

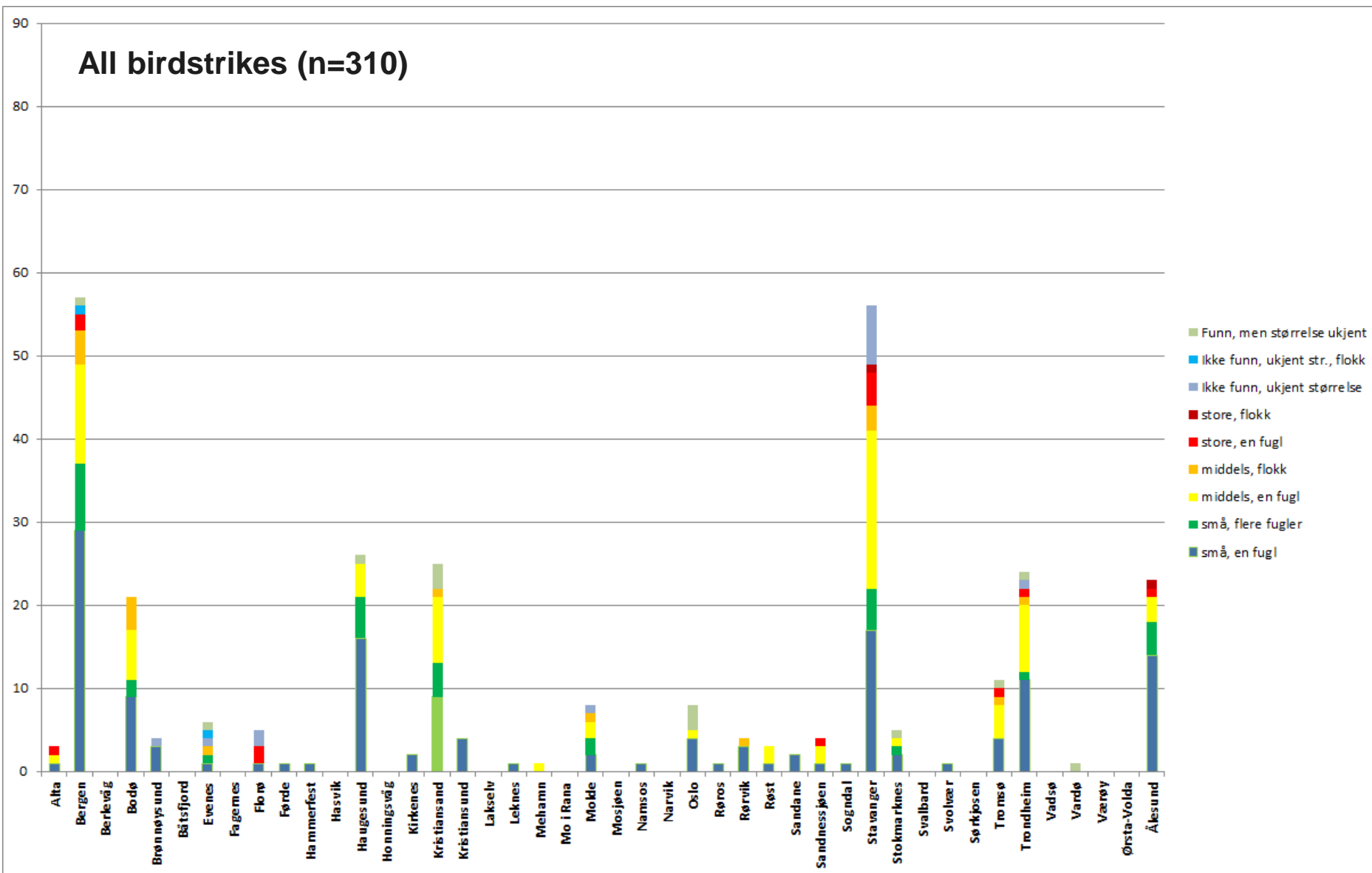
News from Norway NBSAG, Helsinki 13-14 June 2018

Christian Kierulf Aas and Jan Andersen



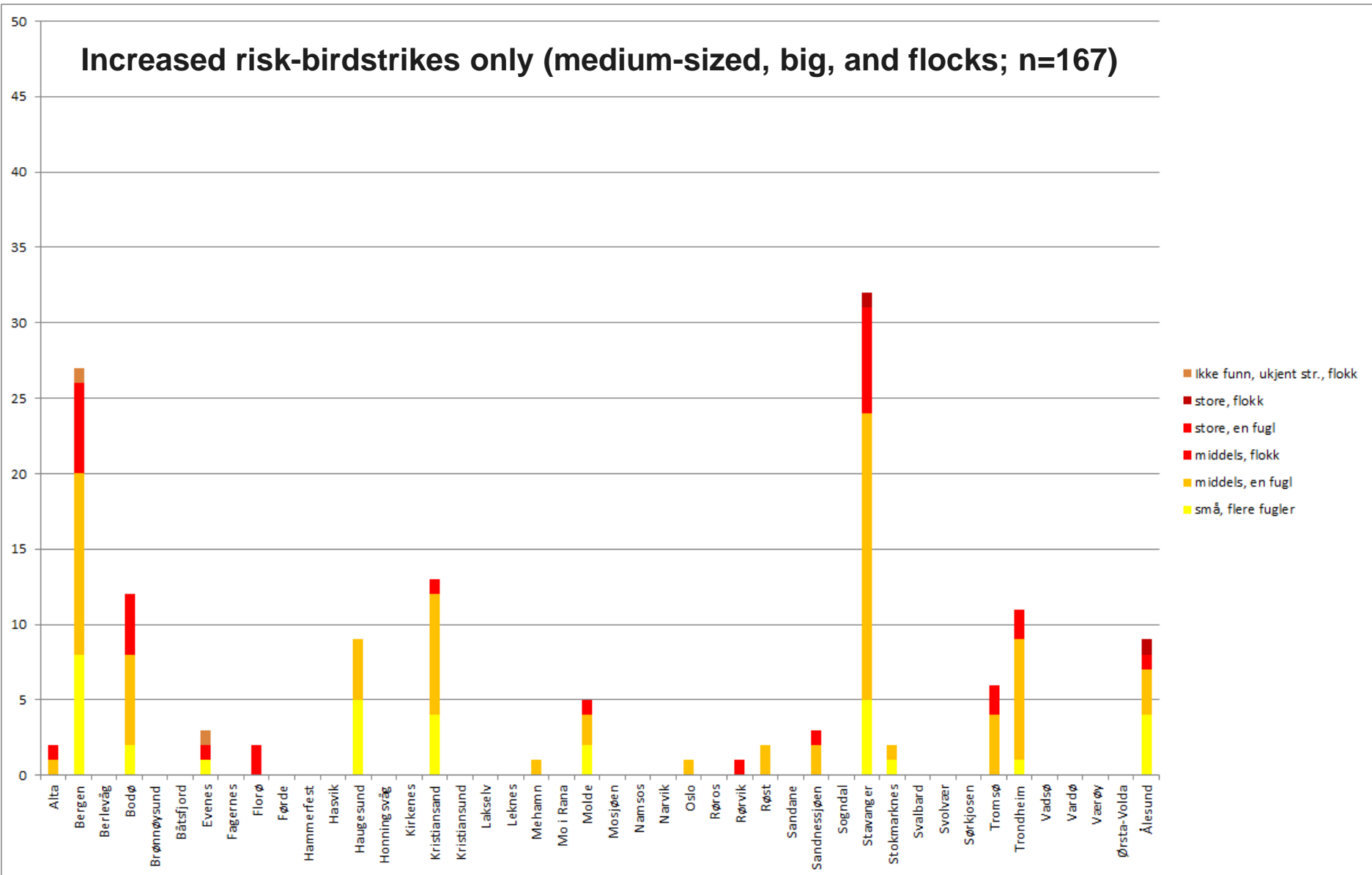
Birdstrikes on Avinor's airports

All birdstrikes (n=310)



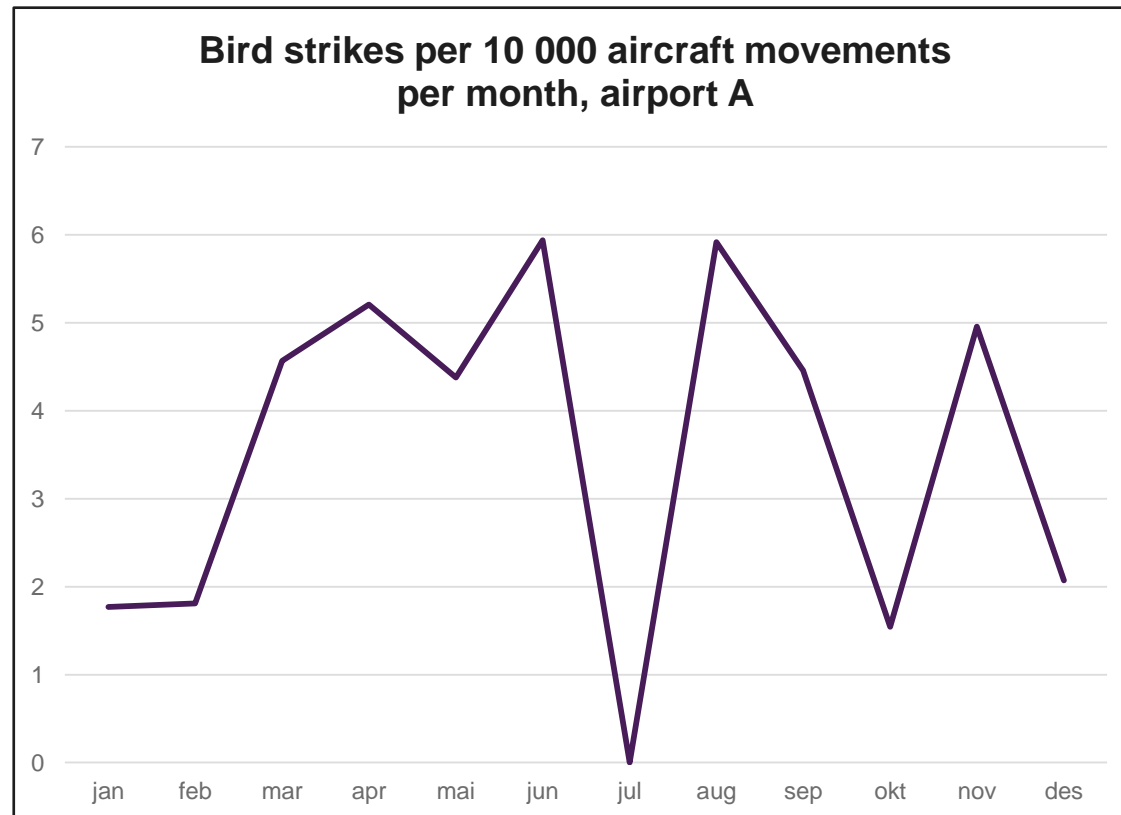
Birdstrikes on Avinor's airports

Increased risk-birdstrikes only (medium-sized, big, and flocks; n=167)



Birdstrikes on Avinor's airports

- Plan for 2018:
 - Also include aircraft movements in the statistics
 - Example:



Birdstrikes on Avinor's airports

- Identification of bird remains, by
 - photo (most often)
 - feather id, macroscopically
 - feather id, microscopically
 - feather/flesh remains, DNA-identification
 - possible at Natural History Museum, DNA-lab



Bird control mitigating measures

- Almost all Avinor airports have received a tablet to record observations and scaring methods
 - Documentation
 - More detailed knowledge
 - Risk analyses



Photo: J. Andersen.

Bird control mitigating measures

- Risk analyses (5 airports/year)
 - Model: Paton (2010)
- Ornithological visits (5 airports/year)
 - own design

Rapport fra ornitologisk besøk ved Røst lufthavn 14. september 2017

Innledning

Etter avtale med lufthavnchef Brynjar Åsland og styringsleder Per Hansen foretok jeg et ornitologisk besøk ved Røst lufthavn 14. september 2017. Hensikten med besøket var å se nærmere på fly/fugl-problematikken og foreslå tiltak for å redusere fuglekollisjonsfaren ved lufthavnen.



Figur 1. Røst lufthavn sett fra nordvest med Tvedalen i bakgrunnen til høyre. Foto: C.E. Aas.

Fly/fugl-statistikk Røst lufthavn

Det skjer relativt mange birdstrikes ved Røst lufthavn, og de siste 5 årene 2013-2017 (september) inntraff 13 (Tabell 1). Disse 13 involverte mellomstore fugler 6 ganger (fiskemåke 2 ganger, snøspurve, tjeld 2 ganger og ubestemt måke), stor fugl én gang (svartbak), og små fugler 6 ganger (bergrisik 3 stk., snøspurv 3 ganger, hvorav én med 8 fugler, og sandlo 2 ganger, Tabell 1).

Tabell 1. Birdstrikes Røst lufthavn 2013-2017 (september; fra Avinors intranett)									
2013	Dato	Art	Størrelse	Antall	Fly	Flyfase	Lysforh.	Mesygnr.	Belegg
juli	12	fiskemåke	mellomstor	1	WF	landing	dag	22839	foto
sept.	21	bergrisik	liten	3	WF	landing	dag	22430/23431	foto
	18	snøspurve	mellomstor	1	WF	landing	dag	23612/23613	foto
okt.	8	snøspurv	liten	1	WF	landing	dag	23856/23863	foto
	16	snøspurv	liten	8	LTR	landing	dag	23942/23946	
	22	snøspurv	liten	1	WF	landing	grålysning	24023	foto
2014	Dato	Art	Størrelse	Antall	Fly	Flyfase	Lysforh.	Mesygnr.	Belegg
mars	26	sandlo	liten	1	WF	landing	dag	25679/25610	foto
2015	Dato	Art	Størrelse	Antall	Fly	Flyfase	Lysforh.	Mesygnr.	Belegg
mai	28	tjeld	mellomstor	1	WF	landing	dag	30604/30605	
2016	Dato	Tid	Art	Størrelse	Antall	Fly	Flyfase	Lysforh.	IFS-nr
juni	27	0814	måke	mellomstor	1	WF	landing	dag	1011938/1011938

Versjon 0,1

Risikoanalyse Fugl- og viltkontroll



Rullebanen mot øst, Florø lufthavn. Foto: Christian K. Aas

Florø lufthavn
10. april 2018

Reference: Paton, D.C. 2010. Bird Risk Assessment Model for Airports and Aerodromes. University of Adelaide, 15 pp.

Bird control mitigating measures

- Norwegian aviation bird committee (“Norsk fly/fugl-utvalg”; every year)
- Bird control seminar, 2-days (every 2 years)
- Yearly report bird control (every airport)
- Local Flight safety meetings (0-4/year)
- Mandatory e-learning course on bird identification and bird control



- Contact with the Norwegian Environment Agency about the goose problem – many thousand geese pass some airports spring and autumn
 - An international management plan: 60 000 Pink-footed geese (*Anser brachyrhynchus*), but today: ca. 88 000 Pink-footed geese
 - Barnacle geese (*Branta leucopsis*) are internationally protected!
 - A special goose-scaring project will be initiated at Trondheim airport, Værnes soon...
- The Norwegian Environment Agency (NEA) issues permissions to shoot birds when all possible scaring fails
- The same applies for mammals which are a threat to the flight safety (an application has been forwarded to NEA)

Bird control mitigating measures

- Airports are encouraged to update AIP, under the airport's text pages, chapter «AD 2.23 Other», in relation to birdstrike risk and presence of birds
- Example from one medium busy Norwegian airport:
 - Flocks of gulls can occur at and near AD. Especially in the period May-October and during rain.
 - Flocks of geese are passing over AD to the north during spring migration in MAR-APR. During late AUG to NOV they migrate south.
 - Eagles sometimes fly over and near AD.
 - Flocks of smaller birds, such as thrushes, Starlings and Snow buntings, may occur at times.
 - Birds breeding inside the airport, are Lapwing, Oystercatcher and Curlew.
 - Measures to reduce birds include car patrols, fireworks, handheld lasers and shooting.

Bird control mitigating measures

- One problem, occurring at a few Norwegian airports, is the swarming of thousands of Garden Chafer (*Phyllopertha horticola*; a type of beetle) each summer (Aas et al 2008). The beetles attract large number of gulls, Common – and Black-headed gulls, which feed massively on them.
- Plans for 2018 include:
 - Turn around the soil (since the Garden chafers larvae feed on grass roots in sandy grass)
 - [We create the sandy grass ourselves!]
 - Spraying with the parasite *Heterorhabditis bacteriophora* to attack the larvae in the soil
- Do any other Nordic countries have the same problem with Garden chafers? Any experiences?



Reference: Aas, C.K., Olstad, T., Drageset, O.-M., Haukeland, S., Klepppestø, D.O. & Rukke, B.A. 2008. A biological battle against the thousands of Garden Chafers (*Phyllopertha horticola*) that attract large numbers of gulls (*Larus* sp.) during the summer season at Rygge Air Station, Norway. IBSC 29, Brasilia 24-28 November 2008.