

Australian Aviation Bird and Animal Hazard Working Group

Minutes of Australian Aviation Bird and Animal Hazard Working Group
Meeting

Tuesday 24 May 2005

Brindabella Centre – Canberra International Airport

Meeting opened at 12.10 by Anthony Rohead, Chairperson

In attendance

Anthony Rohead	Civil Aviation Safety Authority - Chairperson
Dianne Coyne	Australian Transport Safety Bureau – Secretary
Peter Pallot	Australian Airports Association
Mark Farrar	Australasian Aviation Ground Safety Council/Sydney Airport
John Delaat	Virgin Blue
Michael Doherty	Qantas Airways
Bob Wickbold	Civil Aviation Safety Authority
Alf Duczek	Airservices Australia
Kym Foster	Department of Transport and Regional Services
Alex Ananian-Cooper	Canberra International Airport
Sqnlldr Russell Page	DFS, Department of Defence
Steve Young	Australian Transport Safety Bureau

Apologies

Brian Candler	Regional Aviation Association of Australia
David Drynan	Department of the Environment and Heritage

1. Membership

Anthony Rohead advised that William Steele (Birds Australia) had resigned as a member of the working group. Anthony asked if there were any suggestions for a replacement for Mr Steele who could provide the group with expert bird advice and knowledge. It was discussed that consultants or universities could be approached to provide expert bird advice to the group but this may prove difficult as the position is voluntary and all members are expected to meet their own costs.

Anthony also spoke to Eric Root from Boeing who was hopeful he could attend the next meeting.

Peter Pallot said the Local Government Association would like to receive the AABAHWG meeting minutes and attend those meetings where special issues affecting the Association are discussed.

Action item 1: Anthony to speak to ANU regarding expert.

Action item 2: Peter Pallot to send Local Government Association contact details to Anthony.

2. ATSB Response to Proposed Birdstrike/Animal Hazard Reporting Form and Definitions (Agenda item 9 brought forward to allow Steve Young to address issues)

Anthony introduced Steve Young, Database Manager (Aviation and Road Transport) from the ATSB who was attending the meeting to discuss the ATSB birdstrike recording policy and procedures and to respond to a request from the working group to have the ATSB adopt the working group's proposed birdstrike reporting form.

Steve advised the group that:

- Birdstrike data comprises a large component of reported occurrences
- Approximately 1100 birdstrikes reported per year
- Approximately 99 per cent of birdstrike occurrences are recorded and not followed up/investigated (categorised as a category 5 occurrence) with the data being used for statistical purposes
- The bureau would like to streamline data collection so that data recording and analysis are aligned.

In regard to the proposed Birdstrike reporting form, Steve suggested the working group consider the value of some of the variables included on the form and whether or not collection all of the proposed variables will assist the group. Data such as cost of birdstrikes is rarely reported to the ATSB, and other data such as amount of thrust loss after bird/s ingested into engines, position of strike on runway and bird deterrents etc not routinely reported either.

The group discussed the form and Peter Pallot suggested that while some variables, such as 'position on runway' of strike is micro level data, and probably not relevant to gaining an overall view of birdstrikes, some items that may not have been reported/recorded very often, such as 'cost of birdstrike' would provide some important data on the cost to the industry of wildlife strikes.

Michael Doherty explained calculating costs of wildlife strikes can be difficult when both direct and indirect costs are considered.

Mark Farrar asked Steve about birdstrike reporting duplication problems. Steve advised that duplication of occurrences was an issue as reports of an individual strike can be received from multiple sources. Steve put forward a suggestion for discussion where co-ordination of birdstrike reporting to the ATSB is actioned through aerodrome ground personnel to reduce the problem of duplicate reporting. The ensuing discussion recognised the difficulties of doing this.

John Delaat asked Steve about the ATSB birdstrike recording policy in relation to near collisions between birds and aircraft. Steve explained that bird and aircraft near collisions are logged when reported but not imported into the ATSB database. Confirmed birdstrikes are recorded in the database as are suspected birdstrikes.

Currently, the majority of birdstrikes occurrence reports submitted to the ATSB contain limited data. However, Steve said the ATSB would trial the proposed bird and animal strike reporting form for a period of six months from the 1st of July 2005 after which the data received and recorded by the ATSB would be provided to the working group to assess. The trial would include both a web and hard copy of the working group's form in its current format.

Russell Page spoke about the bird strike reporting from a Defence point of view and said he as unsure of how things were reported on military aerodromes used by civil aircraft and how things were reported by Defence aircraft on civil aerodromes.

Steve made the suggestion that bird and animal strike reporting was almost non-existent at GAAP aerodromes.

Action item 3: Anthony Rohead to write to the ATSB to request the working group's reporting form is adopted as the bird and animal strike reporting proforma and to have the form on the web and as hard copy.

Action item 4: Anthony to also request that an explanation of the form and its use be provided by the ATSB to assist reporters user the form correctly.

Action item 5: ATSB to implement the working group's bird and animal strike reporting form.

Action item 6: Working group members to be part of the education process during the trial period for the bird and animal strike reporting form.

Action item 7: Russell Page to follow up issue of Defence Reporting arrangements.

3. Determining the elements for the standard ATSB Report

Anthony Rohead presented a discussion paper on the 'Elements for the ATSB Report' with Chapter 3 of the ATSB report 'The Hazard posed to Aircraft by Birds' used as a starting point of the proposed annual report.

Mark Farrar raised the possible inclusion of bird control measures being included in the report to provide information on successful and new mitigators to control bird/animal hazards.

Peter Pallot suggested that all aerodromes with recorded strikes be included in the report rather than only those aerodromes with highest strike rates.

Russell Page suggested that 'regions' rather than airports could be used as locations in the report.

The 'location' attributed to birdstrike occurrences was discussed. Steve Young advised if evidence of a wildlife strike was detected when an aircraft was on the ground, this ground location is entered as the strike location in the database if there is no other indication of when the strike occurred. Wildlife strike locations were discussed further focussing on when birdstrikes should be attributed to an aerodrome or be classified as an off-aerodrome strike and how much of the environment surrounding runways can be influenced by the airports themselves.

Kym Foster suggested the annual report could also have a broader focus and include issues such as the initiatives taken to reduce bird and animal hazards such as the 'Bird and Animal Hazard Management Plan', initiatives the airports are taking, state and local government influences, EPA bird population management and how the organisations work together in bird and animal hazard management. The report could be used to help instil best practice in local, state governments etc workings.

Anthony thanked Steve for attending the meeting. Steve left 2.00pm.

Action item 8: Anthony Rohead to finalise paper on the elements to be included in the ATSB wildlife strike report and distribute to members for feedback.

Action item 9: Anthony to ask ATSB to produce annual report based on the finalised paper.

4. Final Working Policy on Communications Strategy

Anthony presented 'Communication Strategy for the Working Group' discussion paper. The communication strategy is a dynamic document.

Anthony also advised that:

- CASA's Flight Safety Magazine will include a birdstrike article in its next issue.
- The CASA web master has agreed to host the AABAHWG website on the CASA server. The details of the agreement are still to be discussed and formalised.

The content of the website was discussed. Peter Pallot suggested the following topics be on the site:

- articles (engaging writers, using international articles)
- links
- ATSB reporting form
- draft wildlife management plan
- on-line forum (Q and A)
- reference library/resources

The group agreed to go down this line.

Kym Foster suggested that a profile may be necessary to generate exposure for some initiatives and benefit could be gained from the involvement of the Minister.

The cost of birdstrikes was again discussed and how an estimate could be made. While there are difficulties calculating both direct and indirect costs, insurance data could also provide an avenue to help estimate costs. Typical figures for bird/animal strike damage may be as used rather than actual figures. Also a standard way of stating costs would be helpful such as \$ per 100,000 hrs. Birdstrikes without damage can also incur costs arising from checking for damage. Anthony also said it would be good to know the percentage of bird/animal strikes that result in aircraft damage.

Action item 10: Anthony to talk to Qantas, Virgin Blue and the Regional Aviation Association of Australia to get ball park costs associated with wildlife strikes.

5. Final Working Policy on Information Exchange

A final "Information Exchange" working policy was tabled by Anthony and discussed at the meeting.

It was agreed that no changes were necessary and to adopt the Final "Information Exchange" Working Policy. The policy has now been incorporated into the first draft of the 'House-keeping arrangements' for the working group.

6. Final Working Document on Measuring and Reporting

A final "Measuring and Reporting" working policy was tabled by Anthony and discussed at the meeting.

It was agreed that no changes were necessary and to adopt the Final "Measuring and Reporting Working Policy.

7. Final working Policy on Definitions

A final "Definitions" working policy was tabled by Anthony and discussed at the meeting.

It was agreed to take these definitions to the ATSB.

Action item 11: Anthony to forward these definitions to the ATSB for consideration and comment.

8. Draft Housekeeping Arrangements for the Working Group

A draft "Statement of Purpose and Charter" document was tabled by Anthony and discussed at the meeting.

As the working group is an on-going entity, Kym Foster suggested that the 'Aims' of the group should also include the provision of advice on trends and matters relevant to industry.

Following discussion of the aims it was agreed that:

- Some additional information about measuring success of the 'Aims' should be included and Anthony asked that ideas be forwarded to him.
- Further aims should be included to cover all the ATSB report safety action statements
- A further section should be included regarding the provision of guidance/consultation/feedback through DOTARS to the Minister to obtain support.
- Aims should recognise CASA as a driver due its position in the industry.

Action item 12: All to send suggestions on expanding the groups aims to Anthony

Action item 13: Anthony to update the 'Aims' section of the 'Statement of Purpose and Charter'.

It was agreed that the Membership section of the document only contain the agreed members.

Action item 14: Anthony to amend membership section to include official members only.

Peter Pallot suggested that the 'Meetings' section of the document include the words 'at least' to reflect that at least two meeting will be held each year and this was agreed to.

Action item 15: Anthony to update 'Meetings' section of document to include the words 'at least' and also include the date on the document.

9. Draft National Framework for Bird and Animal Management at Airports

Peter Pallot presented the updated draft *National Framework for Bird and Animal Management at Airports* document. Peter thanked those who had provided comments and he had amended the document to incorporate these.

Peter said he had also added a bird/animal hazard risk assessment section to the document and asked for comments on this new section.

Peter explained how *Section 2 "Planning"*, of the document provides typical roles to give ideas on how the plan would work. This part now also has a section on *airlines*.

Action item 16: John Delaat/Michael Doherty to provide Peter with some further words for the Airlines item.

Peter also spoke about 'Exclusion' as a facet of bird and wildlife management. He said this had been added to *Section 4* and more procedures had been included.

Peter added the next production step for the plan would be to have the document transferred to a format that would assist airport operators use the document and aid individual airport customisation of the document. Peter suggested the CASA SMS document builder software would be ideal.

Action item 17: Bob Wickbold to approach the appropriate CASA area to determine if the SMS software could be used for the 'Bird and Animal Hazard Management Plan' document and to pursue approval for this.

Peter presented the following timetable as desirable for the finalisation of the draft document:

- Draft plan to be available on the Australian Airports Association (AAA) website by the end of the week (27 May 2005)
- Comments on the draft plan requested by end of June
- Plan finalised one month prior to AAA conference in November 2005
- Launch of document at AAA conference in November.

Anthony thanked Peter on behalf of the group for his hard work in preparing this document.

Action item 18: All to provide further feedback/comments on the document by end of June.

10. Press Articles

Anthony advised that an article on birdstrikes from an airlines perspective will be included in the next CASA Flight Safety magazine.

11. General Business

Anthony distributed an example of a birdstrike report produced by the ATSB for an individual airport to use as a method of crosschecking birdstrike occurrence recorded by each body.

Anthony distributed some examples of logos which could be pursued by the group. A logo was considered useful especially if a website is created. Mark said he will check with the person he currently uses for some SACL designing work to see if they can assist.

Action item 19: Logo designs to be pursued by Mark.

Peter Pallot gave an overview of a bird repelling technique used in New Zealand involving an emulsion sprayed onto grass.

There was some further discussion on Information Exchange and how this operates within the group.

12. Next Meeting

It was agreed the next meeting would be held in three months time at the Brindabella Centre on Tuesday 30th August. This meeting was considered essential to ensure important issues can continue to be managed (the framework and trial birdstrike form).

A meeting was also scheduled to be held during the AAA conference in Hobart on Friday the 18th of November 2005.