**NBSAG Reykjavik 2011**

Presentation Avinor, Pål Ranestad

Agenda:

- Status birdstrikes Avinor
- Risk assessment for Airports with a low number of aircraft movements and birdstrikes
- Use of laser
- Relevant info from last IBSC Conference
- IBSC Conference Stavanger 2012

**Status Birdstrikes Avinor:**

Training: During the lasts years every airport have established a local birdcontrol coordinator, responsible for local training. An Avinor birdcontrol training program is established, and all the coordinators have joined the course. They then complete the training at their own airport.

Bird hazard risk assessment is a part of the training, and the airports will at the end of each update their risk assessment matrix, to determine the bird hazard at the airport. The risk assessments are based on the last five years number of birdstrikes. It is a historic based assessment, and quit easy to maintain. Number of aircraft movements does not make any impact on the assessment.

Every airport should maintain an overview over birds observed at the airport, and collect data to register variations. Avinor has so far not established a system for such registration. A computerbased system has been developed, and tested, during the last year, and is very promising. With better hardware (pads) in a car, bird observations might be registrated as they occur. Good statistics may then be produced, to help the airport birdcontrol coordinator to make the correct priorities. Testing of the program will continue during 2012.

As a part of the training of the local airport bird control coordinators, a two day conference is arranged. Presentations from all airports and discussions of relevant topics are the main part of the conference. The conference will be arranged every second or third year.

Chr. K Aas is working at the University of Oslo (UIO), for Avinor as the ornithological consultant. 4 meeting every year are planned, to follow up the contract. This is new as from 2010.

The Norwegian wildlife committee has annual meetings. The committee is “owned” by the NCAA, and airlines and airports, together with UIO are represented at the committee.

Birdstrike rate in Norway are at the same level as the previous couple of years. The NCAA publish updated statistics, based on reported birdstrikes. Due to increased focus on birdstrike reporting, the number increased during 2007-2009.

**Risk assessment for Airports with a low number of aircraft movements and birdstrikes**

The bird hazard risk assessment method used by every airport is the historical number of birdstrike matrix. The birdstrikes reported the last 5 years are counted and put into the matrix. Observed birds and number of aircraft movements make no impact on this assessment.

A new model is tested. It is developed by dr. Paton at the Adelaide University. Consequence of a birdstrike is measured by the species observed (weight, flock or single operation and behavior in the air) The consequence is a fixed figure for each species. The probability is a function of birds observed, number of birds, frequency of occurrence and historic birdstrikes. This may be measured either quantitative or qualitative. The method is tested at 3 airports, and seems to work well also at airports with a very low number of aircraft movements. Every assessment is developed by personell from the Avinor HQ, together with local airport officers. The matrix shows the risk specific to each season.

**Use of Laser**

As an additional birdcontrol tool, lasers are put into action at Stavanger Airport. The lasers are operated automatically. They are eyesafy, and do not make any harm to pilots or personnel at the airport. The green laser light is, by the birds, observed as a stick, and the fly away. Pilots and airport officers report decreased number of birds at the airport, although the number of birdstrikes is unchanged. Nevertheless, the risk is reduced, the number of seagull birdstrikes is reduced by at least 50 %.

**Relevant info from last IBSC Conference**

- John Allan:
    - Do the scientists and the IBSC deliver what the industry need?
    - Number of birdstrikes still increasing
    - Reporting is slowly being better
    - Number of acft movements increasing
    - Strikes with some high risk species start to decrease, (good management)
    - Birdstrike rate increasing or decreasing in different parts of the world.
    - Birdstrike rate at smaller airports still increasing
    - Risk/movement probably lower than 10 years ago.
    - No significant  step-change
- Different priorities at different parts of the world
    - Pakistan struggles with “landfills” clos to the airports, garbage in the streets. Due to lack of a good system. The recommendation of “no landfill within 7 km form an airport” has less value.
- Examples of different actions:

- RWY lights may attract insects, which may attract birds.
- Cooperation with local ornitologists to determine the bird activity close to airports (Australia)
- Dogs is used in CPH, training school for airport dogs in Australia.
- Use of different lights on aircraft, which may have an effect on birds, to avoid birdstrikes. Good results so far, will be published.
- Birdtams, example from Cairns airport, observation of flying foxes, determine the risk to acft, information to operators, and traffic delayed if the risk is severe.

**IBSC Conference Stavanger 2012**

We welcome all participants at the NBSAG to the IBSC-conference in Stavanger, 25-29 June 2012.

http://www.ibscstavanger.org/