Airshare XYZ

Monthly update

Visit the Airshare website here ❯

Airshare XYZ project goal:

📋 ACTIONS - map the mitigating actions used in the participating airports.

🔍 EFFECT- asses the effect of the mitigating actions with the airports.

🤲 ENABLING - the best possible wildlife control and reduction.

The goal of the Airshare XYZ wildlife project is to provide airports with an understanding of what actions are being taken to reduce the presence of wildlife in other airports, and what effect they have, thereby enabling the best possible wildlife control and reduction programs in each individual airport.

Participants:

AIRLINES

12 Actively participating airlines and more coming...

norwegian   BRITISH AIRWAYS   wideroe   DAT

AirDolomiti   PEGASUS AIRLINES   Thomas Cook   Condor

Lufthansa   brussels airlines   edelweiss

AeroLogic

AIRPORTS

443 Airports invited to participate and more coming...

The airline process:

- ✅ Contract signed.
- ✅ Destination list and contact details are received.
  - ⚠️ Contact information is extremely important to the success of the project. The use of generic airport email leads to a longer path on reaching the person responsible for the wildlife management.
- ✅ Airline account on the platform is created.
- ✅ Information requests sent to the airports.

The airport process:

- ✅ Project invitation received
- ✅ Airport creates an account (Step-by-step guide here ℹ️➡️)
- ✅ Wildlife status information entered (once) (See the questionnaire here ℹ️➡️)
- ✅ The airport approves airline request to share information with a *single click of a button*. ➡️
  - ✅ When new airline adds a request to access airports' answers, the airport receives a notification email.

🖥️ Share with all airlines in *"one click"*:

We were delighted to notice that some airports used the functionality allowing to approve data sharing with more than one airline at once. It is an easy, unified and time-saving way of sharing wildlife management information.

🗒️ Allow us to give an example:

One of our users, a regional airport receives multiple information requests from each of their 30 airlines annually. This information must be delivered upon request and most often in different formats. On the other end of the line is the airline, that potentially flies to 200+ airports, and must retrieve information 200+ times. This is time-consuming for all parties, and it makes the information difficult to decipher and compare. That is why we created our "one point of entry" data exchange service for the aviation industry. Once the data is entered, the airports can share it with a new airline with a single click of a button. The airlines can easily add new destinations to the service, and as airports update the entered information on their subscription, it is automatically updated on the Airlines' subscription.

Short status update:

- ✓ 12 airlines actively participating in the project, 3 are in the process of signing project participation agreements, 3 are planning to join in the nearest future. We are in contact with more potential project participants.

- ✓ Invitations are sent on behalf of 6 airlines at the moment. With other airlines we are in progress of getting participation agreements signed, waiting for the confirmed destination lists and possible contact information, or have sent customised email templates for approval prior to sending them to the airports.

- ✓ So far 443 airports are invited to participate in the project. We have sent invitations on behalf of 6 airlines, that confirmed their email templates and helped with contact information.

- ✓ We are ready to invite additional 156 airports as soon as we receive confirmations regarding email templates and relevant contact information at the airports.

- ✓ **Software updates:**

  - ✓ Additional "Approve share" element at the end of the questionnaire to make the user experience more convenient.

Risks and solutions:

❗ Misunderstood questionnaire.	✓ Questions rephrased to clarify the meaning.
❗ Some airports feel like the questionnaire is an audit.	✓ We tried to minimise this risk by explaining the essence of the project: - Voluntary participation; - Control of data sharing; - Anonymity of responses, when used in analysis.
❗ Emails do not reach the right person.	✓ We are asking airlines for help with contact information. Furthermore, we added a sentence to the templates asking to forward to the wildlife team.

Plan for the 1st quarter of 2018:

At least 40 unique destinations per month create an Airshare account, answer the questionnaire and approve data sharing, allowing us to reach 400 airports by the end of the year.

Share the knowledge

We are starting to look at the data generated from responses of the participating airports and will share insights, noticed patterns, useful information, and comments in this section of our update prepared for you monthly.

This month we talked with Mogens Hansen, aviation wildlife biologist and wildlife management expert, to consult us on how to improve the wildlife deterrent effect of the airfield grass:

"Almost all airports maintaining large areas of grass are spending resources to keep the grass less attractive to wildlife. However, birds and mammals are still entering the airport to explore the airfield for food and rest. Bird controllers in place are the next defense against the wildlife and even though the bird controllers are fighting bravely the birds are not giving up. But there is a third powerful defense – the chemical weapon produced by nature itself – the endophyte containing grass."

Continue reading the post here ⊙

We are proud to have you on board in the Airshare XYZ project and would like to thank you for your cooperation.

At the moment we look forward to sharing the results of the research as soon as possible. Our next update will include information on the implementation rates of wildlife mitigating actions at the participating airports.

Best wishes from the Airshare team!

Ascend XYZ

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