

Australian Aviation Bird and Animal Hazard Working Group

Minutes of Australian Aviation Bird and Animal Hazard Working Group
Meeting

Tuesday 30 August 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
John Delaat	Virgin Blue
Michael Doherty	Qantas Airways
David Bird	Qantas Airways
Alf Duczek	Airservices Australia
Alex Ananian-Cooper	Canberra International Airport
Ron Watson	DFS, Department of Defence
David Drynan	Department of the Environment and Heritage
Rebecca Johnson	Australian Museum

Apologies

Bob Wickbold	Civil Aviation Safety Authority
Mark Farrar	Australasian Aviation Ground Safety Council/Sydney Airport
Brian Candler	Regional Aviation Association of Australia
Kym Foster	Department of Transport and Regional Services

1. Membership

Anthony Rohead raised the issue of the resignation of the Birds Australia representative from the working group and the loss of expert knowledge as a result. The group saw the need for a bird expert/specialist rather than a consultant to provide expertise to the working group.

Rebecca Johnson said she would talk to the Australian Museum (AM) ornithologist to see if he would like to provide advice and biological input to the working group.

John De Delaat suggested that the group may still wish to hear from a consultant from the bird field also.

Action item 1: John Delaat to invite a bird consultant to the working group's first meeting in 2006 as a guest speaker.

Action item 2: Anthony Rohead to write to the Australian Museum to seek an expert so provide assistance to the group. Rebecca Johnson also to informally ask if the AM ornithologist would be interested in this role.

Michael Doherty asked if membership to the working group could be extended to the Qantas subsidiaries. The group agreed to extend membership to the Qantas subsidiaries.

Peter Pallot advised that David Anderson is the Director Transport Policy at the Australian Local Government Association.

Planning around aerodromes, associated legislation and which governments control planning was then discussed. Peter Pallot said the AAA was familiar with the planning legislation in relation to the airports and their surrounds.

Action item 3: Peter Pallot to follow-up government planning responsibilities around aerodromes and brief members by email.

2. Correspondence

Anthony distributed copies of letters he had sent on behalf of the working group to the Civil Aviation Safety Authority (CASA) and the Australian Transport Safety Bureau (ATSB) requesting that the working group's bird/animal strike definition and measuring and reporting of bird/animal strike rates be adopted by CASA and ATSB as standard practice.

Anthony also prepared a letter for the aerodrome operators to gather support for these definitions.

3. Determining elements for the standard ATSB report

Anthony distributed the discussion updated paper covering the content of the proposed ATSB bird/animal strike report. The content was based on chapter 3 of the ATSB report 'The Hazard posed to Aircraft by Birds'.

The content of the report was discussed. Data relating to near birdstrikes was raised as a valuable source of information. It was noted Defence and Airservices do not report near birdstrikes.

Action item 4: Michael Doherty to provide Anthony Rohead with background regarding the extent of near birdstrike problem so Anthony can write to the ATSB regarding this issue.

It was agreed to accept the discussion paper "Content of ATSB Report".

Action item 5: Anthony to write to the ATSB to request a birdstrike report based on the discussion paper be produced for calendar years 2004 and 2005 including phase of flight.

4. Communications strategy

Anthony presented the revised and updated Communications strategy discussion paper and requested comments. Anthony also advised that CASA had agreed to host the group's website although it would still be some months before the site would be finalised. The website url would be similar to those used international birdstike websites. Also the German bird and animal strike website contains good research papers.

It was agreed to accept the communications strategy as a work-in-progress.

5. Draft Housekeeping Arrangements for the Working Group

Anthony presented the revised "Statement of Purpose and Charter" paper. It was agreed that the Membership section of the paper would include the Qantas subsidiaries.

It was agreed to adopt the paper as the final working arrangements for the group. Housekeeping Arrangements will remain on the agenda for review.

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

Peter Pallot presented to draft "National Framework for Bird and Animal Management at Airports" document. Peter went through the changes made to the framework based on comments received. The purpose of the framework is to provide airports with a starting point to develop their plans.

Peter explained the risk assessment section of the framework and requested any comments on presentation of this section. Peter also pointed out sections/procedures of the framework he had added or amended.

Anthony asked what the procedures are at non-controlled aerodrome. In response to this question about the procedures at non-controlled aerodromes, Peter advised he would cover non-controlled airports, and those where the tower was closed, in the framework.

The framework will be launched at the Australian Airports Association in November in Hobart with the final document available for download from the AAA website in about two weeks.

The framework will remain on the agenda as a work-in-progress.

Anthony reported that it is possible to use the CASA document builder software for this framework but no details on this are available at this stage but CASA will take the issue on board.

Anthony thanked Peter for his work to develop the framework.

Action item 6: Peter Pallot to send email to working group members to advise on how to download the draft framework from the AAA website.

7. Briefing by The Australian Museum on Research Project

Dr Rebecca Johnson (Australian Museum) briefed the group on the pilot study she is undertaking to determine if DNA analysis of birdstrike remains can be achieved. Rebecca stated that the major aims of the project are: to create a DNA bank of the eight ATSB highest risk birds/bats; if no DNA available then create an image bank from feathers of these birds/bats; test different collection and storage methods of tissues remaining after a strike; and create an easy to use tissue collection kit for aircraft maintainers to use after a strike.

Rebecca requested assistance from the group to encourage submission of bird remains for testing using the kits developed by the Australian Museum. One avenue for assistance discussed was to make available the kits at the AAA conference in November. Representatives from Qantas and Virgin also expressed support for this project.

The issue of health and safety surrounding the submission of bird remains for testing was also discussed and Rebecca acknowledged that some advice on this issue could be included in the kit.

8. Update on planned November Meeting

The next working group meeting will be held in Hobart on Friday 17th November (8:30 – 11:00) at the conclusion of the Australian Airport Association conference. Participants in the conference are welcome attend the meeting as observers.

Action item 7: Peter Pallot to advise conference participants of working group meeting details and also post on the AAA website.

Action item 8: Anthony Rohead to advise of meeting through CASA channels.

9. Update on the trial of new Bird Strike Reporting Form and Process

The new 'Bird and Animal Strike Form' was posted on the ATSB website at the beginning of July. The form is currently available for download and completed forms can be returned to the ATSB via fax or post. At this stage the reports cannot be submitted on-line.

Dianne Coyne advised that 16 reports had been received by the ATSB on the new form (out of 238 strikes reported to the ATSB of which 147 were unique reports),

with eight of these containing information strikes that had been received via another source. The completion of the fields on the form was associated with the source of the data, as the form assists reporting from pilots/operators more than aerodrome staff.

Qantas and Virgin advised the fields from the new form had been incorporated into their regular reporting.

It was noted that the value "dusk" was incorrectly included as "dust".

Action item 9: Dianne Coyne to advise ATSB database manager of the error (typo) on the bird and animal strike reporting form for correction.

Action item 10: Anthony Rohead to send letter to aerodrome operators to encourage the use of the form.

Action item 11: ATSB to provide updated data at November meeting on the use of the form.

10. Press Articles

Anthony Rohead made available various press articles on birdstrikes.

11. General Business

Anthony advised he had spoken with the New Zealand bird hazard committee and suggested that an item for a joint meeting be added to the agenda for their next meeting.

Ron Watson (DFS) explained military bird/animal reporting procedures and processes. The pilot (aircraft captain) is primarily responsible for submitting strike reports. When the aircraft involved is unknown the Military ATC will submit the strike report. This process should ensure a single report is filed for each strike. Strikes to civil aircraft are reported via ASOR.

The meeting closed at 4.30 pm.