

Australian Aviation Bird and Animal Hazard Working Group

Minutes of Australian Aviation Bird and Animal Hazard Working Group
Meeting

Tuesday 4 April 2006

Brindabella Centre – Canberra International Airport

Meeting opened at 12:00 by Anthony Rohead, Chairperson

In attendance

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| Anthony Rohead | Civil Aviation Safety Authority - Chairperson |
| Dianne Coyne | Australian Transport Safety Bureau – Secretary |
| Peter Pallot | Australian Airports Association |
| David White | Virgin Blue |
| Darren Olsson | Directorate of Defence Aviation and Air Force Safety |
| Bob Wickbold | Civil Aviation Safety Authority |
| Rebecca Johnson | Australian Museum |
| Terry Wesley-Smith | Regional Aviation Association of Australia |
| Mark Farrar | Australasian Aviation Ground Safety Council/Sydney Airport |
| Kris Adhar | Qantas Airways |
| David Drynan | Department of the Environment and Heritage |
| Michael Doherty | Qantas Airways |
| Philip Naughton | Eastern Australia Airlines (Qantaslink) |
| Peter McCormack | Virgin Blue |
| Alex Ananian-Cooper | Canberra International Airport |
| Eric B Root | Boeing Field SVC - Sydney |
| Kym Foster | Department of Transport and Regional Services |

Apologies

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| Alf Duczek | Airservices Australia |
| David Bird | Qantas Airways |

1. Membership

Peter Pallot welcomed the new members to the group.

David White raised the issue of having a bird expert member on the working group. Rebecca Johnson advised that the Australian Museum (AM) ornithologist was willing to attend meetings if transportation could be provided. Michael Doherty said he had raised this matter with management.

Action item 1: Anthony to write to Qantas requesting their support to provide travel for the AM ornithologist to attend meetings.

Peter Pallot proposed that the working group should approach the Local Government Association (LGA) again to ascertain support and involvement in order to pursue a holistic approach to reducing wildlife hazards in aviation, as the LGA has the ability to influence areas that the airport's don't not have influence over.

Action item 2: Peter to escalate this item with the LGA.

2. Correspondence

Anthony distributed copies of the following correspondence:

- letter to the CASA Office of Legal Counsel, requesting advice of any personal liability issues for members and opinion on the Group's 'Statement of Purpose and Charter' regarding issues of personal liability issues for members;
- response from the CASA Office of Legal Counsel containing advice on the above issues;
- correspondence from the Australian Transport Safety Bureau advising that the Bureau would publish a Bird and Animal Hazard research report; and
- letter to the ATSB acknowledging the Bureau's commitment to produce an annual Bird and Animal Hazard report.

3. Communications Strategy

Michael Doherty raised the issue of changing the status of the Communications Strategy from draft to final.

Peter Pallot asked about the status of the Working Group's website. Anthony advised that there were still some issues to be finalised. Peter then advised that the National Framework for Bird and Animal Management at Airports was ready but legal opinion was being sought before further distribution on the website.

Action item 3: Anthony to update the Communications Strategy to remove the draft status and email the strategy to the members to review and advise Anthony of their acceptance of the strategy or not.

4. Statement of Purpose and Charter

A small editorial amendment was suggested to delete the word 'history' from the Statement as it appeared to be an error.

Peter talked about the Group's role and influence, with the Group being able to undertake an advisory role to stakeholders. As such as the National Framework for Bird and Animal Management at Airports was being made available to airports but it is up to the airports to decide whether to adopt and adapt the Plan for their aerodrome.

Kym Foster suggested that the Statement of Purpose and Charter include a section detailing the Working Group's origin, role and a disclaimer. Anthony Rohead asked Kym to provide a disclaimer that could be incorporated in the Statement regarding liability.

Action item 4: Kym to draft a disclaimer and email to the members before the next meeting.

5. Update on possible liability issue for committee members

Anthony discussed the advice he had received from CASA Office of Legal Counsel regarding personal liability issues for members participating in the Working Group and opinion on possible changes the 'Statement of Purpose and Charter' to remove liability.

Anthony advised that the response related specifically to CASA staff but could be taken to apply to other members. The advice was that it was not likely that members of the Group would be personally liable for actions or recommendations of the Group. Small changes were advised in regard to the Working Group's 'Statement of Purpose and Charter'. Anthony highlighted the proposed changes that the CASA Office of Legal Counsel had advised would be appropriate.

Action item 5: Anthony to update the Working Group's "Statement of Purpose and Charter" in line with the recommendations by the CASA Office of Legal Counsel.

Action item 6: Anthony to circulate the "Statement of Purpose and Charter" prior to the next meeting.

Peter Pallot was waiting on advice from Ken Keech regarding the position of the Australian Airports Association on the matter of personal liability for committee members of the Working Group.

Mark Farrar explained the operation of the AAGSC and how some issues regarding liability had been overcome when the Council was incorporated. Mark also stated that the Council included caveats on documents, was careful to reflect standards where information is drawn from, and provide sources that could be accessed by people.

6. Update on the Annual ATSB Bird and Animal Hazard Report

Dianne Coyne advised the group that the proposed annual report would be produced later in the year. The report would help bridge the gap between the first published report in 2002 and the current situation.

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

Dianne Coyne provided an update on the trial of the Bird and Animal Strike reporting form. Dianne said that during the period 01 July to 28 Feb 2006, a

total of 1474 bird/animal notifications were reported to the ATSB which related to 891 strikes. During this period a total of 186 notifications using the new form were received. One-hundred and fifty-four of the notifications were imported into the ATSB database.

Dianne reported that the ATSB database manager had noted that during the trial period no data was received in respect to 'engine parameter' variables and only 12 of the 186 notifications received contained data in the cost of bird/animal strikes. Dianne sought the Group's opinion on removing the 'engine parameter' and 'cost' sections of the reporting form. The working group agreed to the deletion of the 'engine parameter' fields but, overall it was considered important to try to capture data on the cost of strikes.

The issues and sensitivities surrounding the collection of data associated with the cost of birds and animal strikes were discussed. Other aspects of the issue discussed included:

- where the cost data could be sourced such as airlines, insurance companies.
- Peter McCormack suggested that obtaining a standard set of costs from Boeing, for example, may be a way of obtaining indicative costs of strikes to the aircraft where damage occurred. Eric B Root suggested it may be possible to develop a classification system for repair costs depending on the part of the aircraft damaged.
- Kym Foster suggested that it may be possible to use case studies to estimate indirect costs.

Overall, it was the opinion of the majority of members, that the Group wanted the ATSB to continue to collect data on the cost of bird and animal strikes.

Action item 7: Anthony to write to the ATSB to advise that the Working Group agrees to the deletion of the 'engine parameters' section of the bird/animal strike reporting form but would like the section on the cost of strikes to be retained.

It was agreed to change this agenda item from being an update on the trial of the bird/animal strike reporting form to an update of bird/animal reports during the period between meetings.

Action item 8: Dianne to include an Update of Bird/Animal Reports for next meeting.

8. Defence Bird/Wildlife reports

Darren Olsson explained how the Defence reports and records bird strikes:

- The Defence aviation safety database is called DARTS
- DDAAFS don't report birdstrikes to the ATSB directly

- At joint user aerodromes airport staff report birdstrikes involving civil aircraft to the ATSB
- Birdstrikes to military aircraft at civil aerodromes are reported to Defence authorities by the aircrew
- In the last calendar year 162 birdstrikes were recorded in DARTS, 41 of which involved damage
- One strike to a civilian aircraft recorded in DARTS in the last 4 months
- Birdstrikes outside Australia are recorded
- No animal strikes recorded in the last 4 months

9. Update on the National Framework for Bird and Animal Management at Airports

Peter Pallot advised that the Framework was launched at the Australian Airports Association conference in November and participants had been presented with a CD of the framework. The framework is also now available on the AAA website for members.

10. Update of the development of an Australian Bird/Animal Strike Risk Model

Peter Pallot reported that he had received working papers from Will Steele (Birds Australia) on a risk model targeted to operators of small aerodromes to use to do bird hazard risk assessment. The model can be used even if historical strike data isn't available as it has a bio-geographical basis on which to assess birdstrike risk. Peter said it was the type of tool regional airports could use to conduct risk assessments.

11. Research Project Funding

Possible funding options for research into bird and animal hazards were discussed. Peter Pallot spoke about the work James Cook University is undertaking in relation to bats and the possibility of sourcing funds for a university to administer on behalf of the working Group to conduct research relevant to reducing the bird/animal hazard in aviation.

Rebecca Johnson said she also spoke to James Cook University about linkage funding for research so universities could assist the industry solve problems. It is then necessary to source funds before approaching the ARC.

Kym Foster advised that it is necessary to demonstrate industry financial and/or in-kind commitment to research before approaching the ARC in order to ensure serious consideration of research proposals.

Overall it was considered the ARC would be viable way to approach the issue of funding research, however, this would require funds to be committed from industry to gain linkage funding.

The method of moving this issue forward was discussed and the need to establish industry/university linkage and undertake research scoping and develop research proposals were raised.

Action item 9: Peter, with assistance from Rebecca, to distribute a discussion paper on funding of aviation safety wildlife research projects.

12. Education and Information Sharing Forum

Anthony Rohead presented the 'Education and Information Sharing Forum' discussion paper and timing, location forum format was discussed.

Peter Pallot suggested that a forum could be held at the beginning or end of the National Environmental Group meeting.

Anthony Rohead suggested that forum could involve four ½ hour presentations in the morning from airlines, airports followed by the forum in the afternoon for question and answer sessions and case studies.

Action item 10: Anthony to prepare draft program for Forum.

Action item 11: All Members to send any ideas to Anthony.

13. Logo

Mark Farrer presented three logo designs to the Working Group. It was agreed that combining aspects of two of the designs would produce a suitable logo.

Action item 12: Mark to arrange logo development from designs presented.

14. Standardisation of airport wildlife management training

Michael Doherty raised the issue of how airport staff involved in wildlife management are trained and if the Working Group should have some involvement in setting standards.

Mark Farrar advised that Aviation Training Australia (ATA) set standards for all training in aviation, including ground safety staff.

It was agreed that the working group should provide input to the ATA on the training of ground staff involved in bird and animal hazard management.

Action item 13: Mark to send details of the ATA to the Working Group through Peter Pallot.

15. Press articles

Anthony distributed press articles and the minutes of the New Zealand National Wildlife Hazard Committee Meetings from May and October 2005.

16. ICAO Wildlife Seminar Brief

Anthony Rohead reported on the ICAO Wildlife Seminar he attended. Anthony discussed a presentation by Richard Dolbeer and Ed Cleary involving an analysis of over 50,000 birdstrikes over the last 10 years.

17. General Business

David White suggested that the minutes of the previous meeting to be added as a standing agenda item, which was agreed upon by the group.

Action item 14: Dianne Coyne to include a standing agenda item for Minutes of the Previous Meeting.

Agenda items: 'Update on Information of an Australian Bird/Animal Strike Risk Model', 'Distribution of wildlife related ESIRs to airport operators' and 'Origin, development, maintenance, and enforcement of approved species list for plants surrounding aerodromes' were to be held over to next meeting.

Eric B Root said he will talk to General Electric and Rolls Royce about attending the Working Group Meetings.

Action item 15: Eric B Root to talk to General Electric and Rolls Royce about attending the Working Group Meetings in future.

18. Next Meeting

The date for the next meeting was agreed to Tuesday 4th of July 2006.

The meeting closed at 4.35 pm.