



UK BIRDSTRIKE COMMITTEE

TERMS OF REFERENCE

1 INTRODUCTION

- 1.1 CAA Aerodrome Standards Department (ASD) oversees the safety of aviation activities at licensed aerodromes in the UK through the aerodrome licensing process, as detailed in [CAP 168 \(Licensing of Aerodromes\)](#). All aspects of the aerodrome and its management that have an impact on aeronautical safety are considered.
- 1.2 The requirements laid out in CAP 168 largely reflect the Standards and Recommended Practices (SARPS) of Annex 14 to the Convention on International Civil Aviation (ICAO) in so far as these have been adopted by the UK.
- 1.3 The presence of wildlife (birds and animals) on and in the vicinity of an aerodrome pose a serious threat to aircraft operational safety. Aerodrome licence holders and operators are required to take the necessary actions to identify, manage and mitigate the risk to aircraft operations posed by wildlife by adopting measures likely to minimise the risk of collisions between wildlife and aircraft, to as low as reasonably practicable.
- 1.4 Aerodrome licence holders and operators are also required to have in place, procedures for the identification and control of wildlife hazards on and in the vicinity of an aerodrome, and to ensure that competent personnel evaluate the wildlife hazard on a continuing basis.

2. SCOPE

- 2.1 In adopting the guidance contained within the ICAO Airport Services Manuals (Parts 3 & 8 - Doc 9137) the CAA established the UK Birdstrike Committee (UKBSC) to meet annually with both national governmental department officials and industry stakeholders to share information and exchange views on the subject of birdstrikes.
- 2.2 Since the Committee began, much has been learnt about the bird/wildlife strike risk posed to aircraft, with the development of aero engine research using information gleaned from CAA birdstrike databases.
- 2.3 It is appropriate for the CAA to review to the Terms of Reference (ToRs) and its objectives to enable the committee to effectively address issues or hot topics on the subject of bird/wildlife strike risk to aircraft, and that need to be alerted to and managed by aerodrome licence holders, as part of their proactive Safety Management System.

3 OBJECTIVES

3.1 The objectives of the UKBSC shall be:

- a) to provide a forum for stakeholders to discuss bird/wildlife strike risks and hazards.
- b) to provide a focal point and interface for interested organisations to discuss research and development issues and other means for reducing the hazard posed by birds/wildlife.
- c) to provide a consultative forum for the regulator when proposing changes to reporting. Requirements or amending standards and guidance in dealing with airport bird/wildlife control.
- d) to act as an information source and exchange for those persons and organisations with a vested interest and expert knowledge in the subject matter.
- e) jointly in partnership with experts, to discuss issues affecting UK aerodrome licence holders to assist in the evaluation of bird/wildlife hazards on, or in the vicinity of aerodromes.
- f) to encourage aerodromes licence holders to provide training to National Occupational Standards and ensure continuous competence for personnel engaged in aerodrome bird/wildlife control duties.
- g) to encourage the monitoring and recording of bird/wildlife activity and strikes on and in the vicinity of licensed aerodromes, by competent personnel, in accordance with Bird Control Management Plans.
- h) to encourage pilots, airline and aerodrome operators, ATC and others, to report all bird/wildlife strikes through appropriate reporting channels to the CAA, in accordance with the Mandatory reporting requirements of Article 143 of the ANO and the guidance contained within CAP 772.
- i) to review national and international guidance (e.g. ICAO, EASA, FAA, Transport Canada and CASA) on bird/wildlife strike matters and encourage best practice guidance to be adopted and applied in the UK through CAA and other representative organisation publications and communications.

The Committee itself shall have no executive powers or authority in decision, policy or rule making. However, it may act as an advisory committee to the CAA or DfT or other organisation, as deemed appropriate.

4 MEMBERSHIP

4.1 Membership of the UKBSC shall be at the discretion of the CAA who will normally chair the committee.

4.2 Membership may include representation from, as necessary, government departments and their executive agencies, aerodrome operators and their representative associations, pilots and airline operators and their representative associations, air traffic controllers and their representative associations. Industry safety bodies, councils and representatives from those involved in the provision of aerodrome bird control, birdstrike risk, hazard

management, audit and analysis; may also be invited to participate. The CAA, as necessary, may also invite a number of selected representatives from UK aerodromes and airlines to participate in the proceedings.

5 STRUCTURE OF MEETINGS

- 5.1 The UKBSC shall meet annually in April of each year at one of the CAA's offices. The Committee may also convene as needs be or upon request by a committee member, in the event of a specific matter requiring the particular urgent attention of stakeholders.
- 5.2 In addition to the main UKBSC, sub-committee/working groups may also be formed from time to time, made up of selected UKBSC members to discuss items supplementary to items raised at the main UKBSC meetings in greater depth and review relevant projects.
- 5.3 The notes from the UKBSC meetings shall be promulgated on the CAA website, within 28 working days of meeting.

Process:

