



NORDIC BIRD STRIKE ADVISORY GROUP (NBSAG)

MINUTES FROM THE 10TH MEETING OF THE NORDIC BIRD STRIKE ADVISORY GROUP (NBSAG) AT STAVANGER, NORWAY, 1-2 SEPTEMBER 2005

Agenda:

- 1) Welcome, social and practical arrangements
- 2) Elect a notetaker for the meeting
- 3) Approval of the minutes from the last meeting
- 4) Birdstrike-statistics
 - (i) Short presentations on significant trends
 - (ii) Reach an agreement on what statistics to use and how to present them
- 5) Report from the IBSC 27 in Athens in May (participants from that meeting)
- 6) How can we integrate international knowledge on the bird strike work in the Nordic countries?
How can we assess means being adapted from international work?
- 7) Report from the different airports on the worse local problems (preferably as much as 5 problems) at their respective airports. (This agenda point comes from a proposal from the last NBSAG meeting.) Discussion after the reports from the airports: Any new thoughts, methods or experiences since the last meeting? How can we make comparative studies on effect on bird strike prevention used on Nordic airports?
- 8) Reach an agreement on the NBSAG Internet site. Status on the technical and financial situation. Decide what information to put there and how to put it there.
- 9) The definition of "birdstrike"
- 10) Election of new chairman for the NBSAG
- 11) Other business
- 12) Next meeting

Attendance List

Arngrimur Gudmundsson	Iceland
Bjarni Sighvatsson	Iceland
Stanley Sørensen	Denmark
Niels Christiansen	Denmark
Juha Joutsen	Finland
Osmo Leppänen	Finland
Jesper Juhl	Greenland
Tarald Johansen	Norway
Tore Strandrud	Norway
Ketil Moe	Norway
Odin Leirvåg	Norway
Bjørn Petermann	Norway
Stig Jone Nevland	Norway
Christian K. Aas	Norway

THE MINUTES

1. Welcome, social and practical arrangements

An introduction to the arrangements of the meeting was given, and afterwards all the attendants gave a short presentation of themselves.

2. Elect a notetaker for the meeting

Christian K. Aas was elected as a note-taker for the meeting.

3. Approval of the minutes from the last meeting

It was commented that two items were missing from the last minutes:

- Arngrimur Gudmundsson was elected as a chairman for one more year.
- The suggestions from P-G Bentz of what should be considered a birdstrike.

4. Birdstrike-statistics;

i) Short presentations on significant trends

Odin Leirvåg presented statistics for SAS-Braathens for 2004; this was a bad year for SAS-Braathens concerning birdstrikes (Appendices 1-4). He also showed some statistics from IATA (Appendix 5).

Christian K. Aas showed Norwegian military (Appendix 6) and civil birdstrike statistics (Appendix 7).

Tore Strandrud presented birdstrike statistics from SAS 2005 (Appendix 8).

Jesper Juhl showed the birdstrike-rates and numbers for civil aviation in Denmark in 2003 (Appendix 9). He also presented a new Danish document related to the birdstrike problem (Appendix 10), and a document that is in use in Grønlands Lufthavnsvæsen (Appendix 11).

Stanley Sørensen informed about the birdstrike problem in the Royal Danish Air Force. The Air Force experiences on average 30 birdstrikes a year, and so far this year it has had 15 strikes, mostly with the F-16's. There may be a tendency that more strikes occur with larger birds, which could result in a problem.

Arngrimur Gudmundsson presented the statistics from Keflavik International Airport (Appendix 12). The number of shot birds at the airport was also shown.

Osmo Leppänen showed the Finnish birdstrike statistics, both the civilian and military, for 2004, including strikes abroad (Appendices 13-18). He has also provided the numbers of birds shot at Finnish airports to be included in the minutes (Appendix 19).

ii) Reach an agreement on what statistics to use and how to present them

Odin Leirvåg distributed chapter 7 from "Sharing the Skies", the good publication by Transport Canada (<http://www.tc.gc.ca/CivilAviation/Aerodrome/WildlifeControl/TP13549/Chapter7.htm>). The meeting agreed upon the suggestion that at the next meeting in NBSAG we should strive towards having standardised statistics being spread to the participants before the meeting starts. Odin's suggestion that Jesper Juhl writes a draft document on this issue, based on the Danish document presented earlier (cf. Appendix 10), was supported by the other participants.

5. Report from the IBSC 27 in Athens in May (participants from that meeting)

Christian K. Aas informed about the chairman's report (Appendix 20) and some of the presentations at IBSC 27 in Athens (Appendix 21). One important presentation was Ante Matijaca's, Croatia, about court judgements related to bird strike prevention. Of 25 court judgements, 13 went in favour of the plaintiff, 10 went in favour of the defendant, 1 judgement reached a settlement, and 1 judgement is not yet settled. Also worth noting, the presentation by Jean-Luc Briot, France, about a new laser used on one French airport (Appendix 22). Jesper Juhl talked about another important presentation from IBSC 27, Jürgen Morgenroth's, Germany, test of the "long grass policy". Morgenroth found first that "long grass" was not effective against birds, whereas "short grass" was. But after refining his analysis of his data, he found that "long grass" was effective against birds but "very long grass" was the best.

6. How can we integrate international knowledge on the bird strike work in the Nordic countries? How can we assess means being adapted from international work?

Odin Leirvåg introduced this agenda point and afterwards there was a discussion around it. Bjarni Sighvatsson suggested we could have a kind of database including the experiences from different airports. Christian K. Aas showed a draft letter to some major Nordic airports about bird scaring methods (Appendix 23), which has been discussed on two previous meetings. The meeting agreed on that Aas would send the letter to the major Nordic airports listed in the draft letter.

7. Report from the different airports on the worse local problems at their respective airports. Discussion after the reports from the airports: Any new thoughts, methods or experiences since the last meeting? How can we make comparative studies on effect on bird strike prevention used on Nordic airports?

Stig Jone Nevland, Sola airport, reported the following problems or challenges:

- Many birds – ducks, waders – in Sømmevågen, close to the pier, located in the lengthening of the main runway.
- Many birds come in from the sea in the evening, sitting on the runway.
- The airport is situated low above sea, which in turn leads to much water on the ground.
- Cars must be patrolling all day.
- To maintain the "long grass policy", which seems to be working good on Sola?

Bjørn Petermann, Oslo airport, informed about these problems or challenges:

- Big flocks of jackdaws on the airport.
- Large areas, 13 km², to control.
- Large flocks of starlings.

Jesper Juhl, reporting for Nuuk airport:

- Large zones around the airport, 30 km zone, it's impossible to control this large area.
- There may be problems with seagulls around the fish factories.
- Earlier there were problems with garbage dumps, but now the garbage is being burnt.

Niels Christiansen, for Esbjerg airport, reported the following:

- In the winter there are many birds in the wetlands nearby.
- The airport is trying to pursue the "long grass policy".
- Problem with the grass management: they have to cut it twice a year and selling the cutting to a company for money, it is a balance.
- Trying to find methods to regenerate grass.
- There are farmland and farms around the airport; there are a lot of applications for using the land within 30 km for lakes and wetlands, the airport has to find a balance.

Osmo Leppänen, for Helsinki-Vantaa airport, informed about these problems (see also Appendix 24):

- Barnacle geese are increasing in number in Helsinki city, 15 km away from the airport. The geese try to find new areas to feed and may come to the airport. The problem started when Korkeasaari Zoo in 1987-1990 released 48 young and 6 adult Barnacle geese.
- Starlings and lapwings.
- Rain makes problems because of worms on the runway.

Bjarni Sighvatsson, for Reykjavik airport, reported that:

- Reykjavik airport, the biggest domestic airport, had problems with geese in a lake very close. Children fed the geese here. The geese are not allowed to shoot, except only a few in the winter. Shooting a few in the winter does not help. Also there are problems with environmentalists.
- Seagulls are allowed to shoot, but not other species.

Arngrimur Gudmundsson, Keflavik airport:

- If we have problem with birds we shoot them, but not officially.
- There are geese in the spring and autumn.
- Seagulls are the biggest problem. We have cooperation with University of Reykjavik about the gull problems. The size of the gull colony is nearly the same, but the feeding area (the fish) has moved further away.

Aas read some points from Mogens Hansen's document about the worst local problems on Copenhagen airport (Appendix 25).

8. Reach an agreement on the NBSAG Internet site. Status on the technical and financial situation. Decide what information to put there and how to put it there.

Jesper Juhl and Greenland decided to pay the cost for the first year of operating an Internet site for NBSAG. It was then decided that the cost for the next year should be paid by the country which comes after Greenland alphabetically, and the next country alphabetically should pay the cost the year after that again, and so on. An alphabetical list of the countries should be made.

Christian K. Aas and Ketil Moe accepted to make a draft of a NBSAG home page on the Internet. They will distribute their draft to the other NBSAG members.

About the name of the site, it was agreed upon www.nordicbirdstrike.com, if this name is available.

There was a discussion on what the NBSAG site should contain, and there was an agreement about the following:

- the commission of NBSAG,
- bird strike links,
- pictures, and
- a member zone with password.

Statistics and improvements were discussed, but were for the time being put aside.

9. The definition of "birdstrike"

Jesper Juhl will make a draft document, cf. agenda point 4 ii), where the definition of "birdstrike" will be included.

10. Election of new chairman for the NBSAG

Juha Joutsen presented, on behalf of the Finns, a suggestion that the chairman should be elected from the country, which will arrange the next meeting. This would be for practical reasons. He also suggested that NBSAG meetings would be arranged every second year, between IBSC meetings, so that it will be easier to participate in both meetings. It might also be possible that NBSAG members could keep an unofficial meeting during IBSC. Next country in turn to host a NBSAG meeting is Sweden, so the Finns suggest that the next chairman will be from Sweden and after that from Finland. Arngrimur will send e-mail to each of the Swedish members of NBSAG and ask if any of them could become chairman.

11. Other business

Odin asked for involvement from many countries.

He said that it is important to show the statistics to the authorities, that the authorities are the owner of the statistics, and that the authorities demand bird strike reports from all airline companies.

Odin asked about the statutes of NBSAG, and it was decided that the statutes should be distributed by e-mail by Aas.

12. Next meeting

The meeting suggested that the next meeting should be held in the end of October 2006 in Sweden.

Oslo, 17.11.2005



Christian K. Aas

Note-taker