

## *Nordic Bird Strike Advisory Group (NBSAG)*

The 9<sup>th</sup>. NBSAG meeting was held in Billund, Denmark during 16<sup>th</sup>. and 17<sup>th</sup>. of September 2004.

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### *Agenda:*

1. Introduction, social and practical arrangements
2. Election of new secretary from the host country for the meeting
3. Follow up from the last NBSAG meeting. Short report from the chairman
4. Summary report of bird strikes 2003 from every country
5. The bird strike statistics from the major airports 2003
6. Special bird problems at your airport (the airports), or your airlines.  
Presentation: Bird and wildlife around Billund Airport / Mr. Flemming Christensen, Billund Airport.  
Presentation: New succesful trail in Copenhagen Airport / Mr. Mogens Hansen, Copenhagen Airport.
7. Important bird-aircraft problems in each country (all countries)
8. Birds shot at airports. Presentation of birds shot 2002-2003 in every country
9. Other business
10. Election of new chairman. ??
11. Next meeting

### *Attendance List*

Arngrimur Gudmundsson	Iceland
Gudmundur Oskarsson	Iceland
Niels Christiansen	Denmark
Bent Junker-Hansen	Denmark
Stanley Lundgaard Sørensen	Denmark
Mogens Hansen	Denmark
Flemming Christensen	Denmark
Jesper Juhl	Greenland
Jan Löf	Sweden
PG-Bentz	Sweden
Carl Johan Högstrand	Sweden
Christian Kierulf Aas	Norway
Tarald Johansen	Norway
Stig Jone Nevland	Norway
Odin Leirvåg	Norway
Osmo Leppänen	Finland

***The minutes:***

***1. Introduction, social and practical arrangements.***

A brief introduction to the arrangements of the two days was given

***2. Election of new secretary from the host country of the meeting.***

Mr. Niels Christiansen from the Danish Agency for Forestry and Landscape was elected.

***3. Follow up from the last NBSAG meeting.***

Included in the following points on the agenda.

***4. Summary report of bird strikes 2003 from every country.***

Sweden:

P.G. Bentz made a summary of the Swedish situation. The data is attached this mail as a file called "fågelkollisioner 2003-mini". P.G. Bentz emphasized that variations in countingsystems may result in false figures. A birdstrike may nowadays be counted twice, namely in the country of experience and in the country to which the airplane is belonging.

Denmark and Greenland:

Jesper Juhl who is newly elected chairman of the Danish Bird Strike Committee was not yet in position to tell about the 2003-numbers since the statistic materiel wasn't quite ready yet. In stead he told about the 2002 situation. Jesper Juhl also indicated the risk of double counting as mentioned previously by Sweden. A list showing the number of Danish bird-strikes and the corresponding type of airplanes was shown. The list is attached as a file called "File 0007.jpg"  
It was finally stated that there has been no recorded birdstrikes in Greenland in 2003.

Finland:

Osmo Leppänen showed 2003-data concerning 27 Finnish airports and described some of the damages. Likewise data for the year 2003 was shown. The data concerning 2003 is attached as a file and called "File 0006.jpg"

Norway:

Christian K. Aas presented data. The figures are attached and called "File 0001-3.jpg".

Odin S. Leirvåg informed about the Braathendivision and showed statistics on birdstrikes from 1995 to 2004. The year 2003 was described more in details and showed relatively high figures for Stavanger. The number of birdstrikes in 2004 until now indicated a strong increase in Tromsø going from 2 to 10 strikes. The Norwegian/Braathen statistics are attached and called "Bird Strike 03-04 etc. "

## Summary:

Summing up the reports a thorough discussion followed on the issue of the different present methods of collecting and defining birdstrikes. The problem of doublecounting was described and discussed and it was agreed that further definitions should be taken to minimize the problem. It is the wish to have some well defined categories so that doublecounting is minimized. The use of a standard form for reporting birdstrikes was discussed. It was decided that Mogens Hansen (Copenhagen) tries to make a draftversion of a new form, which takes care of the different categories of birdstrikes ("File 008").

### ***Agenda point 5, 6 and 7 ( statistical matters and reviews) were combined.***

Odin Leirvåg presented the Norwegian model of birdstrike reporting systems from the local airports.

P.G. Bentz described a birdstrike project from Gothenburg Airport and in this connection the variations in methods of counting birdstrikes were also pointed out. The project consisting of statistical material, surveillance and management plans. Likewise an example of computerbased registrationforms was shown based on a "runtime-version". The project is attached and called .....

Mogens Hansen from Copenhagen Airport informed about a new model for grasscutting being used in Copenhagen, where the height of grass was increased from 21 cm to more than 40 cm in May, June, and July. This has resulted in major reductions in the number of gulls and lapwings. In dry summers it is necessary to cut the grass additionally because of the risk of fire, but normally a yearly cut was sufficient. The new method started in 2002 and the marked reduction in gull numbers observed arise from a reduction of the average size of flocks more than a reduction of the number of flocks.

### ***8. Birds shot at airports.***

In Iceland the annual number of birds shot vary from 3.000 to 6.000 birds. One specific colony of birds is causing problems but slowly the colony is being pressed to move.

In Norway annual reports are compulsory to make, but until now only 2 airports have submitted their reports. See attached "File 0004.jpg"

Finnish statistics showed the number of birds shot in 2003. A total of 502 birds were shot compared to 702 in 2002. See attached "File 0005.jpg"

From Denmark there wasn't yet available information and Sweden showed statistics from Arlanda and Gothenburg (Landvetter). The Swedish representatives promised to send additional information.

### ***9. Other business:***

Odin Leirvåg suggested that the time in between the meetings could be used more successful and raised the question of how often the advisory Group should meet.

The establishment of a homepage for the Advisory Group was discussed thoroughly and P.G. Bentz accepted to make a "draft" when time allowed it.

Mogens Hansen made the proposal that all delegates to the next meeting should prepare information about the 5 worse local problems at their respective airports. The intention was to find patterns in the problems occurring.

### ***10. Election of new chairman ?***

It was suggested that chairmen should be elected for longer period than one year - perhaps two years.

### ***11. Next meeting***

Second half of August in Norway.