

MINUTES OF AUSTRALIAN BIRD AND ANIMAL HAZARD WORKING
GROUP MEETING

TUESDAY 6 JULY 2004

BRINDABELLA CENTRE – CANBERRA AIRPORT

Meeting opened at 12.30 by Anthony Rohead, Chairperson

In attendance

Anthony Rohead	Civil Aviation Safety Authority - Chairperson
Dianne Coyne	Australian Transport Safety Bureau – Secretary
Kym Foster	Department of Transport and Regional Services
Bob Wickbold	Civil Aviation Safety Authority
Peter Pallot	Australian Airports Association
David Drynan	Department of the Environment and Heritage
Merv Fowler	Airservices Australia
John Delaat	Virgin Blue
Brian Candler	Regional Aviation Association of Australia
Peter Wood	Directorate of Flying Safety - Defence Department
Michael Burgess	Qantas Airways

Apologies

Mark Farrer	Australasian Aviation Ground Safety Council
Robin Anderson	Local Government Association
William Steele	Birds Australia

The minutes from the last meeting were accepted and it was agreed the meeting would proceed according to the agenda.

1. Reconfirm the charter

The charter was reconfirmed and adopted.

2. Discuss appointment of Chairperson and Secretary

The appointment of the working group's permanent chairperson and secretary was discussed. It was agreed that the positions would be rotated.

Anthony Rohead, who was the acting chairperson of the group, offered to continue in the role, which was accepted.

Dianne Coyne offered to fill the secretary role and this was accepted.

3. Membership

The composition of the membership of the working group was discussed.

Birds Australia is happy to be represented on the working group by William Steele and provide input but Birds Australia cannot meet costs of having their representative attend meetings in Canberra. It was discussed that it may be possible to provide assistance to have a representative of Birds Australia attend meetings of the working group.

Action item: *Anthony Rohead to write to Qantas and the Australian Airports Association requesting their assistance to provide means for Birds Australia representative to attend meetings of the working group.*

Peter Pallot had spoken to Robin Anderson of the Local Government Association. The Local Government Association would like to be copied in on the minutes of the working group's meeting to circulate to members.

Action item: *Dianne Coyne to add the Local Government Association to the distribution list.*

Aircraft engine and airframe manufacturers should be invited to provide a representative on the group.

Action item: *Michael Burgess to approach manufacturers for representation.*

Peter Pallot also noted that some representatives from individual airports have expressed an interest in attending the working group meetings.

Action item: *Peter Pallot to issue invitations to those individual airport representatives who wish to attend meetings as observers.*

4. Define an Information Sharing Protocol

Mark Farrer sent the information sharing protocol of the AAGSC. This was based on the idea that what is discussed around the table is only for the people present in order to foster trust and provide an effective environment for information sharing. It was agreed to use the AAGSC protocol as a basis for drafting the working group's policy.

Action item: *Anthony Rohead to distribute a draft of the working group's information sharing protocol with the minutes.*

5. Develop a communication strategy

The accessibility of minutes of the birdstrike working group on the web was discussed. It was agreed that after the minutes were finalised they, along with associated discussion papers, could be posted on the websites of the following organisations: CASA, Airservices, Australian Airports Association, Qantas Flight Operations, and ATSB.

Action item: *Anthony Rohead, Merv Fowler, Peter Pallot, Michael Burgess and Dianne Coyne to investigate the feasibility of their respective organisations publishing the working group's meeting minutes on the web and to post finalised minutes where organisational agreement has been reached.*

Communication of the working group's outputs was discussed. It was agreed publication would stay web based at this stage and the group would utilise the websites of the organisations of the existing working group member's where it was feasible. The long term objective of the group is to have our own website to post items such as guidance material and bird and animal hazard control model program.

The role of State Government in the control of birds and animals was discussed and it was agreed it would be appropriate to inform the state governments of the progress of the working group. Representatives of the states may also wish to attend meetings as observers.

Action item: *David Drynan to pass along items of interest, such as the working group minutes, goals etc to relevant areas of the state governments.*

Action item: *Anthony Rohead to put together a communication strategy for inclusion with the distribution of the minutes.*

6. Actions from the ATSB Report

The issues identified in the ATSB Research Paper 'The Hazard Posed to Aircraft by Birds', were:

"Development of an Australian Birdstrike Working Group. Such a body may enhance awareness of the safety issues surrounding birdstrikes; provide an opportunity for birdstrike information, knowledge and advice to be shared; and may also determine directions for future research, regulations and procedures to mitigate the risk posed to aircraft by birds. CASA, Department of Defence and ATSB may wish to consider cooperatively producing regular, standardised reports and educational material focusing on strike rates and bird hazard potentials, as well as presenting birdstrike related data and new control methods".

Anthony Rohead advised that he had sent a letter to the Executive Director of the ATSB advising him that the 'Australian Bird and Animal Hazard Working Group' had been formed.

The development of a model program for the control of birds and animals was discussed, as this is a major task for the group. Learning from the Canadians, and the ground they have covered and any new developments they have been working on may assist us in this task.

Swapping minutes with the New Zealand group may also be useful. An appropriate model for Australia may need different levels to accommodate the different capabilities for different aerodromes.

Action item: Peter Pallot to lead and co-ordinate the production of a skeleton model program.

Action item: Anthony Rohead/Peter Pallot to contact Bruce McKinnon to obtain information concerning the ground they have already covered and any new developments.

The meaning of 'regular, standardised reports' (RSR) was discussed, and it was agreed that updating the tables and graphs included in the ATSB Birdstrike Report on pages 13 through to 20 would be a way of producing regular, standardised reports. The accuracy of the data used by the ATSB to produce RSR is very important and confirmation with aerodromes of the number of birdstrikes recorded at aerodromes was considered important before publication of data.

Action item: ATSB to update data but to check with aerodromes first that data is accurate before publication.

The ATSB has published Birdstrike Information sheets which can be found on the ATSB website.

7. Discussion Paper 1 – Bird Strike Rates

Anthony Rohead circulated three discussion papers prior to the meeting.

Discussion paper 1 proposed the idea of a single reporting rate for all aerodromes with the number of birdstrikes per 10,000 movements to be used as the measure of bird and animal strikes at all airports/aerodromes and it was agreed that this measure be adopted.

8. Discussion Paper 2 - Bird Strike Definitions

Discussion paper 2 covered the definitions of Bird and animal strikes for Australian aerodromes.

There was discussion concerning the correct interpretation of the TSI Act regarding reporting of bird and animal strikes.

Action item: Dianne Coyne to advise the working group of the legal interpretation of the TSI Act in relation to bird and animal strike reporting.

It was agreed on page two of the discussion paper that the definition of a birdstrike, as reported by maintenance personnel, be changed so that maintainers are required to report a birdstrike where 'evidence' of a birdstrike is found rather than only damage from a birdstrike.

The correct definition of 'on aerodrome', 'vicinity' and 'en-route' was discussed. It was agreed that 'on-aerodrome' should mean 'inside the boundary fence', 'vicinity' should mean 'outside the aerodrome but within the OLS' and 'en-route' should mean 'from the OLS and beyond'.

Action item: Revised discussion paper to be distributed for general agreement with minutes.

9. Discussion Paper 3 - Reporting Forms

Discussion paper 3 covered the reporting form for bird and animal strikes. Issues and comments covered:

- Simple forms increased reporting of bird and animal strikes
- Other countries have specific bird and animal strike forms
- Availability of reporting forms in the industry

It was agreed it would be beneficial to have separate bird/animal strike and occurrence reporting forms and it was acknowledged that different organisations have difference reporting requirements, which need to be addressed.

Action item: Bob Wickbold, Anthony Rohead and Dianne Coyne to draft minimum reporting requirements for bird and animal strikes.

10. General business

Nil

11. Next meeting

It was agreed the next meeting would be held in Canberra in late October 2004.

Meeting closed at 16.00.