

# Airshare XYZ

Monthly update June - July 2018

## Airshare XYZ project goal:



**Actions** - map the mitigating actions used in the participating airports.



**Effect** - assess 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.



### Airports



## Risks and solutions:



Some airports mistakenly see the participation in the AirshareXYZ project as an audit.

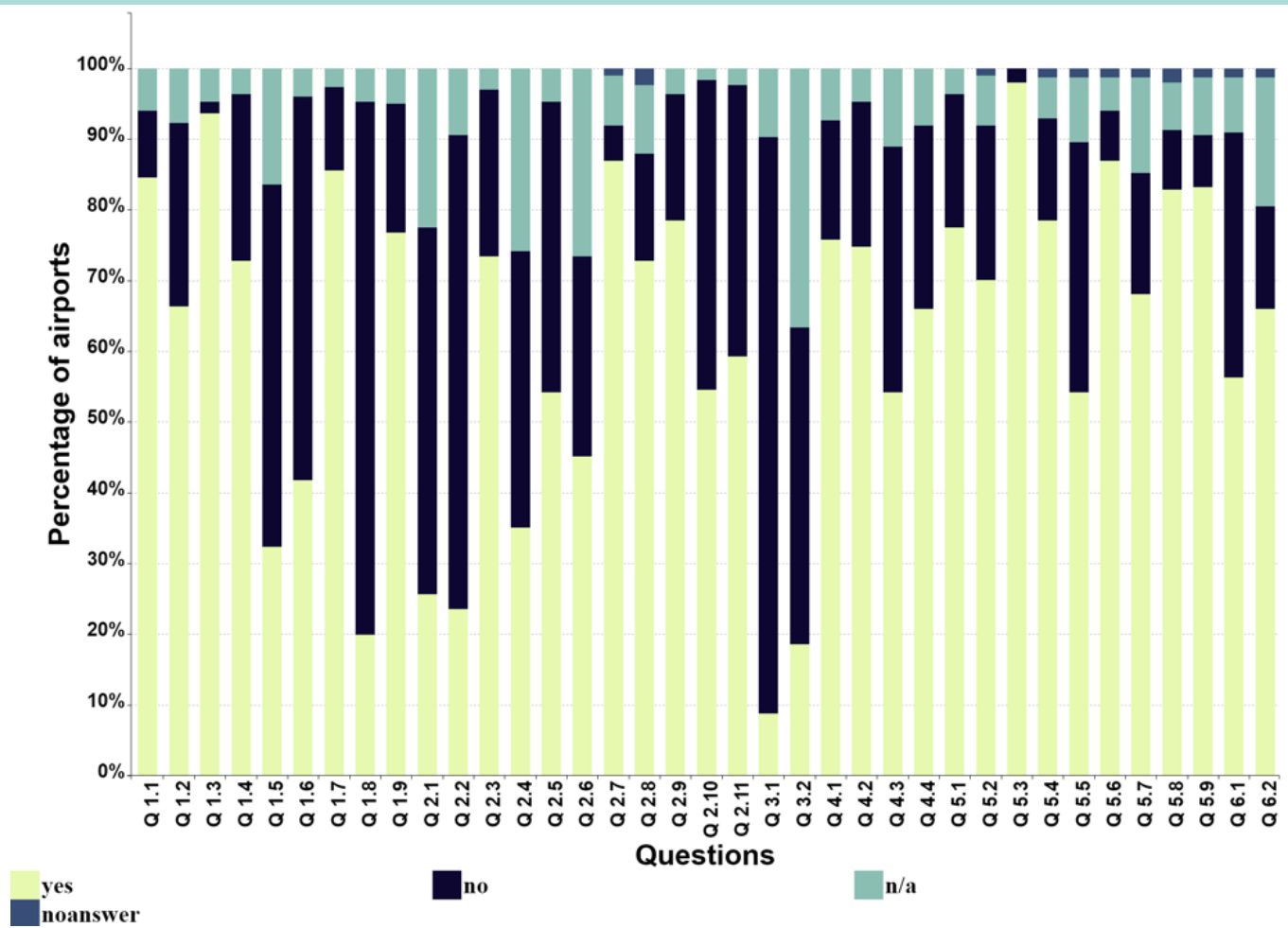


The fact that a mitigation action is mentioned in a question, does not mean that an airport necessarily must implement it. In order to avoid negative/positive associations, we updated the palette of the answer buttons, removing red and green colours.

# Implementation rates:

Here you can see the average implementation rates from participating airports in June 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.

We would like to underline the fact that even though a mitigation action is mentioned in a question, it does not mean that the airport necessarily must implement it.



## 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?

## Share the knowledge



This month our CEO Peter Hemmingsen [in](#) starts a discussion on this important question. wish to start a discussion on a particular topic - "bird activity high" warnings on ATIS. Since there is no official standard regulating when airports report "bird activity high", the meaning and use of these warnings become questionable. When some airports issue warnings per default, they provide no use whatsoever.



*Recently I have been giving quite a few thoughts on standards of "bird activity high" or rather the lack of them. If you have 5 minutes, I would appreciate your feedback.*

- *Do you reduce speed and/or turn on landing lights on approach if you hear "bird activity high" on ATIS?*
- *Would you reduce speed and/or turn on landing lights if the information was based on a standard?*
- *Do you include bird activity in your briefing today?*
- *Would you include this in you briefing if it was based on a standard?*

*What is the point with these questions, after all?*

*From time to time pilots are issued warnings about "bird activity high" on ATIS. Ideally, this would prompt a set of actions corresponding to the situation – typically turning on the landing lights, reducing airspeed or a combination of the two.*

*The question, however, is whether warnings about high bird activity have any real meaning as long as there is no official standard regulating when airports report "bird activity high." Even worse, some airports issue warnings per default, thus rendering the information essentially meaningless.*

*So how could a standard increase the value of these warnings? Do they even matter in the first place? Let us look at the factors at play. (...)*

Continue reading here  
and send us your feedback on this matter at [phe@ascendxyz.com](mailto:phe@ascendxyz.com)



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

If you do not participate in the AirshareXYZ project yet but are considering joining the project - contact us for more information.




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



## Best wishes from the AirshareXYZ team!



 +45 53 88 34 44

 [airshare-team@ascendxyz.com](mailto:airshare-team@ascendxyz.com)

 Esromgade 15, 2200 Copenhagen, Denmark

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