



Funded by the
European Union



European Union Network for the
Implementation and Enforcement
of Environmental Law

Implementation of the Birds and Habitats Directives at European Aerodromes

An IMPEL project

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World Birdstrike Association – Europe

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IMPEL

- The European Union Network for the **IMP**lementation and Enforcement of **E**nvironmental **L**aw (IMPEL)
- An international non-profit organisation of **environmental authorities**
- Founded in **1992**. Legal seat in Brussels; <https://www.impel.eu>
- **55 members authorities** from **36 European countries**
- **>850 involved experts**

 Albania	 Austria	 Belgium
 Bulgaria	 Croatia	 Cyprus
 Czech Republic	 Denmark	 Estonia
 Finland	 France	 Germany
 Greece	 Hungary	 Iceland
 Ireland	 Italy	 Kosovo*
 Latvia	 Lithuania	 Luxembourg
 Malta	 Netherlands	 North Macedonia
 Norway	 Poland	 Portugal
 Romania	 Serbia	 Slovak Republic
 Slovenia	 Spain	 Sweden
 Switzerland	 Turkey	 United Kingdom

- ***The objective of IMPEL is to create the necessary impetus to make progress on ensuring a more effective implementation of environmental legislation.***

**FIVE
THEMATIC
AREAS**



INDUSTRY AND AIR



WASTE AND TFS



WATER AND LAND



NATURE PROTECTION



CROSS-CUTTING





IMPEL Nature

Protection

Focus on practical implementation and enforcement of European Union Nature legislation:

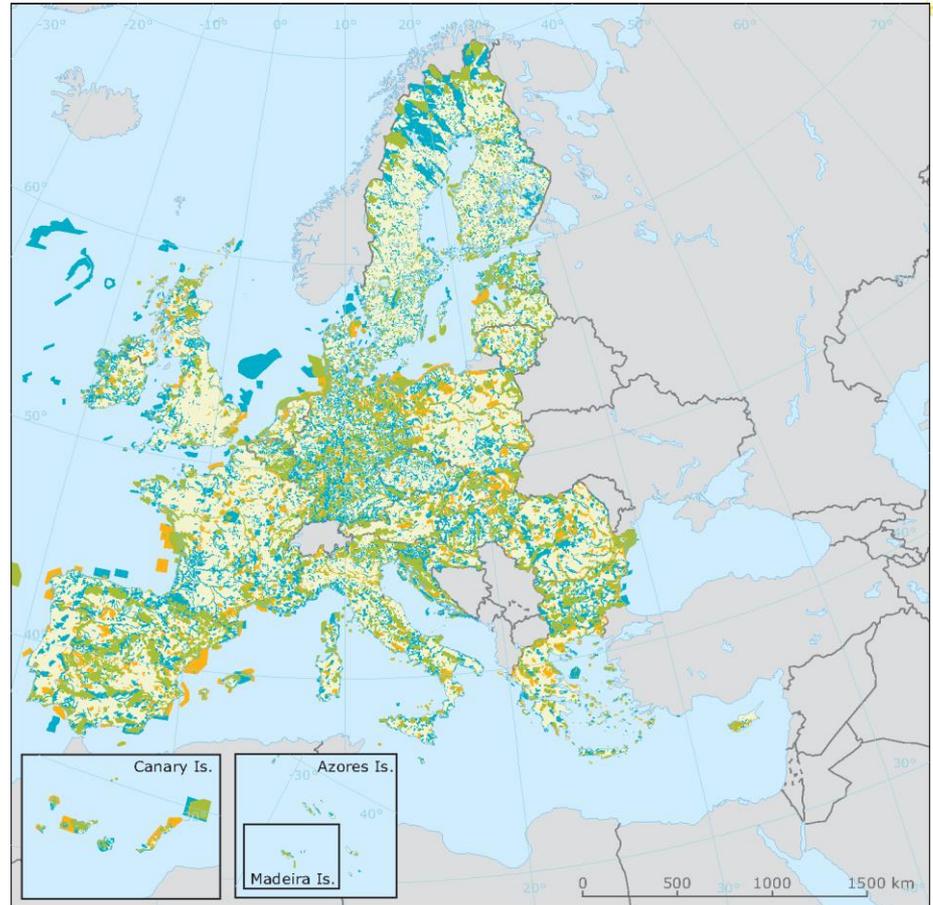
Birds Directive

Habitats Directive

EU Birds and Habitats Directives

- Birds directive (1979) aims to protect all European wild birds
- Habitats directive (1992) aims to ensure the conservation of flora and fauna species by protecting their habitats





NATURA 2000

- Sites—or parts of sites—belonging to both Directives
- Habitats Directive sites, pSCI, SCI, SAC
- Birds directive sites (SPA)
- Outside coverage

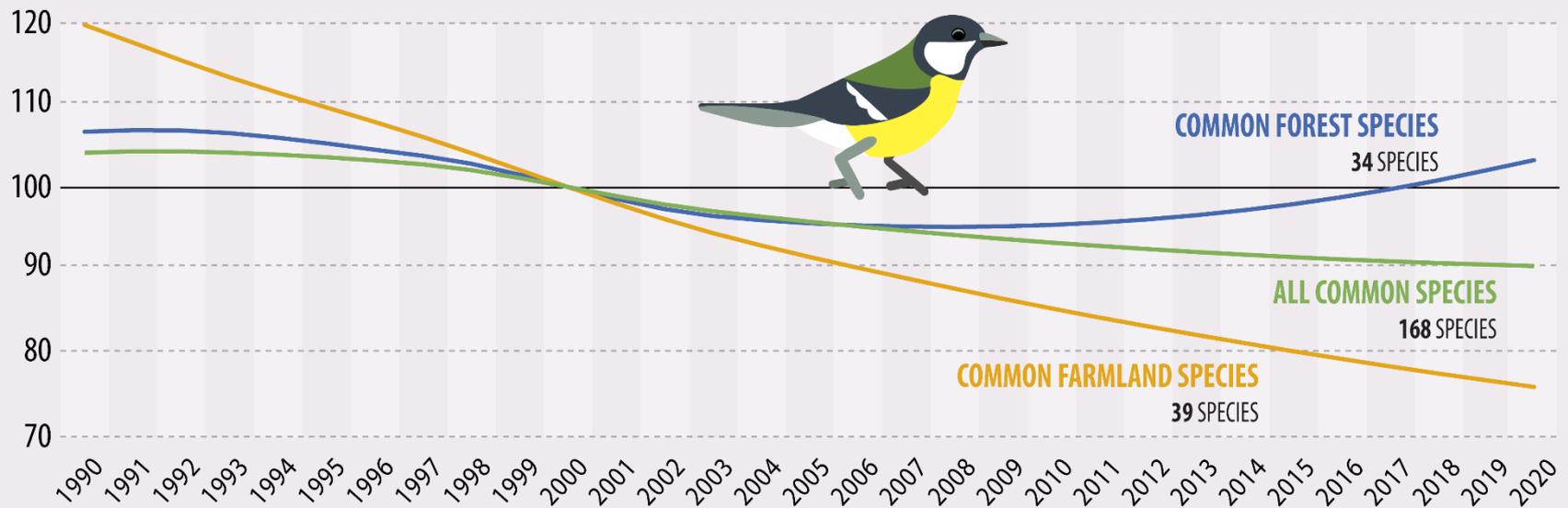
European Environment Agency



What is the result of all efforts?

EU common bird indices, 1990 – 2020

(index 2000 = 100)



2020: data are estimated.

Malta: data not available. As a result, the EU indices are based on 26 EU Member States.

Sources: European Bird Census Council (EBCC); national BirdLife organisations; Royal Society for the Protection of Birds (RSPB); Czech Society for Ornithology (CSO)



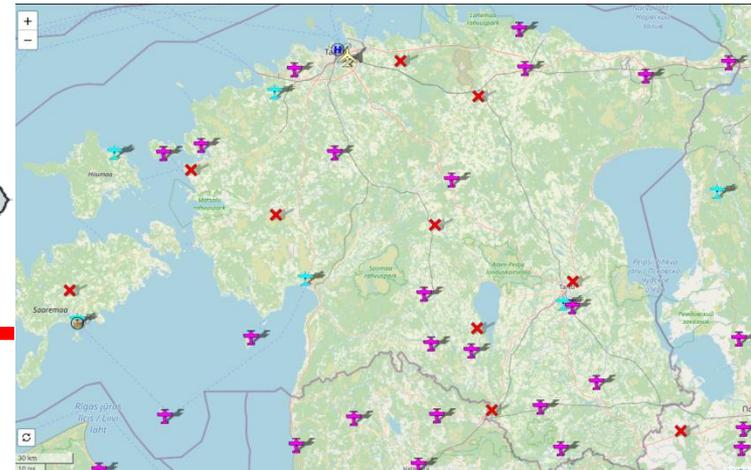
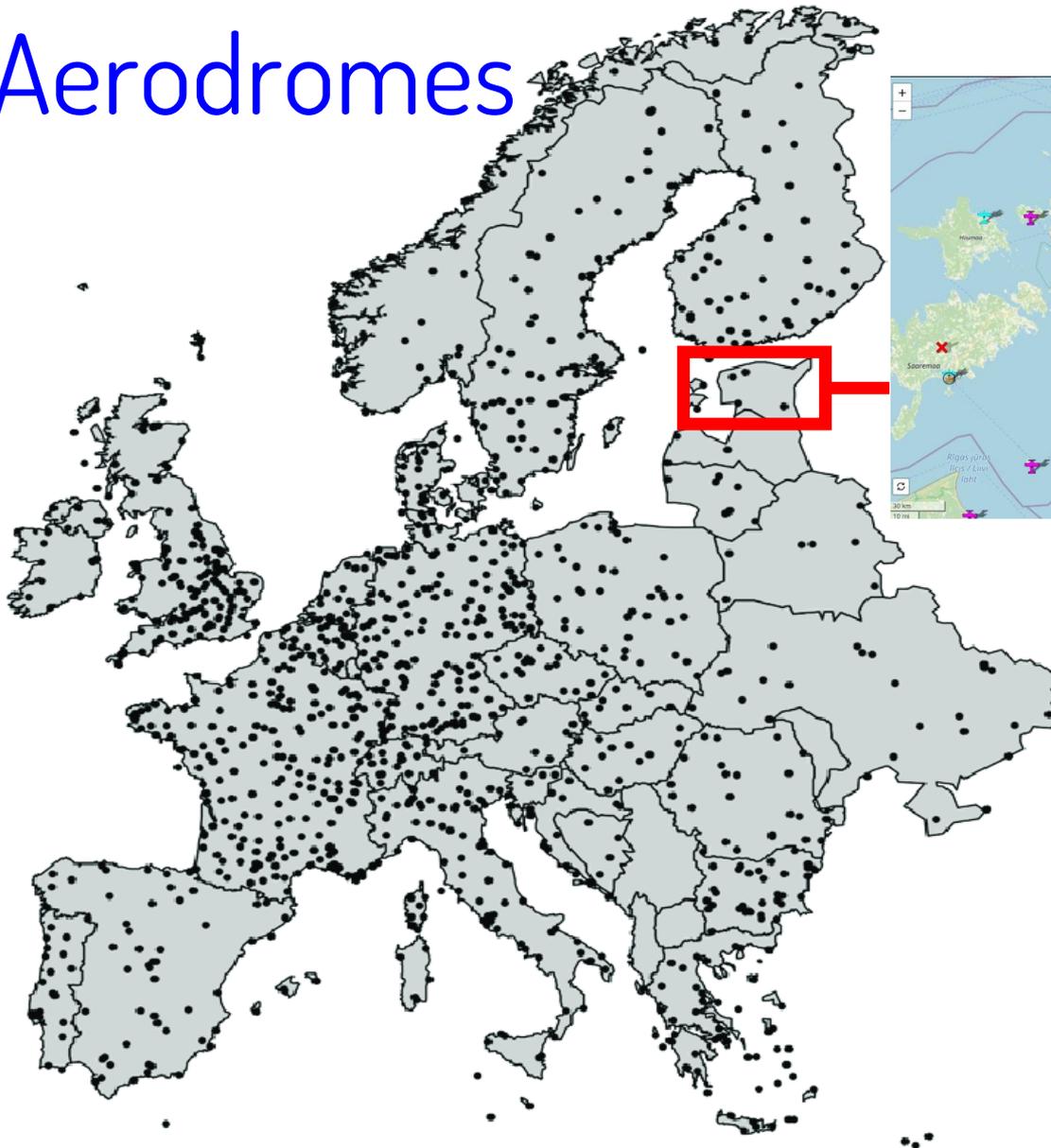
EU Biodiversity Strategy for 2030

Bringing nature back into our lives



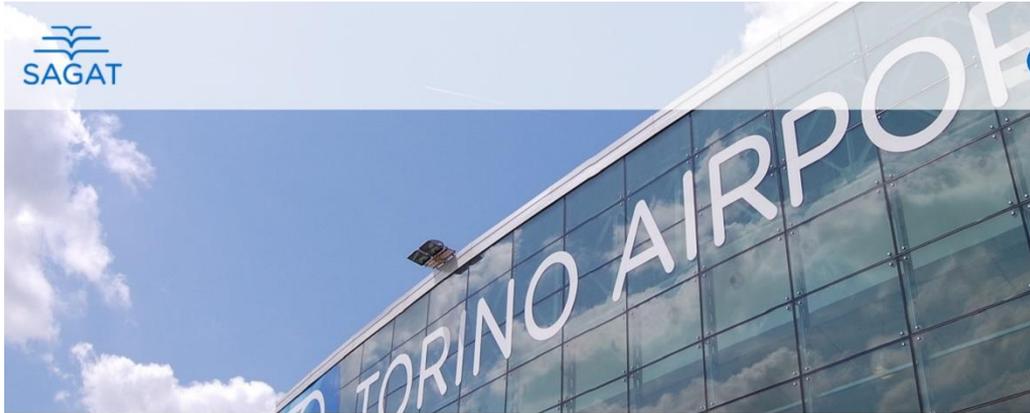
Key pillar of the
EU Green Deal

Aerodromes



<https://ourairports.com/>

Biodiversity at European aerodromes?



Homepage » Sagat-Torino Airport » Company » Sagat-Group » Torino Green Airport

Torino Green Airport



A strong positioning on the environmental sustainability of an airport infrastructure represents and will increasingly represent a qualifying element in order to counter the growing criticism associated with the environmental impact of the air transport industry.

Lines of actions

- Energy / Emissions / Decarbonisation
- Management of green areas and biodiversity
- Waste
- Waters
- Airport noise

Biodiversity at European aerodromes?



BIODIVERSITÉ AÉROPORTUAIRE
ÉVALUER / AMÉLIORER / FAIRE CONNAÎTRE



QUI SOMMES NOUS

LA DÉMARCHE

PROGRAMMES SCIENTIFIQUES

RÉSULTATS

PLATEFORMES

MÉDIAS

CONTACT



BIODIVERSITÉ AÉROPORTUAIRE

Une biodiversité ordinaire et parfois remarquable qui peut surprendre

Biodiversity at European aerodromes?





EASA
European Aviation Safety Agency



*Easy Access Rules for Aerodromes (Regulation (EU)
No 139/2014)*

*Annex IV — Part-ADR.OPS
SUBPART B — AERODROME
OPERATIONAL SERVICES,
EQUIPMENT AND INSTALLATIONS
(ADR.OPS.B)*

ADR.OPS.B.020 Wildlife strike hazard reduction

Regulation (EU) No 139/2014

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.



flight safety



nature
protection



EU BIRDS DIRECTIVE

Articles to
protect
the birds

Article 9

1. Member States **may derogate** from the provisions of Articles 5 to 8, where there is **no other satisfactory solution** for the following reasons:

(a) – in the interest of public health and safety.

in the interests of air safety,



Wildlife Hazard Management strategies

KILL

RELOCATE

EXPELLING TECHNIQUES

HABITAT MANAGEMENT (fence -
vegetation - water - infrastructure)



Compliance of European aerodromes with the Birds and Habitats Directives

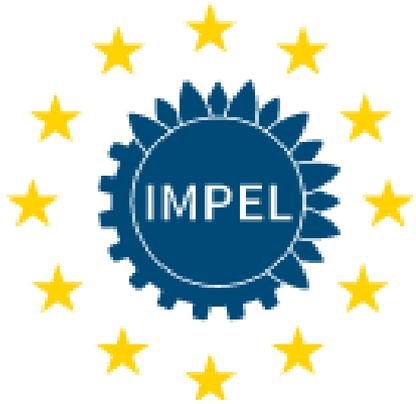
IMPEL is looking for an overview of:

1. Which species are hazardous for flight safety?
2. Which aerodrome species are not hazardous for flight safety?
3. How often are derogations issued? For which species?
4. What measures have the aerodromes taken prior the derogations?
5. Which control methods are used for the derogated species?
6. What are the potentials for flora and fauna species within the limits of aircraft – wildlife strike prevention?



Work Plan

1. Visiting Aerodromes
2. Visiting departments that issue and oversee the derogations
3. Sending out questionnaires
4. Writing a report with overviews of:
 - * flora and fauna species and habitats present at aerodromes;
 - * aircraft – hazardous bird and other animal species;
 - * number of aircraft – wildlife strikes and incidents;
 - * number of individuals affected by strikes and derogations;
 - * aircraft – wildlife strike prevention practices
 - * potentials for a win – win situation for flora and fauna within the limits of aircraft – wildlife strike prevention



European Union Network for the Implementation
and Enforcement of Environmental Law

Thank you!

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