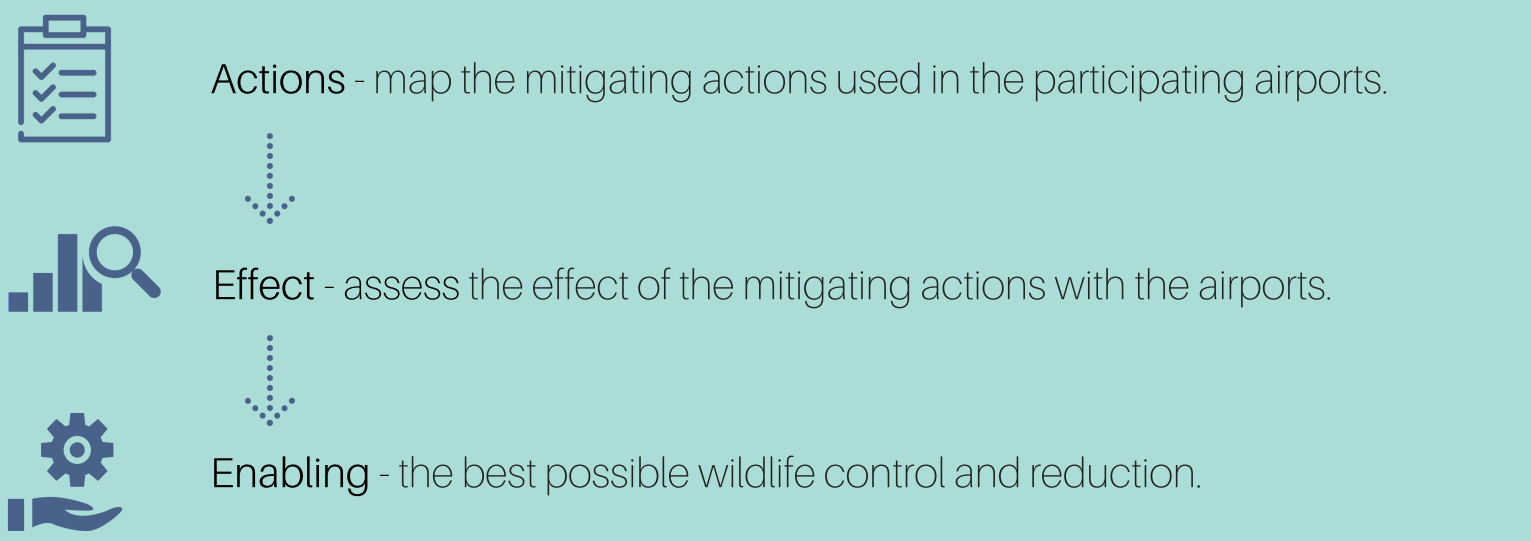


Airshare XYZ

Monthly update July-August 2018

Airshare XYZ project goal:



Status update:

Airlines

 **13** airlines actively participating in the project.



Airports



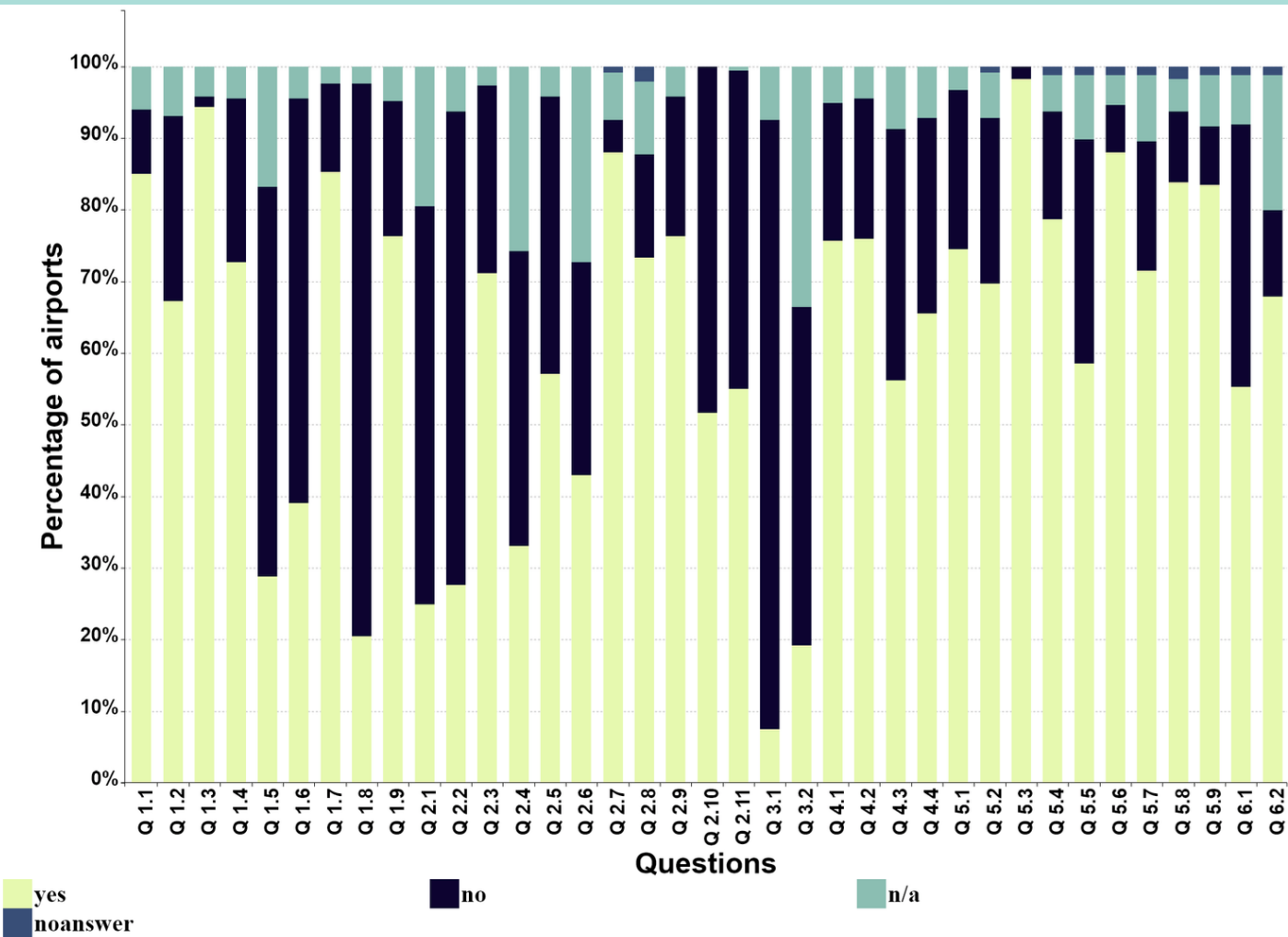
We are proud to have you on board the AirshareXYZ project and would like to thank you for your cooperation.

If you do not participate in the AirshareXYZ project yet but are considering joining the project - contact us for more information or add your airport contact information here [→](#)

Implementation rates:

Here you can see the average implementation rates from participating airports in July 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?

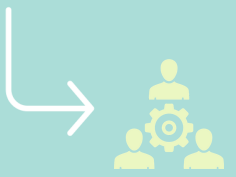
Risks and solutions:

! Some airlines provide destination lists that are not up to date, that results in us approaching airports that do not service the airline in question. When an airport is invited to participate in the project by airline that is not flying to that destination, not only the airport is not willing to share information, but also in some cases it causes distrust towards the invitations and the credibility of the project.



We have informed airlines about such situations. We underline the importance of accurate contact information to the success of the project. The correct destination lists and up to date contact information allows us to reach the right people responsible for the wildlife management at the airports. Therefore, we would like to ask both airlines and airports to let us know about changes in these fields.

! Some of the airlines assign station managers as their points of contact at the airport. We have experienced that some station managers are very helpful and refer us to the right contacts responsible for the wildlife management. However, we have encountered a challenge with reaching out to station managers at various destinations since they are not informed about the airline participation in such project and are cautious to react on the invitations.



At the moment we are working with several airlines on finding the most effective way to contact station managers. If you would like to refer us to an airport that is not participating at the AirshareXYZ project, just fill out the airport referral form here →

Share the knowledge



This month our CEO Peter Hemmingsen [in](#) raises a question whether satellites can help to prevent bird strikes and provides an answer.

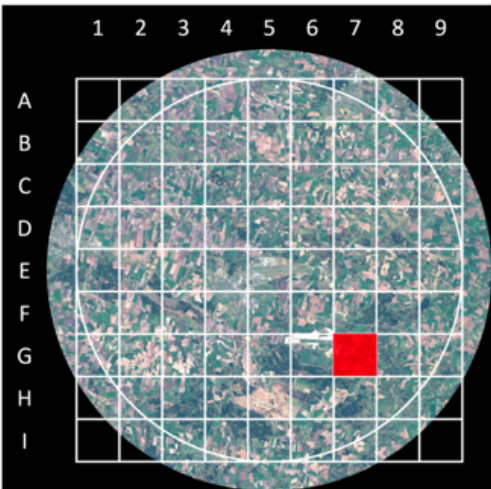
Can satellites help prevent bird strikes?

Wildlife behaviour in the airport surroundings has a direct impact on the risk of collisions between birds and aircrafts.

Monitoring and management of the airport surroundings can help to mitigate the risk of bird strikes, but it is a huge area with a long list of stakeholders. So, how can we solve this? In order to identify changes in the area you actually need to know what the area looked like before the change. To illustrate what we are talking about we created a demo of Billund Airport (Denmark).

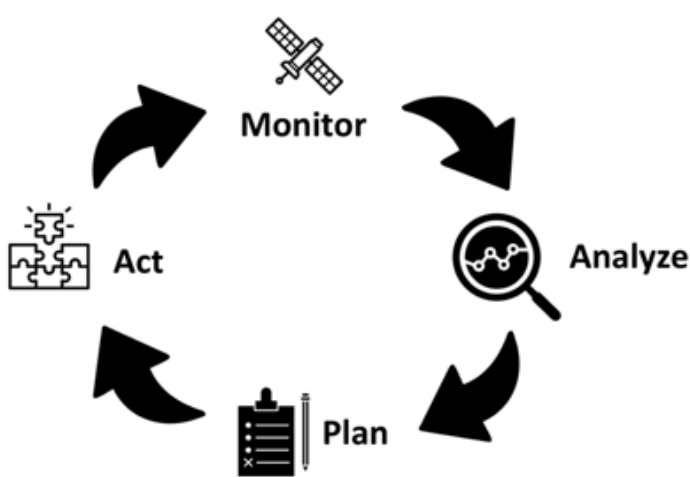
You can open the satellite map in your browser by clicking the link → (Demo works in Safari and Google Chrome – apologies to Internet Explorer users).

The map within the circle covers 530 km². Using the slider in the bottom of the map in your browser you can see the differences between the same area in May 2017 and May 2018. If you look at the grid G7 you will notice that the gravel pit is expanding. Now we can assess if the change has a relevant impact on the airport. In this case, the change is relevant, since the gravel pit might have standing water, thus attracting birds. The next step would be to establish a dialog with the landowner – in this case, the focus could be on limiting the amount of standing water.



To sum up, we can use satellite images to identify landscape changes. Identified changes should be then combined with local wildlife knowledge to assess if the change could have an impact on wildlife behaviours leading to an increased risk for aircrafts operating in the area.

If we look at this from a safety management perspective – just identifying the change is not going to do the job. We need to assess if the change poses a risk. If we identify a risk, we need a plan to mitigate it and we need to act on the plan. With this in mind – the answer is *yes, satellites can help prevent bird strikes*. The use of satellite images can be directly integrated into your wildlife risk and reduction plan.



It might also be a good idea to keep an eye out for maize fields and other winter crops where wildlife can come to forage – winter crops are visible in the satellite images. Aarhus University (Denmark) has published an article from March 2018 about the new patterns of hundreds of thousands of geese roaming Europe in search of food and habitat. The growing populations of barnacle geese and pink-footed geese (both increasingly foraging on maize fields) in Denmark and elsewhere in Europe are not only creating a challenge for the farmers but also posing a significant risk for aviation.

A fact worth mentioning – a transport category aircraft is designed to sustain an impact of a 4-pound bird at cruise speed (V_c). An avian heavyweight like a goose breaks this limit, resulting in an impact force way above design criteria – food for thought.

If you would like to see a satellite map of your airport surroundings – just fill out a few questions here [→](#) and we will send it to you.

More of our articles available on our blog here [→](#)




Remember that you can always access previous **Airshare XYZ** monthly updates here [→](#)

Best wishes from the AirshareXYZ team!



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