Initiatives.
3. Work on 'problem areas' of implementation identified by IMPEL and the European Commission.
4. Other, (please specify):

2.3 Why is this work needed?

The EU Habitat and Bird Directives are the cornerstones of Europe's legislation to halt and reverse the loss of biodiversity across Europe. In response to the declining biodiversity of Europe and the world, the European Union has developed the EU Biodiversity Strategy for 2030 (https://ec.europa.eu/environment/strategy/biodiversity-strategy-2030_en) to make agricultural and urban areas greener and to address invasive species.

Although not as large as agricultural and urban areas, aerodromes cover a significant part of Europe, scattered all over the continent (www.aerodromes.eu). Aerodromes are present in all biogeographical regions and are hosting a wide variety of Europe's habitats and plant and animal species.

While most small animal species at aerodromes are not hazardous towards the safety of aircrew, passengers and aircraft, the aerodrome's heavy and/or flocking animals are one of the major flight safety hazards for landing and departing aircraft.

Aircraft – wildlife collisions result in delays, damaged aircraft and even crashes, costing the aviation industry billions of Euros annually. The collisions are always fatal for the animals involved, resulting in conservation issues when they are an endangered species.

The European Commission (EC) Regulation 139 / 2014 is the cornerstone of Europe's legislation to safeguard the safety of aviation (aircrew, passengers and aircraft) by for the aerodromes to comply with the requirements for the prevention of aircraft – wildlife collisions. The EC Regulation 748/2012 is setting rules for aircraft manufacturers to comply with the aircraft's wildlife impact requirements.

To comply with EC Regulation 139 / 2014, aerodromes manage their habitats and deploy harassing techniques to make their areas as unattractive for aircraft – hazardous wildlife as possible. The EU Bird and Habitat Directives offer derogations for those hazardous species, stipulating that the derogations can only be applied if there are no other alternatives. Each EU Member State is responsible to issue, register and report the derogation permits. For example, according to the derogation dashboard (<https://www.eea.europa.eu/data-and-maps/dashboards/overview-of-derogations-and-exceptions>), in the period 2018 – 2020, the EU Member States recorded permits to derogate from the Bird Directive for flight safety reasons allowing to kill 2,096 birds, destruct 287 nests or eggs, to capture 220 individuals and to disturb 165 birds. Inspection is needed on the correctness of these numbers.



The non-built up areas of the European aerodromes have vast areas that are, compared to the surrounding agricultural and urban areas, relatively undisturbed. Within the limits of aircraft – wildlife strike prevention, these areas could contribute to the conservation of non-hazardous wildlife species. Especially the species targeted in the EU initiative to protect the birds of the European farmland (https://ec.europa.eu/environment/nature/legislation/birdsdirective/birds_farmland_en.htm) that are in serious decline due to agricultural intensification and urbanization, like for example the Skylark.

Examples of good practices will help aerodromes to apply the most appropriate aircraft – wildlife strike prevention strategies, resulting in 1) a reduction of the aircraft – wildlife collision hazard and 2) the number of individuals affected by derogation permits and 3) an increase of non-hazardous species.

Aims

This project aims to investigate:

1. The number of animals, specified per species, killed by aircraft;
2. The number animals killed/ nest destroyed based on a the derogations specified per species;
3. The level of compliance of the aerodromes with the Bird and Habitat Directives;
4. The methods that aerodromes execute to prevent aircraft-wildlife collisions;
5. The methods that could be applied to have a win – win situation for flight safety and biodiversity.

2.4 Desired outcome of the work

Report with overviews of:

- * flora and fauna species, as well as habitats present at aerodromes;
- * aircraft – hazardous bird and other animal species;
- * number of individuals removed (either killed or caught and relocated)
- * present aircraft – wildlife strike prevention practices
- * toolkit for more animal friendly methods to prevent aircraft – wildlife collisions
- * potentials for flora and fauna species within the limits of aircraft – wildlife strike prevention

2.5 Does this project link to any previous or current IMPEL projects?

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3. Structure of the proposed activity

3.1 Describe the activities of the proposal

1. Sending information letters and questionnaires to all European aerodromes and organisations responsible for flight safety and Bird directive derogation permits.
2. Interviewing the aerodromes and organisation virtually and on site in 2022 – 2024.
3. Virtual project team meetings in 2022 – 2024.
4. Project team meetings during site visits in 2022 – 2024.

3.2 Describe the products of the proposal

See 2.4

