






# Airshare XYZ

## Monthly update

MAY - JUNE 2018

### 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.

### Status update:

#### AIRLINES



14 airlines actively participating in the project.



We are pleased to introduce and welcome our newest addition to the Airshare XYZ project - Austrian Airlines!



#### AIRPORTS

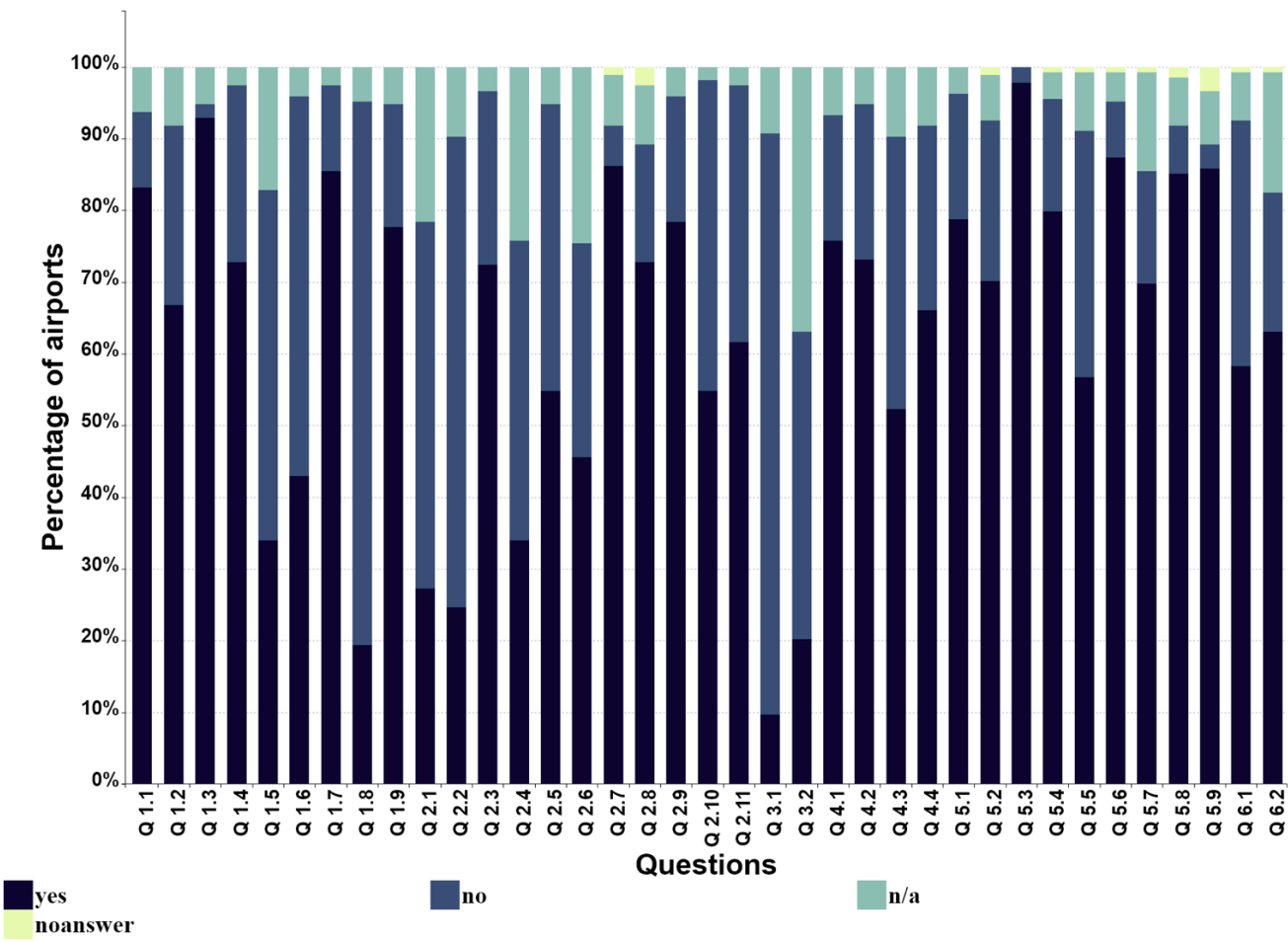


### Risks and solutions

-  Missing contact details. Invitations to the Airshare XYZ project seem not to be reaching the right people at some airports due to the lack of up to date contact information.
-  We are in dialog with project participants and updating the contact information.

# Implementation rates

Here you can see the average implementation rates from participating airports in May 2018. We are glad to see the positive change that the number of unanswered questions decreased, allowing us to get more information and more accurate implementation rates.



## Active management



- 1.1 Is bird control in place prior to every aircraft operation?
- 1.2 Are bird control and bird surveillance recorded at least every 30 minutes?
- 1.3 Are training and brush-up being performed?
- 1.4 Is distress call playback used in the field?
- 1.5 Do you trap raptors for a distant release?
- 1.6 Are laser pointers used?
- 1.7 Are pyrotechnics used?
- 1.8 Do you use dog assistance?
- 1.9 Is shooting high-risk birds used as a mean of immediate control?

## Passive management

- 2.1 Do you reseed with endophyte infested grass seeds?
- 2.2 Do you use fertilizer to improve grass quality?
- 2.3 Do you have a long grass policy in place?
- 2.4 Do you use netting of the ditches and water retention ponds?
- 2.5 Do you remove grass clippings after lawn mowing?
- 2.6 Do you replace ditches with buried drain pipes?
- 2.7 Do you remove self-sown trees and shrubs?
- 2.8 Do you eliminate temporary surface water?
- 2.9 Do you actively manage weed control?
- 2.10 Is your airfield used for agricultural crops?
- 2.11 Is there any food waste exposed to birds in your airport?

## On and off airport surveillance by radar

- 3.1 Do you use radar detection of birds?
- 3.2 Do you perform historical analysis and risk assessment of recorded radar data?

## Off airport (13 km) risk assessment

- 4.1 Are all bird attracting sites registered in the 13km zone?
- 4.2 Are hazardous birds recorded at sites that attract birds?
- 4.3 Do you record hazardous bird flight routes crossing aircraft flightpaths?
- 4.4 Do you perform a risk assessment of the 13km zone?

## Data recording, analysis, risk assessment, review, and reporting

- 5.1 Do you have a Local bird strike committee in place?
- 5.2 Is DNA or feather analysis of unidentifiable bird strike victims performed?
- 5.3 Is a complete bird strike recording and reporting system established at your airport?
- 5.4 Is the Bird Strike Risk Assessment matrix updated?
- 5.5 Is a monthly review of Bird Strike Risk Assessment performed?
- 5.6 Are immediate actions taken to counter bird species entering the high-risk category?
- 5.7 Have you improved written procedures to counter bird species entering the medium risk category?
- 5.8 Are bird recordings from bird controller (BC) logs analysed?
- 5.9 Are bird control procedures based on BC logs revised annually?

## Annual standard check

- 6.1 Does your airport have an annual standard check performed by external qualified wildlife supervisor?
- 6.2 Are annual standard check recommendations fulfilled?



It is clear from the implementation rates of participating airports that more than 55% of them perform a monthly review of Bird Strike Risk Assessment, while more than 30% of participants do not.

This month we are sharing the article by Camilla Rosenquist (Wildlife Manager at Copenhagen Airport, Denmark), explaining how Copenhagen airport is moving away from generic step-by-step Wildlife Risk Assessments (WRA) to a more holistic approach.

## ***A Holistic Approach to Wildlife Risk Assessments***



*Wildlife Hazard Management (WHM) at Copenhagen Airport is moving away from conducting generic step-by-step Wildlife Risk Assessments (WRA) based on "One size fits all". The approach is becoming more holistic following the notion that conducting WRA's are like assembling a puzzle where data is the pieces and every picture is unique, therefore, the more different types of data we include in the WRA, the more cohesive and clear the picture becomes. (...)*

*To sum up, WRA's should be holistic because that is how you ensure that all angles and all potential risks have been taken into account. To do so you need to include a wide range of data, from the newest technology to going out and having a chat with the local farmer. WRA's need to be evidence-based, otherwise we risk wasting resources managing something that wasn't in need of any managing, worst case we may create a wildlife hazard that was not there, to begin with. (...)*

Continue reading the post here 

We wish to encourage knowledge sharing between airports and airlines in order to make the sky safer in the most effective ways.

We invite you to share your experiences, success stories, or challenges in our monthly updates!





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

*If you consider joining the project - contact us for more information.*



*Best wishes from the Airshare team!*



*Remember that you can always access previous Airshare XYZ monthly updates here* 

**Visit the Airshare XYZ website here** 



Esromgade 15, 2200 Copenhagen, Denmark



+45 53 88 34 44



airshare-team@ascendxyz.com



<https://ascendxyz.com/airsharexyz/>



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