CONTROL OF BIRDS AND OTHER WILDLIFE AT AIRPORTS

This Aviation Regulation has been issued by virtue of the Finnish Aviation Act (281/95), section 51. It is based on recommendations contained in Volume 1, Chapter 9 of Annex 14 to the Convention on International Civil Aviation.

This regulation shall enter into force on 22 May 1997, replacing Attachment 1 to the Letter of the National Board of Aviation No. 4632/46/78/1979-02-12 (Reduction of bird hazard to air traffic at airports).

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1 GENERAL

1.1 Applicability

1.1.1 This Aviation Regulation shall apply to airports.
Note. - An airport means an aerodrome at which air traffic service is permanently provided.

1.1.2 This Aviation Regulation shall only apply to the functions of the airport and airport operator. It shall in no way restrict or regulate the operations of aircrews or aircraft operators.
Note. - Provisions on reporting a bird strike during flight operations are given in Aviation Regulation GEN M1-4.

1.1.3 This Aviation Regulation determines a number of measures for reducing the hazard caused by birds and other wildlife to aircraft operations, particularly at airports and in their immediate vicinity.
Note. - Additional instructions and recommendations for reducing bird problems are given in the ICAO (International Civil Aviation Organization) publication Airport Services Manual, Part 3, Bird Control and Reduction (Doc 9137-AN/898).

1.1.4 What is said of Air Traffic Control in this regulation, shall also apply to AFIS units, unless otherwise indicated.

1.2 Definitions

Note. - Some terms used in this Aviation Regulation have been defined in regulations AGA M3-1 and OPS M1-1.

1.3 Exemptions and transitional provisions

1.3.1 The Finnish Civil Aviation Authority may, on application and for justified reasons, grant exemptions from the provisions of this Aviation Regulation.

2 PREVENTIVE MEASURES

2.1 The airport manager shall provide for preventive measures to reduce the risk of bird and wildlife strikes to aircraft. For this purpose, information on potential problem species and available means of prevention must be collected systematically. Observations and notes on the occurrence of species causing hazard must be made to the extent necessary for planning preventive measures.
2.2 The airport manager shall, as far as practicable, monitor the activities and plans in the airport vicinity. He/she must seek to influence land use planning, licensing authorities and relevant operators so that any garbage dumps, composting plants, fur farms, fish breeding establishments, wildlife feeding stations, artificial lakes or ponds are not established or extended within a distance of 10 km of the airport. This also applies to establishments farther away from the airport, which provide food and are located so that the daily routes of problem birds from significant nesting areas would pass over the airport or close to it.

2.3 Existing plants or activities referred to in 2.2 above shall be monitored and, where necessary, available means shall be used to get the plant closed or the activities discontinued or changed so as to reduce or eliminate the hazard to aircraft operations.

2.4 Any activities likely to increase or maintain a bird or wildlife population hazardous to aircraft may not be conducted within airport property. Such activities include e.g. feeding birds or other wildlife, fish breeding, fur farming, and establishing ponds or wetlands.

2.5 Vegetation, trees and small water ponds within the airport shall be kept or changed so that they are less attractive to birds and other wildlife.

2.6 For the planning and training of preventive measures and dispersal methods, the airport operator must have access to an expert.

Note. - The person selected as an expert may be e.g. a trained biologist, an experienced amateur ornithologist or a hunter with sufficient basic knowledge of birds and their behaviour.

3 CONTROLL AND DISPERSAL

3.1 The air traffic control unit shall during its operating hours, as far as practicable, monitor the occurrence of birds and other wildlife hazardous to air traffic on the airport and, where necessary, request inspection and dispersal measures.

Note. - The Finnish Air Traffic Control Manual (LJKK) and Aviation Regulation OPS M1-19 contain provisions for informing aircraft of temporary hazards, including birds on the ground or in the air. AIP section AGA 0 gives instructions for notifying bird concentrations through the Aeronautical Information Services publication system.

3.2 Unless the airport manager otherwise determines, the persons conducting daily inspections of movement area must carry out the necessary control and dispersal measures. When the air traffic control so requests, in connection with movement area inspections or where otherwise necessary, they must make sure, to the extent possible, that there are no birds or other wildlife hazardous to aircraft operations on the airport.

Note. - Provisions for daily inspections of movement area are contained in Aviation Regulation AGA M3-9.

3.3 When there is reason to suspect that there are flocks of birds or even single medium-sized (e.g. gull) or large birds on the runway or in its immediate vicinity, the area must be inspected and dispersal measures conducted before take-off or landing of a jet or turbopropeller aeroplane. For piston-engine aeroplanes and helicopters, dispersal measures shall be taken if there is reason to suspect that there is a large flock of birds or even a single large bird on the runway or in its immediate vicinity. Dispersal measures must also be taken whenever a pilot so requests. Where necessary, the inspection frequency of areas used by birds must be increased during migratory season and in exceptionally poor weather.

A record shall be kept of the inspections.

3.4 If a deer or other large animal has been observed inside the airport perimeter fence, all available means shall be used to find and remove it, at the latest before dark. If this is not successful, adequate measures must be taken to ensure that the animal will not come to the runway during take-off or landing of an aircraft.

3.5 Air traffic controllers and persons involved in bird dispersal must have material on the identification of bird species and their habits of life at their disposal.
3.6 The airport must have appropriate dispersal equipment, depending on the severity of bird and wildlife problems at that airport. In any case, at least one shotgun with both scaring cartridges and live ammunition must be available to the dispersal team.

Note. - Information on dispersal equipment and experiences gained on them in different countries is given in The Green Booklet, published by the International Bird Strike Committee (formerly Bird Strike Committee Europe).

3.7 The airport manager is responsible for ensuring that the airport has valid permits, granted by appropriate authorities, to kill birds and deer species protected by nature conservation and hunting laws. Birds must be killed when necessary to maintain the scaring effect of other control methods, or if dispersal measures are not successful. To prevent the establishment of a hazardous bird stock, problem birds must be dispersed and harassed especially when they start nesting. Reduction of the bird population shall be initiated if other measures have not produced sufficient results with regard to the safety of aircraft operations. However, the general need for preservation of the species and permits required for these measures must be considered.

4 DUTY TO REPORT

4.1 Based on reports submitted in accordance with Aviation Regulation GEN M1-4, the airport shall make an annual summary of statistics for its own use and keep long-term statistics on bird strikes occurred on the airport and in its vicinity.

4.2 By the end of January each year, the airport must submit to the Civil Aviation Authority a brief report on bird and other wildlife species that have caused problems during the previous year, preventive measures taken, dispersal methods and equipment used, as well as the number by species of birds and other animals killed.