



*NORDIC BIRD STRIKE ADVISORY GROUP
(NBSAG)*

**The 12 th. NBSAG meeting was held at Arlanda Airport, Sweden
during 21-22 september 2006.**

Agenda:

1. Introduction, social and practical arrangements
2. Election of new secretary
3. Follow up from the last NBSAG meeting. Short report from the chairman
4. Statistics on bird strikes in Sweden. Swedish CAA, mr Jörgen Andersson
5. Bird control at Schipol Airport, Mananger Bird control, mr Ton Mens
6. Bird problems at Nordic Airports and standardisen statistics (Working session)
7. Collision statistics from Sweden, Norway, Finland, Denmark and Iceland
8. Presentation From BSC (DNA identification and Wildlife control Training by C.Aas
9. Presentation from Swedish pilots association "Birdstrike" by Niclas Ekander
10. Other business
11. Election of new chairman
12. Next meeting.

Attendance List:

Arngrímur Guðmundsson	Iceland
Lars Lundberg	Sweden
Jesper Juhl	Greenland
Ola Krokan	Norway
Olavi Stenman	Finland
Kauko Hakunti	Finland
Juha Joutsen	Finland
Osmo Leppanen	Finland
Jan Löf	Sweden
Odin Leirvag	Norway
Karin Normark	Sweden
Kjell Yssenmoen	Norway
Moe Ketil	Norway
Christian Aas	Norway

Jönker Andersen	Sweden
Niclas Ekander	Sweden
P.G. Bentz	Sweden

Speakers:

Ton Mens	Schipol Airport
Nigel Horton	NH Bird Management
Per Nilson	Scarecrow.

The minutes:

1. Introduction, social and practical arrangements.

The meeting started off with a brief introduction to the arrangements of the two days, including information on facilities and other practical arrangements.

2. Election of new secretary.

The next agenda item was the election of a new secretary. Mr. Arngrimur Guðmundsson from Keflavik International Airport was elected.

3. Follow up the last NBSAG meeting.

Included in the following points on the agenda.

4. Statistics on bird strikes in Sweden. Swedish CAA, Mr. Jörgen Andersson.

The bird strike incident registration software, currently in use in Sweden, was introduced. This software enables users to collect information on bird strike incidents which can then be used to facilitate formal assessment of the risk of future bird strikes to aircraft. The system further enables trending by temperature, wind conditions, and seasons as well as enabling the user to monitor the relationship between amount of traffic versus the frequency of strikes. The speaker stated that the use of the software has resulted in significant improvements in the accurate registration of events and further stated that approximately 75% of events are now reported by airlines and registered into the database.

5. Bird control at Schiphol Airport, Manager Bird control, Mr. Ton Men.

Mr. Tom Men of Schiphol Airport, Amsterdam spoke of the bird control measures in effect at Schiphol Airport. The presentation included information on the different bird species involved, and the methodology involved in mitigating the risk. In addition MR. Men introduced plans to transplant a certain type of grass onto the airport area.

Mr. Men further stated that increased vigilance and registration and monitoring of bird strikes had resulted in a measurable drop in incident frequency. Increased knowledge of the behavioral patterns of the species involved also facilitates the increased predictability of events and thus enables preventive measures to be taken with increased accuracy.

As stated before, Schiphol airport has seen a measurable drop in event rates since 2004

6. Bird problems at Nordic Airports and standardized statistics (Working session).

C.Aas presented general information on bird control measures in Scandinavia and the current efforts to organize common registration methods. C. Aas submitted a registration form for the review by the meeting. This form is intended to enable all NBSAG members to submit information on bird control measures in a uniform manner. This form was designed by P.G. Bentz. Mr. Jesper Juhl submitted a form which is used for this purpose in Greenland and suggested that the form was simple and efficient, but further stated that the form was currently used by airports only. Several meeting participants underlined the necessity of having as detailed information as possible on the form to facilitate the analysis of the problem. Great emphasis was placed on the proper registration of the bird species involved.

A decision was made to commencing work on a new form, to be submitted at the next meeting, a form which should preferably be compatible with the Scandinavian registration database previously introduced by Mr. Jørgen Andersen. Information required for the next meeting will be delivered using the Danish form by Mogens Hansen

7. Collision statistics from Sweden, Norway, Finland, Denmark and Iceland.

C.C.A reviewed the common introduction to the statistics of bird strikes against aircraft in Scandinavia. All participating countries has previously submitted information on current status for inclusion in the statistics.

8. Presentation From BSC (DNA identification and Wildlife control Training by C.Aas.

C.Aas introduced the BSC and presented an introduction obtained at a meeting held in Canada. This introduction originated at the Bird Strike Committee USA in Canada (IBSC)

The main goal of this organization is to submit suggestions for best practice in bird control. He further discussed the risk assessment process and what constituted an acceptable level of risk.

Next, C.Aas presented an introduction from the FAA.

Further discussions centered on the DNA testing of bird remains to determine which species of bird was involved, as the bird remains are frequently unrecognizable from the impact damage. He reported that now special forensics kit were available for taking a sample of the remains at the scene. The samples are then sent to a laboratory which is able to identify the species. The kit is now available to airlines and airports.

9. Presentation from Swedish pilots association "Bird strike" by Niclas Ekander.

The discussion centered on the financial damage to airlines as a result of bird strikes. Several examples were shown where an event could have resulted in a serious accident. Furthermore 8 bird strike reports were presented and discussed.

10. Other business.

Olavi Stenman, Presented Bird migration and sensitive areas.

Mr. Stenman introduced a program designed to reduce the likelihood of bird strikes. This program is currently in extensive use with the Finnish Air force and has achieved a substantial reduction in bird strikes. He continued to state that this program had been quite successful and that it could be adapted to civilian use.

N.H Bird Management.

Nigel Hordon briefed the meeting participants on his function in Bird Control. His position involves controlling birds at airports and other places as requested. He discussed various types of equipment used for bird control and its effectiveness. Mr. Hordon stated that one of the most important aspects of proper bird control was the analysis of the problem. A prime consideration is to ensure that the airport environment does not attract birds. As birds seek secure environment for their aviaries, the design of the airport area and associated buildings needs to be such that it discourages the birds from nesting there. Furthermore the proper training of staff is of paramount importance and that the bird control measures are carried out by specially trained units, not marginally trained personnel which are primarily assigned to other duties.

11. Election of new chairman.

Olavi Stenman was elected as a new chairman of NBSAG.

12. Next meeting.

Next meeting will be held in Finland in September/October 2007