

NBSAG 2. - 4. June 2009 in Nuuk Greenland

1. Opening, practical and social arrangements / Jesper Juhl

This years NBSAG meeting was held in “Katuaq” in Nuuk, Greenland
The morning started with a tour around the beautiful artistic building, inspired by the northern light.

At 09:00 o'clock Jesper Juhl made the official welcoming and had a quick walk-through the program for the following days. There is agreement about that NBSAG could go through with the meeting, in spite of the fact that many members chose not to participate this year.

2. Statistics from the Nordic countries

Greenland

Bird Strikes in 2008: one Grouse with a landing Dash-7

AFIS/TWR is observing and counting potential bird risks which in some cases also include sleds dogs, polar bears, and muskoxen. Though the raven is very common we don't have any problems with this bird, but is always to be seen near a dumpster.

Norway

Civil & military Bird Strike 2008.

Military 2008: 20-30, considered stabile

Civil 2008: 190 and increasing from previous years. Cause to this can be a better reporting system, MESYS.

It's believed that reporting would be more credible if we were to include ATC as well as Airplane companies.

Introducing photographs of bird remains which replaces the present way where the remains are forwarded. Photographs is send electronically but bird remains are however still to be stored.

Denmark, Faeroe Islands.

A quick walk through the statistics for bird strikes in Denmark, Faeroe Islands and Greenland.

3. The Greenlandic reporting system and procedures / Niels Grosen

Introduction of the 59 helistops and airports in Greenland, and going through the birds around the Greenlandic airports and helistops.

Picked out the smallest airport, Constable Point, where approx. 12.000 pink footed geese is breeding and the biggest, Kangerlussuaq, where the raven has the biggest population but the bird is very “smart” and presents little danger. In consideration is taken that the population the last 5 years has been increasing and still raising and therefore a dialog with the municipality of Sisimiut of means of reduction of feeding possibilities.

A very plain and simple spreadsheet of Bird Strike is used in Greenland. Everybody use the same work form and once a year a rapport and static are sent to the Danish CAA.

Norway is positively surprised over the plain and simplicity of the work sheet but is convinced that this will not be allowed in Norway.

Jesper Juhl points out that the most important thing about this registration method is that it gives GLV the opportunity to follow whether there is an increase or decrease in potential bird strikes in Greenland.

4. What have Finland recently done around these bird strike issues / Juha Joutsen

Introduction of the 25 airports in Finland. Going though the regulative. Finland has about 80 Bird Strikes pr. Year.

On the west coast of Helsinki Canada Geese are breeding, approx. 8000 birds and this is a problem.

Actions:

The University is following the development of the “Canada Geese”

Non-nutrition grass on runway stripes

Warning in forms of forecasting for large bird migrations

Zero tolerance, this means all geese are being removed from airside. Approx. 400-500 geese in all of Finland.

In Finland they have positive results with details about residence of the birds and feeding habits.

Short walk trough of the statistics, also here we see a very plain and simple schedule.

This schedule is at the moment only used on one airport but they would like to introduce to all of the airports in Finland.

5. Visit at the Greenland Institute of Natural Resources/ Aili Labansen

The new building open in 1998 and the purpose of the institute are to obtain the scientific basis for a sustainable exploitation of the nature resources in and around Greenland as well as for protecting the environment and the biological diversity.

<http://www.natur.gl/>

6. Bird Control as an integrated element in Avinor´s Risk Management / Geir Havenstrøm

The objective in flight safety and HMS in Avinor is:

No accidents / serious injuries and less serious incidents.

This is done by:

- Target (where are we - how well will we be)
- Strategy (how to get there)
- Prioritization (what is most important)

- Implementation (who and how we do it)
- Measurement techniques (how we measure whether we are good enough)
- Analysis (how we evaluate the data and give advice on improvement)
- Improvement (how we ensure that we are better)

7. Training/education, equipment, experience in operational actions at Sola Airport / Pål Ranestad

Pål told about Avinor principles for bird and wildlife control.

The training is focused specific knowledge about local species and why they are located at the airport and knowledge about the airport's work (preventative and operative) related to the bird and wildlife control

Status and updating from Stavanger Airport (Sola). Avinors main concern is to prevent serious accidents and decrease the number of events.

Actions:

Procedures

Training

Increasing registrations and initiative

Gathering of data

8. Risk analyse / Mogens Hansen by Christian Aas

Risk assessments of bird strike in Denmark.

There is a big difference in how you read the schedule, frequency or rate. Some species move from accepted to zero tolerance. It is by Mogens advised to use the rate as parameter.

Comments:

Good way to use the rate – interesting.

Go ahead Mogens ☺

If possible let the smaller airport, with less than 100.000 operations p.a., use the “rate system”. It’s a very good way keeping an eye on the species that is interesting for them.

9. News and comments from IBSC meeting in Brazil / Christian Aas

Christian participated in the IBSC in Brazil in nov.2008.

FalcoRobot GBRS, “rob hawk”, from Italy, a new weapon to use for preventing bird strike, though it needs some testing still.

10. Steel or bismuth shots? / The Danish bird strike committee

On behalf of the Danish bird strike committee presented Jesper Juhl question whether it should remain prohibited to use steel shot against birds and animals at the airports, a ban which today is applicable in Danish territory, see BL 3-16.

The conclusion from the discussion was that there had not been any serious damage because of the use of steel shot. Neither Norway nor Finland has forbidden steel shot, but they try to avoid the use of it over the runways.

The recommend from the group is that steel shot can be used with considerations but bismuth is to be preferred because it does not cause as much damage, should it end up in an engine.

11. Discussions of the suggested new name for the NBSAG:NBSG / Public discussion

Finland is against changing the name.

Norway suggests "Nordic Bird Strike Group. Because that is the way the group works.

Norway and Finland agree that the Baltic countries shouldn't be in the group, they are too far south.

Greenland, keep inside the Nordic countries regarding the animal life.

Sweden is positive for a new name.

Conclusion:

The majority of the countries wish to make a name change, because that is the way the group works. If there aren't any suggestions against that, the name will be changed at the next meeting.

12. Next meeting and any other business

Next meeting:

Keflavik	2003
Billund	2004
Stavanger	2005
Arlanda	2006
Helsinki	2007
Nuuk	2009
Island	2011

Island is to set a date and place for next meeting.

NBSAG will contact Haukur Hauksson to tell them that they have won in the lottery.

Ryan Air

Wish to get in contact with NBSAB. Give them a web address and the full contact list for all NBSAG – but highlights the Swedish. They are welcome to participate in the next NBSAG-meeting.

13. Visit Air Greenland hangar. Bird strike seen from an airliner. / Lars Peter Danielsen

Supervisor Lars Peter Danielsen showed around I Air Greenland hangar and repair services.

14. Visit at Nuuk airport.

Airport manager Jimmy Gudmansen showed around Nuuk Airport and its facilities.