



*NORDIC BIRD STRIKE ADVISORY GROUP
(NBSAG)*

**The 12th meeting of NBSAG, Helsinki-Vantaa Airport,
Finland, 27-28 September, 2007**

Agenda:

- 1 Opening, practical and social arrangements / *Kauko Hakuntti*
- 2 Presentation of Helsinki-Vantaa Airport / *Pertti Savisalo*
- 3 The minutes of the last meeting / *Chairman Olavi Stenman*
- 4 Co-operation between the airports and the hunters' organizations in preventing birds and game animals from the aerodromes / *Jari Pigg*
- 5 Bird control at Helsinki-Vantaa Airport in 1978-2007 / *Olavi Stenman*
- 6 News and comments from BSC USA/Canada, 10-13 September, 2007 / *Odin Leirvåg*
- 7 Status of the common Nordic bird strike statistic method / *Osmo Leppänen*
- 8 Status of the NBSAG Internet site / *Christian Aas*
- 9 Latest serious incidents and their costs in the Nordic countries / *All countries*
- 10 Hawk crash in Finland, September 2006 / *Jouko Saikkonen*
- 11 Forecasting the bird migration for the Finnish Air Force / *Jouko Saikkonen*
- 12 Summary from the actual and old literature on the effects of strobe lights and the lasers against birds / *Olavi Stenman*
- 13 Comments of the Nordic countries on the IBSC recommended practices No 1 / *Public discussion*
- 14 Proposal for a short communication on the results of the NBSAG –activities eventually to be presented by a team for the IBSC 2008 / *Public discussion*
- 15 Next meeting.

List of participants:

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The minutes of NBSAG 12th , Helsinki, 2007

1. Opening, practical and social arrangements

Kauko Hakunti, the chairman of the Finnish Bird Strike Committee, opened the 12th meeting of NBSAG and made the participants welcome. He presented *Olavi Stenman* as the chairman and *Juha Joutsen* as the secretary of the meeting.

The participants introduced themselves. The agenda was approved. Information about facilities and practical arrangements was given.

2. Presentation of Helsinki-Vantaa Airport / *Pertti Savisalo*

Pertti Savisalo, the general manager of Air Traffic Operations, presented the Helsinki-Vantaa Airport. He told that the airport is the main hub in Finland having for example 600 operations per day and about 12 million passengers per year. The gateway traffic to Asia is continuously increasing. (Appendix 1 and 1_a)

3. Approval of the minutes from the last NBSAG meeting.

Following corrections were made:

- Few names were missing from the list of attendance: Stanley Sørensen from Denmark and Henrik Birgander, Johnny Persson and Hans Pettersen from Sweden. The name Jönker Andersen should be Jörgen Andersson, from Sweden.
- The names in the paragraphs 5 and 10 should be corrected to Ton Mens and Nigel Horton.
- In point 7 to be written "CAA reviewed the...".
- In point 8 to be written "Presentation from BSC USA/Canada (DNA identification and Wild life Control Training) by Mr. C. Aas".
- In point 8 to make clear that the meeting is a joint meeting between USA and Canada, and the IBSC is not the correct abbreviation for that.
- The number of the Arlanda-meeting should be 11 (instead of 12)

4. Co-operation between the airports and the hunters' organizations in preventing birds and game animals from the aerodromes / *Jari Pigg*

Jari Pigg, deputy secretary general of the Finnish Hunters' Central Organization, presented the different organizations of Finnish hunters. He pointed out that it is very useful for airports to cooperate with local hunters. The hunters know best the animals and the terrain around the airport and they have a possibility to control the populations of unwanted birds or mammals. He encouraged arranging events where participants from airports and local hunting clubs could meet each other. (Appendix 2)

5. Bird control at Helsinki-Vantaa Airport in 1978-2007 / *Olavi Stenman*

Olavi Stenman from the Finnish Game and Fisheries Research Institute presented the history of bird strike prevention at Helsinki-Vantaa Airport. He told that after two serious bird strikes at Helsinki-Vantaa Airport in 1978 a bird strike committee was established at the airport in 1979. The committee started to clarify reasons causing bird problems at Helsinki-Vantaa Airport. This was also the start for a development work for bird control at all airports in Finland. (Appendix 3)

6. News and comments from BSC USA/Canada, 10-13 September, 2007 / *Odin Leirvåg.*

Odin Leirvåg gave an interesting report on the meeting that is organized jointly by the bird strike committee of USA and that of Canada every other year. The meetings are well organized, and participants come from several different countries. This time, there were about 300 participants from 27 different countries. Participation in these meetings was strongly recommended. (Appendix 4)

7. Status of the common Nordic bird strike statistic method / *Osmo Leppänen*

After discussion about the status of the common Nordic bird strike statistic method, it was decided to produce such a method for the next meeting. *P-G Bentz* promised to contact *Jörgen Andersson* in order to discuss preliminarily the possibility to use “the Swedish method”, based on the QlickView program, for the purpose. And if so, all the countries should purchase the software what is needed.

8. Status of the NBSAG Internet site / *Christian Aas.*

Christian Aas presented a suggestion how to develop the Internet site of NBSAG. All the participants accepted his suggestion, and he promised to continue as the webmaster. *Olavi Stenman* asked if it would be possible to include the minutes from all the former meetings in the website so that we could have our history in one place? “Yes, that is possible”, was the answer.

The cost of the website is about 1000 NOK a year. Greenland, Iceland and Norway have paid the costs until the end of 2007. Sweden will be in turn in the next year, Denmark in 2009 and Finland in 2010. (Appendix 5). The link to the website is: www.nordicbirdstrike.com

9. Latest serious incidents and their costs in the Nordic countries / *All countries.*

Pekka Kärmeniemi, the flight safety captain of Finnair, presented statistics on bird strikes to Finnair aircrafts during the last five years. His opinion was that the situation in bird strike prevention is good at Helsinki-Vantaa airport. He also said that Finnair is going to continue to report all the bird strikes though it is not mandatory according to JAR-OPS in other than such cases where bird strikes are causing significant damages.

All the countries aligned that it is very important to report all the bird strikes. (Appendix 6)

10. Hawk crash in Finland, September 2006 / *Jouko Saikkonen.*

Jouko Saikkonen from the Finnish Air Force presented a report, prepared by the chief of the investigation commission, Major *Mikko Hietanen*, on the investigation of the bird strike happened 28 September 2006, in Finland. A Hawk training fighter collided to a flock of European widgeons, when it started to climb after instrument approach. The collision happened about at the height of 300 ft above the runway. The pilot tried twice to restart the engine with no success. Five seconds after the pilot had ejected safely in the height of 270 ft, the aircraft crashed into the ground and destroyed totally. The collision happened during the night time. The presentation

included an interesting video animation that was made by the investigation commission, appointed for this accident. (Appendix 7 and 7_a)

11. Forecasting the bird migration for the Finnish Air Force/ *Jouko Saikkonen.*

Jouko Saikkonen gave also a presentation about the bird migration forecasting method, developed for the Finnish Air Force, to reduce the likelihood of bird strikes. The need to enhance this forecasting method is increasing in the Finnish Air Force. The risk of the Hawk crash would have been revealed in advance, if all the available information had been interpreted and utilized effectively. The method seems to be useful particularly for the needs of the air forces, but not directly for the commercial air traffic which have scheduled flights. (Appendix 8)

12. Summary from the actual and old literature on the effects of strobe lights and the lasers against birds / *Olavi Stenman.*

Olavi Stenman presented briefly a summary from the actual and old literature on the effects of strobe lights and lasers against birds. In Helsinki-Vantaa airport, the bird patrol is testing how effective the green laser beam is against birds. A decision was made that results on experiences will be collected and published in NBSAG web site.

Odin Leirvåg referred a test about “aircraft lights against birds” where the lights were fixed to a car, driven on the runway.

13. Comments of the Nordic countries on the IBSC recommended practices No 1/ *Public discussion*

The meeting discussed “the IBSC recommended practices No 1”. Thereafter, a conclusion was made that the content should be evaluated thoroughly one more time in the Nordic countries before an eventual common statement to the IBSC.

14. Proposal for a short communication on the results of the NBSAG –activities eventually to be presented by a team for the IBSC 2008 / *Public discussion.*

NBSAG presented some results on its activity in the IBSC –meeting, Warsaw, 2003. Now, it was decided to consider a new report for the next IBSC –meeting, to be held in Brazil in November of 2008. Therefore, the progress done in the bird control work should be evaluated in the Nordic countries in order to see, whether there are results worth of demonstration in the southern hemisphere or not. Finally, a group of contact persons will decide about the producing of the contribution.

15. Other business.

P-G Bentz suggested that the name Nordic Bird Strike Advisory Group (NBSAG) should be changed to a name like Nordic Bird Strike Group (NBSG), so that there would no more be the word “advisory”. He also suggested to contact Baltic countries in order to invite their representatives to the meetings.

A decision was made that all the countries should report their comments on the two suggestions to the host country of the next meeting. The comments should be notified to every country, so that the issue can be thoroughly discussed before a decision to be made in the next meeting.

16. Next meeting

Next meeting will be held in Greenland in late spring or early summer 2009.