

NBSAG Reykjavik 20. oktober 2011



Birdcontrol i Avinor

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Advisor birdcontrol, Avinor

Agenda

- Status birdstrikes Norway
- 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 Birdstrike Avinor, general



- Training airport management
- Local training
- Risk assessments on every airport
- Test of bird occurrence registration tool
- Biannual 2 day conference airport personnel
- Regular meetings with Christian
- Norwegian Wildlife Committee



Status Birdstrikes Norway

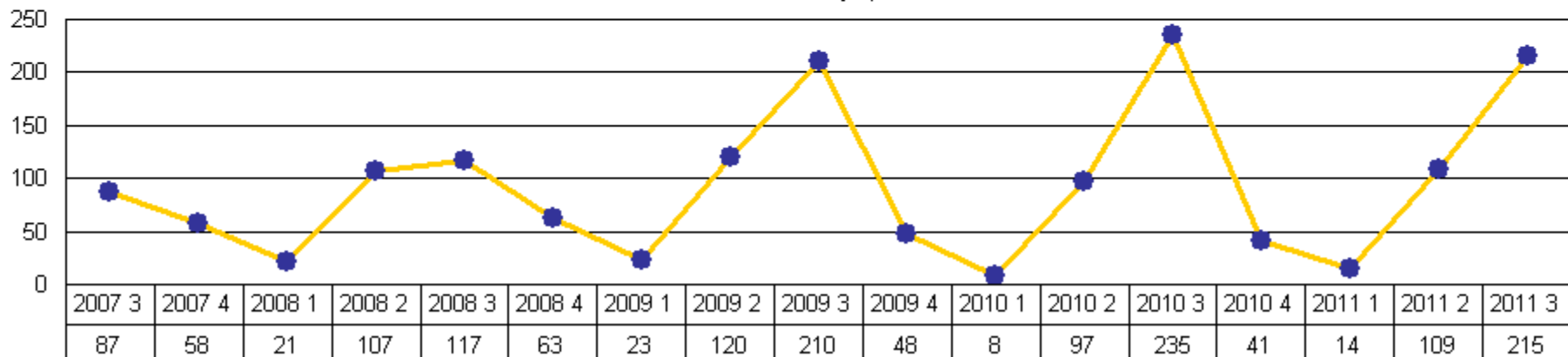


17. Birdstrike
Updated 27.9.2011

Period: 2011
Reference: 2010

Collision between aircraft and bird - on ground or aloft.

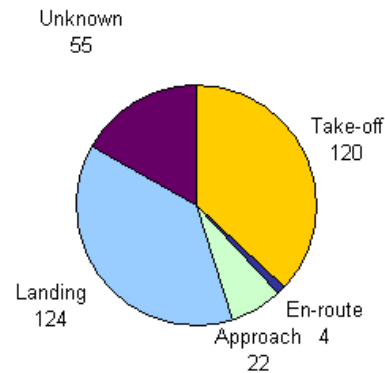
Occurrences by quarter



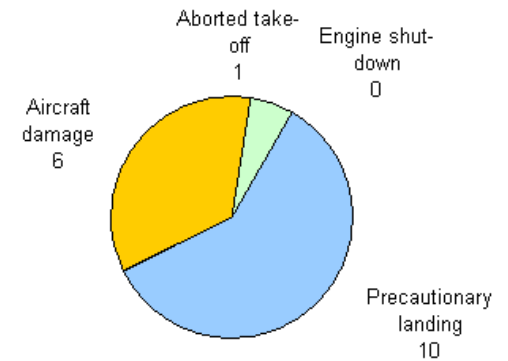
Status birdstrikes Norway

- 2011

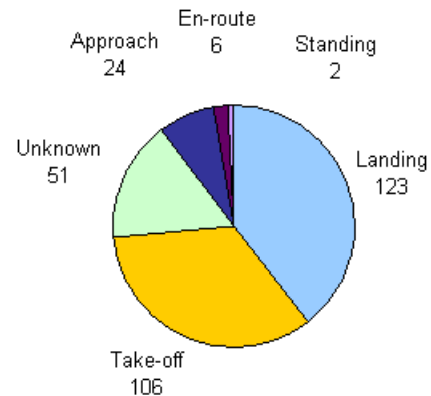
By flight phase



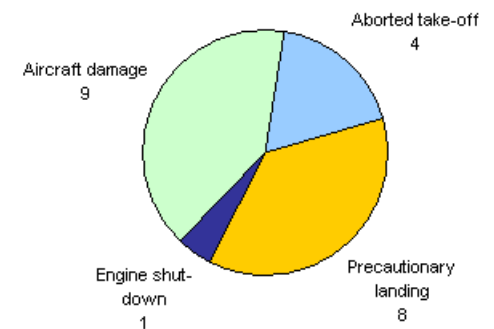
By effect on flight



By flight phase



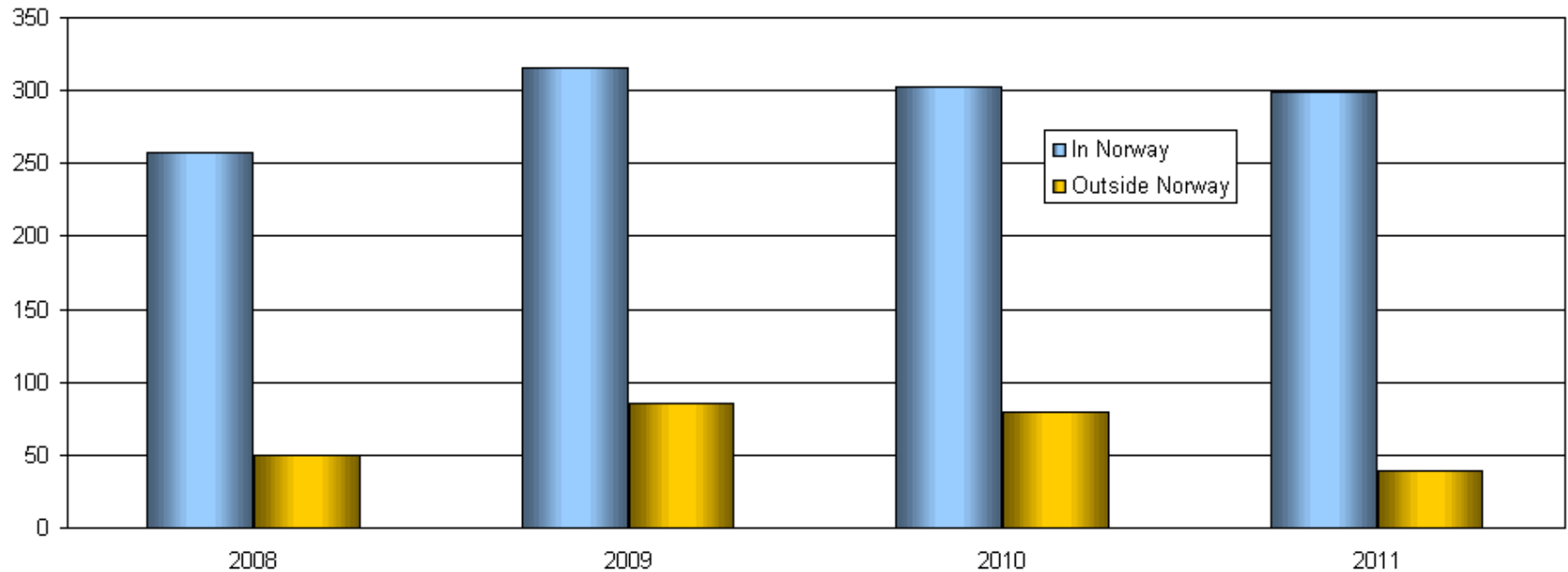
By effect on flight



- 2010

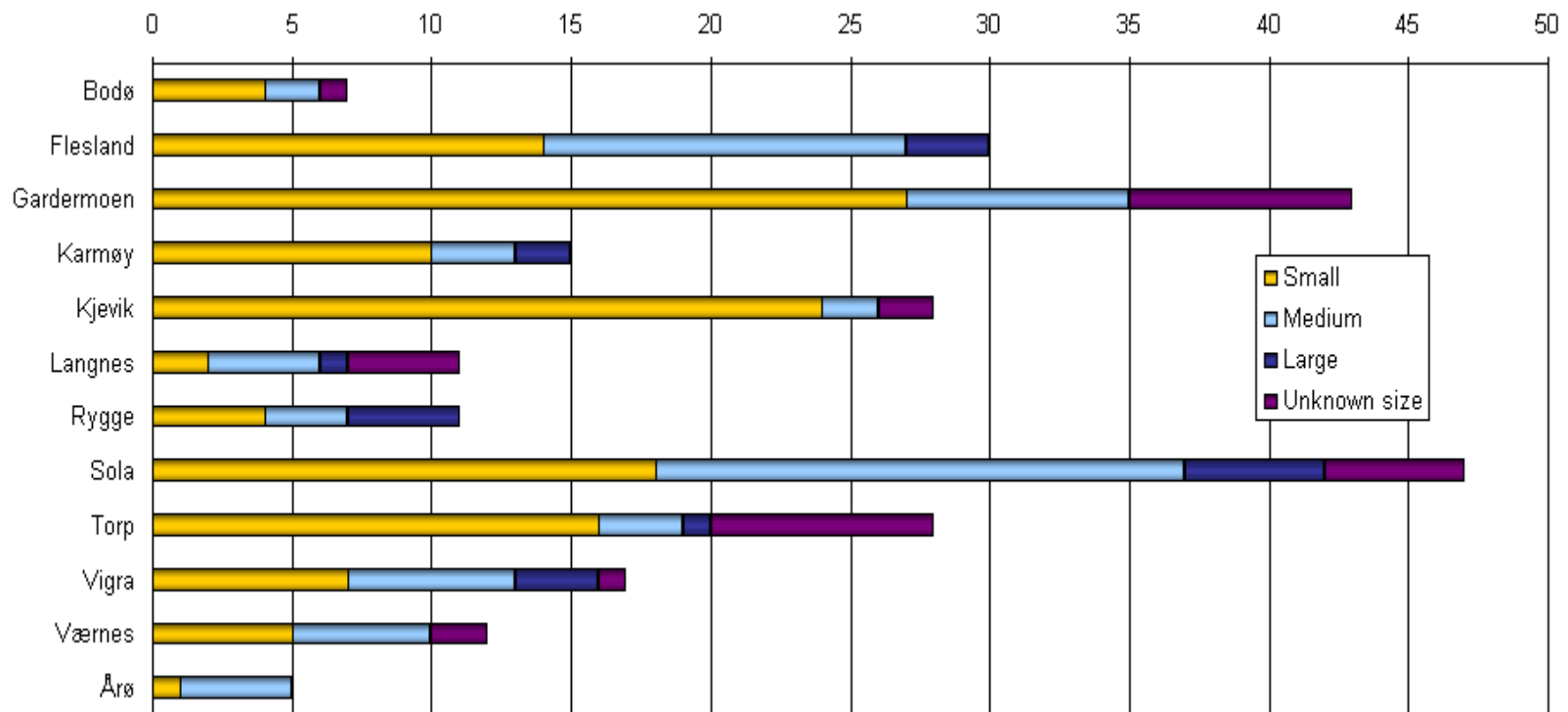
Status birdstrikes Norway

By year



Status Birdstrikes Norway

- 2010

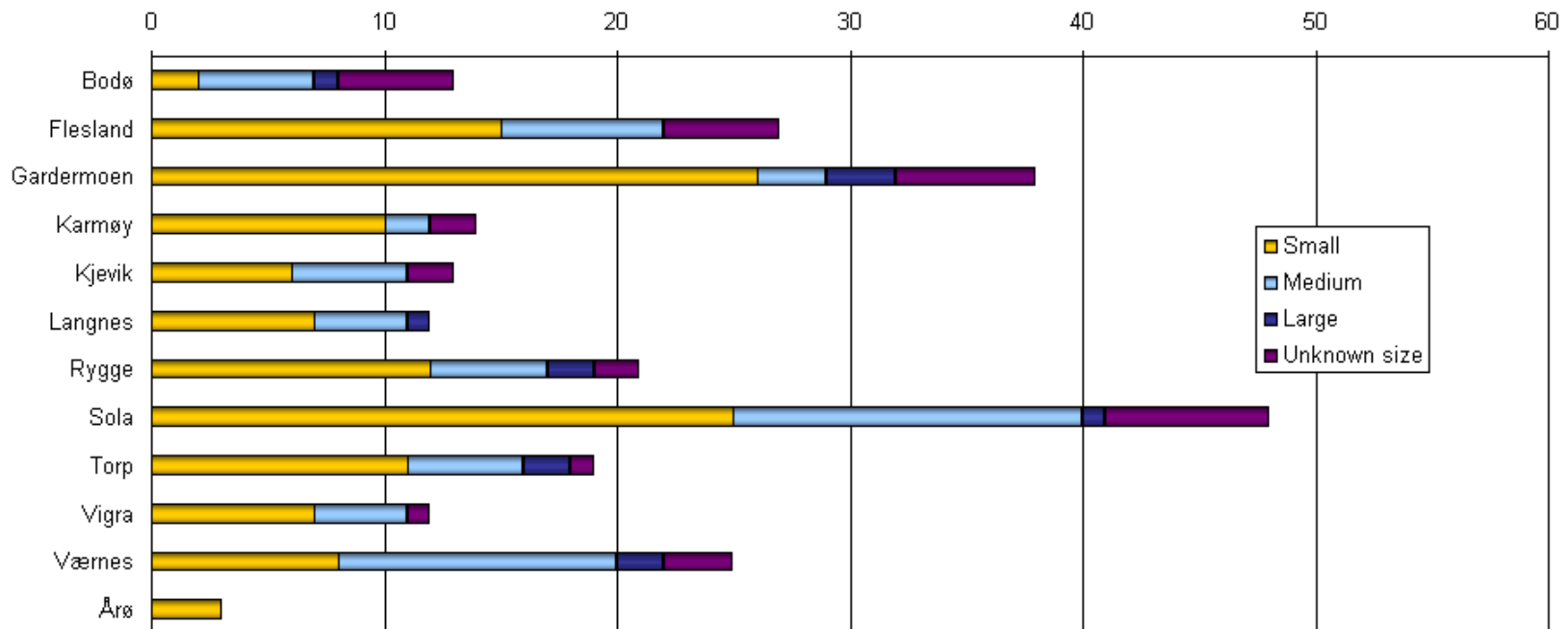


[Click here to view all Norwegian aerodromes](#)

Status Birdstrikes Norway

- 2011

By selected Norwegian airports



Risk assessment,

- John Allans model:
 - Historic based
 - 5 years back
 - Number of movements, not counted
- A new model is developed, includes number of aircraft movements



Risikobilde birdstrikes Sola lufthavn

(2003-07, data fra lufthavnen, kilde matrise: CSL, York)



Konsekvens

5	ubestemt svane	ubestemt måke*			
4	stokkand, hønehauk	vandrefalk	gråmåke, sildemåke, ringdue*		
3	stær*	kråke, jordugle, rugde, vipe	hettemåke*, storspove, tjeld, sandlo*	fiskemåke*	
2	tundralo, brushane, enkeltbekkasin, dvergfalk, alkekonge	heilo, svarttrost, sandsvale*	myrsnipe*	låvesvale*	
1	tundrasnipe, dvergsnipe, snøspurv	tårnseiler, sanglerke, tornirisk			
	1	2	3	4	5

*minst én multipl birdstrike => konsekvens økes med ett nivå

Sannsynlighet

Patons model

Consequence

- Species involved,
 - Weight
 - Flock (including density) or single bird
 - Behavior in the air
- fixed figures



Patons model

Probability, number of birds observed

- Qualitative or quantitative
 - Number of occurrence
 - Frequency of occurrence
 - Historic birdstrikes



vinter

Sannsynlighet	VH	H	M	L
Konsekvens				
Ekstrem	Gråmåke Svartbak	Ærfugl	Skarv	
VH	Fiskemåke			
H		Havørn, Ravn, Kråke		
M				
L				
VL				

**Vår**

Sannsynlighet	VH	H	M	L
Konsekvens				
Ekstrem		Ærfugl Gråmåke Svartbak	Skarv	
VH		Fiskemåke		
H		Ravn, Kråke	Tjeld	
M				
L				
VL				

Sommer

Sannsynlighet	VH	H	M	L
Konsekvens				
Ekstrem	Gråmåke Svartbak		Skarv	
VH	Fiskemåke			
H		Ravn, Kråke	Tjeld	
M				
L				
VL				

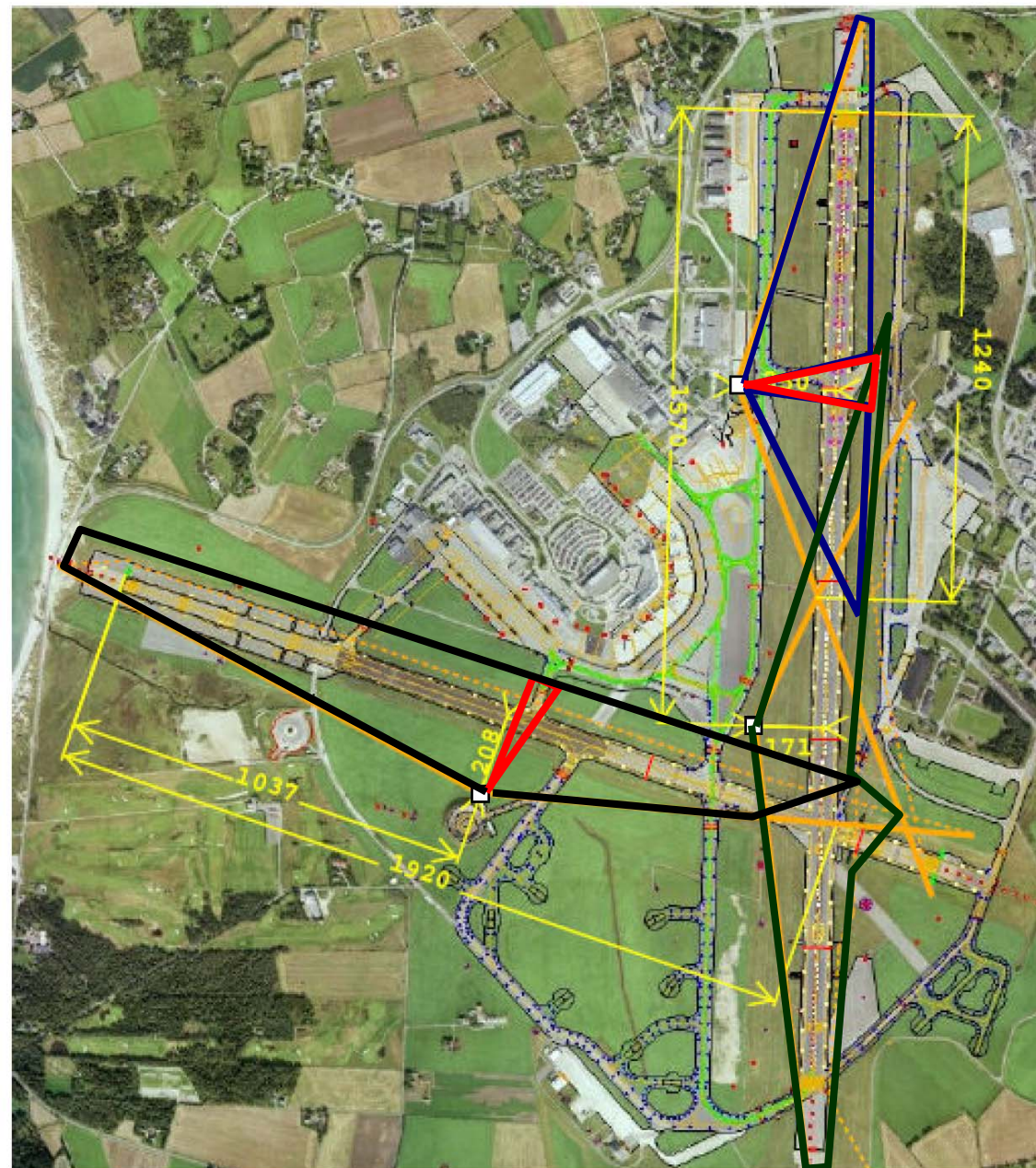
Høst

Sannsynlighet	VH	H	M	L
Konsekvens				
Ekstrem	Gråmåke Svartbak	Ærfugl	Skarv	
VH	Fiskemåke			
H		Havørn, Ravn, Kråke	Tjeld	
M				
L				
VL				

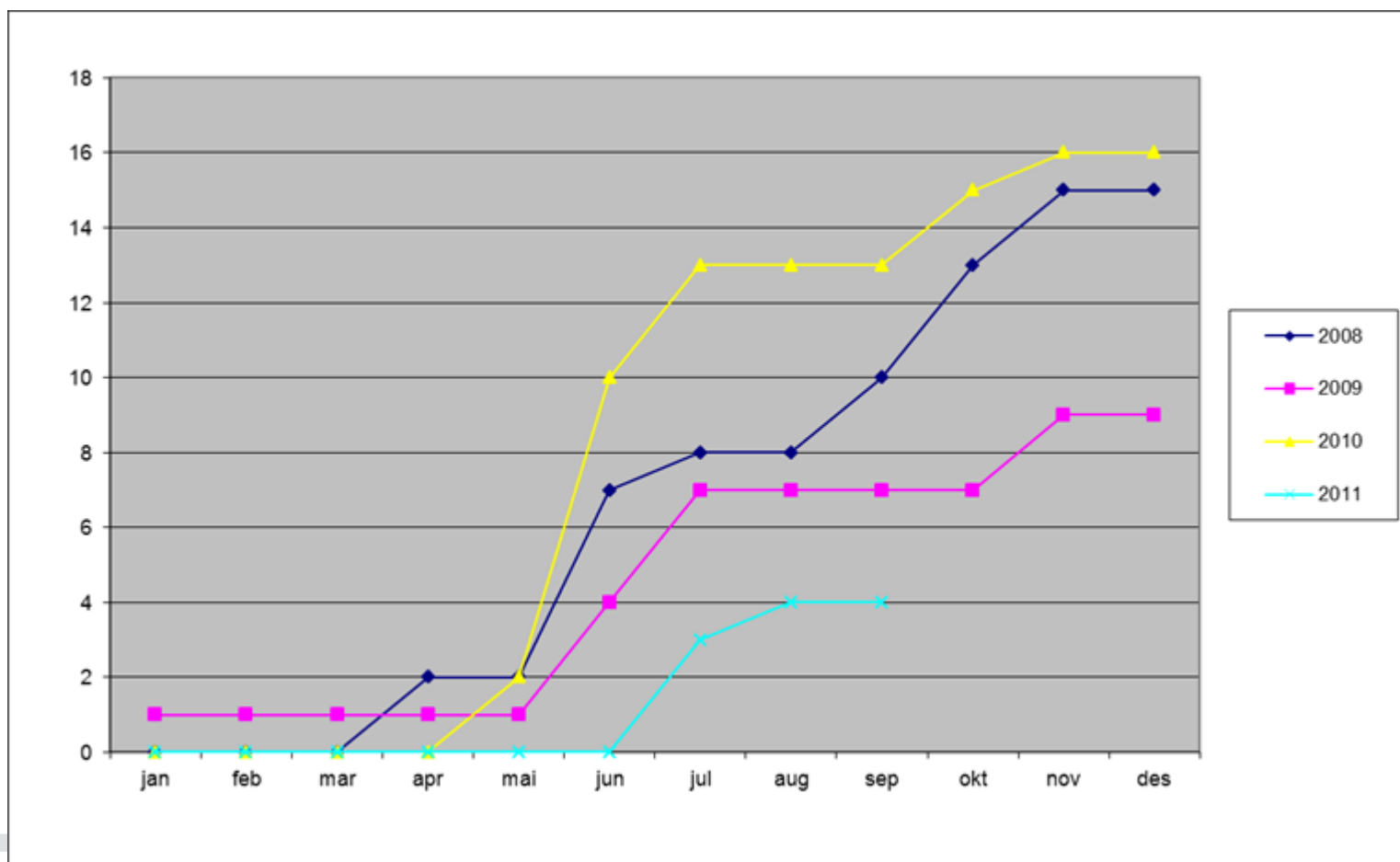


Birdcontrol, use of laser

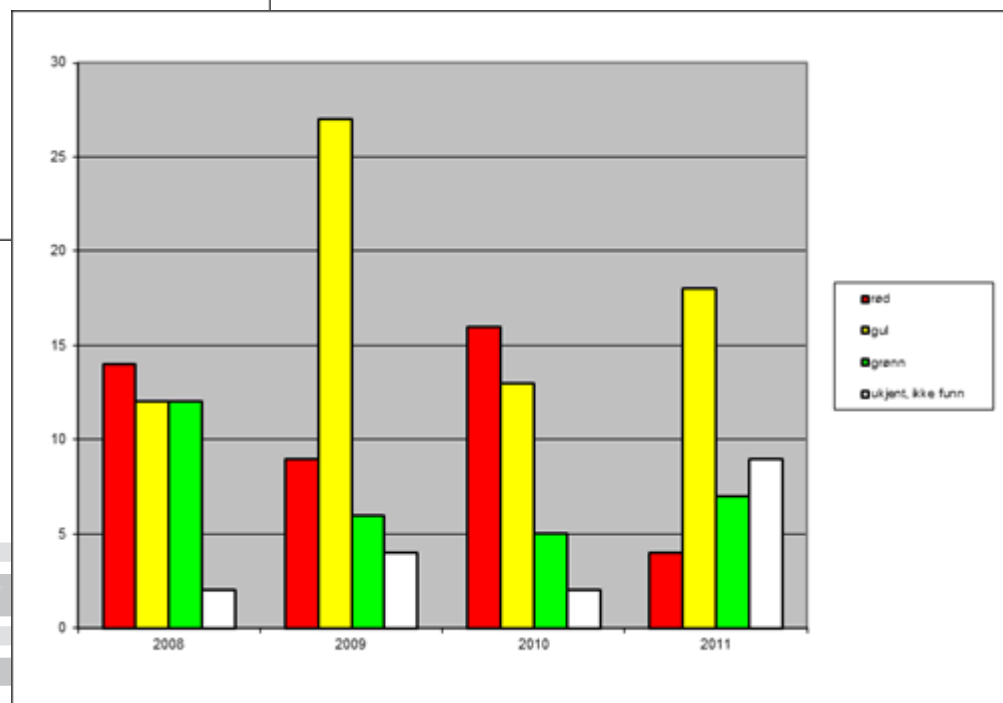
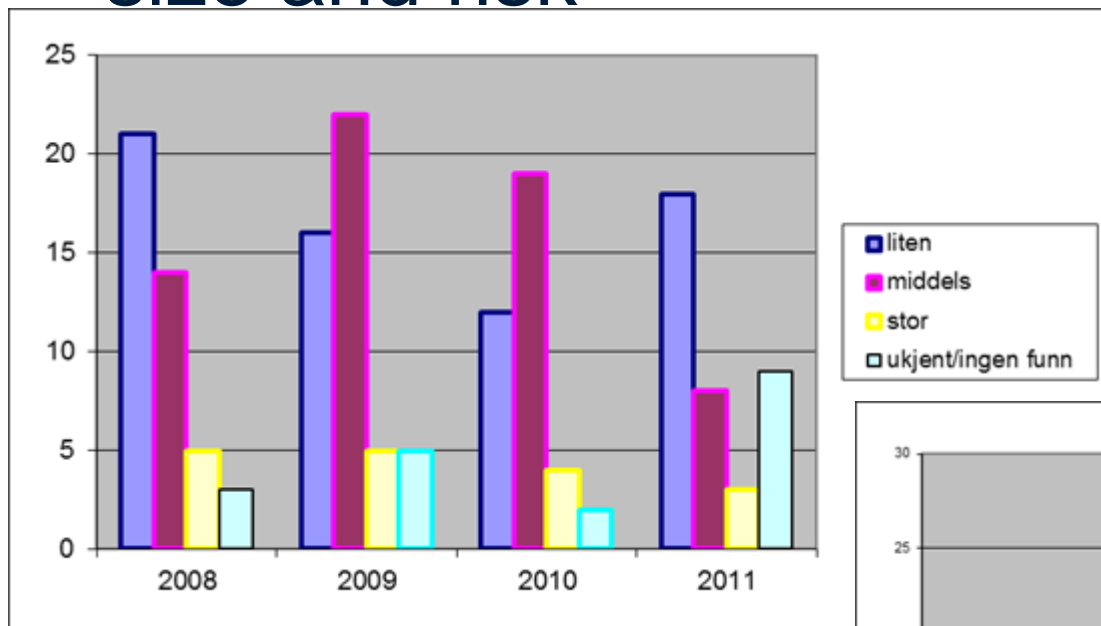




Birdstrikes seagulls Stavanger



Birdstrikes Stavanger, size and risk



IBSC Cairns September 2010



IBSC 2010



- **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**



- **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.



Cairns

- Observation of flying foxes
- Determine risk level
- Traffic info
- Birdtam...



IBSC Stavanger 2012



Stavanger, Norway 2012

IBSC Conference Stavanger 25 - 29 June 2012



- Home
- Program
- Contact us
- Accommodation
- Travel to Stavanger
- Call for abstracts
- Tourist information

Accommodation



IBSC 2012



Program

“Sharing knowledge between different parts of the industry and different parts of the world” is the main theme for the 30th IBSC conference.

The program will include:

- Risk Assessment - methods and approaches
- Offshore helicopter operations, maritime low level flying,
- Manufacturers, aircraft and engines
- ATM, best practice
- Airports, best practice
- Aircraft operators
- New technology

The objective of the conference is to create an environment of sharing information as well as enhance the network between participants from different parts of the industry .



Questions?

