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goal of safe flight. It is specialists, such as yourselves, that carry the burden of increasing the level of awareness to take us from where we are to where we want to be. And I certainly hope you all are successful in developing the tools and techniques required to do the job, and of course, then we need to gain public support for the use of those tools. I realize wildlife control on airfields isn't glamorous. It doesn't always get proper recognition, but rest assured that wildlife hazard reduction is an important aspect of aviation safety. So, I thank you all, and keep up the good work.

Applause

Keynote Address

Bruce MacKinnon

I would now like to introduce John Kern, from Northwest Airlines, who is going to provide the keynote address. John is currently Vice President, Regulatory Compliance and Chief Safety Officer for Northwest Airlines. He was previously Vice President Aircraft Operations, and prior to that, Vice President Flight Operations. Before coming to Northwest Airlines, John served twenty-one years with the FAA, where he rose through the ranks to become Director of Flight Standards in 1987, and then Deputy Associate Administrator until 1990. John.

John Kern

Thank-you very much. I really appreciate the invitation to speak this year to the first combined Bird Strike Committee USA and Bird Strike Committee Canada. It's truly an international issue that deserves some international solutions. I have to say, though, that this is an unusual crowd for me to speak to. I really feel like I'm a duck out of water, here. Traditionally, although I have had about thirty years in the aviation safety business, it's my first opportunity to speak to this group. But I have been told by several members of this group that there is no other group like this in the world, so I don't feel too bad about that. As I've said, I've dealt with a number of aviation safety groups and issues over the past thirty, thirty-five years, typically in the more traditional kinds of aviation problem areas. Human factors, minimization of human error, various operational problems, maintenance and engineering issues, but really have never focussed on the wildlife mitigation or the bird strike issue. I don't, and most people in my position at the airlines do not share your credentials. We don't understand your language. We may not even fully appreciate the issue that you are dealing with at this conference. For myself, I have to say that I'm just learning. However, like General Gideon, I have to say that I've had some personal experiences with this. The first experience that I remember was as a military trainee at a base down south where one morning taxiing the aircraft out for takeoff, I came face to face with a wild boar. The wild boar wasn't going to give up the taxiway. My instructor pilot didn't want to give up the taxiway, either. But I can tell you after about a fifteen-minute face-to-face standoff, we taxied off the taxiway and let the wild boar do what he had to do. We came back later to fly. Later, that year, as a matter of fact, in my first flight in Vietnam, the flight came to an abrupt end when something hit the radome of the aircraft. And as on my first flight, and the first night that I flew in Vietnam, I was very concerned. After we landed, we came to find out that it was something very large and feathery that had hit the radome of the aircraft. It cracked the radome, it didn't do any other damage. We were thankful that it wasn't something else. I can also recall, about six or seven years ago at Northwest Airlines, when I was Senior Vice President of Operations, a fully loaded 747 bound from Minneapolis to Narita, Japan, taking off and going through a flock of birds. The pilot experienced vibration in three of the four engines. The crew skillfully returned the aircraft for a landing. Three engines were replaced on that 747. My last experience was two or three years ago, flying a DC-9 on the river approach at Washington National Airport flying northbound. At the same time, there were some ducks flying southbound over the Potomac River and we hit right over the Wilson Bridge. I was very thankful for the rigorous certification standards that the FAA had at that time, and the way that MacDonald Douglas built their airplanes. The overall aviation safety record in the United States and in the world has been steadily improving. In fact, in the United States, during 1998, there were zero fatalities in the scheduled aviation airline business. Now that's a remarkable record, when you consider that we carried six hundred fifteen million passengers in 1998. Of course, things like that don't just

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happen. That record, is the product of the hard work of many people. Many people like the people in this room and our predecessors, who have relentlessly and continuously been chipping away at various safety problems for decades. We, in the aviation safety business, pay attention to detail. In this business in fact it is our business to pay attention to detail. The US FAA, under the leadership of administrator Jane Garvey, last year, began an initiative entitled Safer Skies. The Safer Skies initiative is a government and industry partnership to reduce the fatal commercial aviation rate by eighty percent by the year 2007. This is a data driven effort that began by identifying the largest aviation safety issues. In commercial aviation, four major areas were identified. The number one killer in our business, in aviation, is controlled flight into terrain. Actually, that is when a perfectly good aircraft, for one reason or another, is flown into terrain. Number two, are approach and landing accidents, unstabilized approaches. The third area that was identified were runway incursions, either by vehicles, other aircraft, or people. Another area that was identified has to do with uncontained engine failures, normally where some heavy rotating parts actually leave through the nacelle of the engine. Several of us in this room in fact are on the task force, and working on recommendations for the administrator. In one of the areas, uncontained engine failures, the FAA has already completed eight final rules. I believe they were airworthiness directives that were published in the Federal Register several weeks ago. Concerning controlled flight into terrain, all major US airlines have already begun installation of terrain awareness and warning systems on passenger aircraft. And in fact Boeing is installing advanced ground proximity warning systems on all new aircraft. In the last two areas, improving the approach and landing accident rate, and eliminating runway incursions, work is now underway and recommendations will be delivered to the administrator this fall. Well, that's how the FAA is dealing with the heavy hitters, the biggest killers in our business. And as a participant in this program, I am very optimistic that these efforts will have a large pay-off and will get us more than half way to the goal of eighty percent. But that leaves the other forty percent. What are we going to do to eliminate the other forty percent, to reduce that accident rate. I believe that the answer is somewhere in the area of human factors, continuing to work on human error and minimization of human error, improving training, and perhaps improvement in air traffic control, better radar, more accurate systems that more accurately separate aircraft. And then there's perhaps an area called bird strikes and wildlife mitigation. And that's where I believe this particular effort fits in. It's somewhere in this other forty percent of the issues that we need to identify. My friend John Goglia, who you all know, a member of the NTSB, first brought the issue of wildlife and bird mitigation to my attention several years ago, when I was chairman of the Airline Transport Association of America Safety Council. John spoke to us and presented some data. The charts I saw were startling. I can remember the charts showing the growth of the various populations of geese and other birds. It was truly startling, not only to myself, but the other twenty-eight members of the Airline Transport Association Safety Council. And the problem, I guess that we noted, was that it seems that most of these ducks and geese and other birds, either live or migrate just off the ends of a lot of our runways. Later, I met with Captain Paul Eschenfelder, a Northwest Airlines Pilot, and a leader of this group and other efforts in this area. Paul brought the issue of wildlife mitigation and bird strikes a little closer to home for myself. In fact, at that time, Northwest began supporting a group in Minnesota called Geese Unlimited, we also have started an effort at Northwest to document, report and provide a database on bird strikes. We started that last year. We're also starting an effort to try to relate this to the number of dollars that we spend every year in terms of fixing these kinds of issues. And I'll talk a little bit later about maybe bringing that effort to a national front. I mentioned we began to support Geese Unlimited, of Grand Rapids, Minnesota. I was startled to learn that even relocation, in many cases, was not an alternative. I told Butch Buchan, who is the executive director of Geese Unlimited, that I knew something of the goose problem, because of the increasing number of geese that seemed to stay in my lawn and on my dock and in the wetlands area behind my house in Chanhazan, Minnesota. It wasn't just my imagination. In fact, some mornings it's hard to get out of my driveway. They seem to be getting a little more aggressive, also. I believe the pilot groups when they say, "This could be the next big one". Much work has been done, but as Greg Taylor, who is the president of Geese Unlimited, says in the latest issue of Geese Unlimited Review, the lead article "where do we go from here?" I don't know. You're going to have to tell me. You're going to have to tell the other airline people in the United States. I have a series of questions that I wanted to lay out in front of the group this morning, and ask that, during your conference, that you talk about these, and in some orderly fashion, maybe be able to present this back to our industry and to the FAA. First of all, what else to we need to do? Do we need to do more in these areas? As the General said, we're in a period of tight budgets, declining personnel and resources. We need to identify exactly what we need to do. Do we need more research in this area? I noticed a

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number of the papers that will be presented over the next few days talk about research that has already been done. Do we need more? Do we need more data? As I said, Northwest has begun collecting some real data out there in the civil airline business. Do we need to take that and make it a common program throughout the airline industry? Do we need to better understand the dollars that are involved in this kind of damage and safety threat? Do we need better intra and inter governmental cooperation in this area? Does this effort, and this may be a key point, does this effort get the visibility and support necessary to accomplish the above? I think that's a very important question. Then figuring out how to do it is also quite complex. And then lastly, what can the airlines, and speaking on behalf of the Airline Transport Association in the United States, do? These are simply some questions that I throw out for your consideration during this conference. I believe that the answers should be well documented, thorough and practical if resources are necessary in today's environment. As a member of the Federal Aviation Administration's and NASA's Research and Development Advisory Committee, I would offer to help support some of these safety initiatives. I'm also a member of the Airline Transport Association Safety Council, as I mentioned, and I would support a thorough briefing to the entire council from representatives of this group. Now, I know that later this evening, Tommy McFall, from American Airlines, is speaking at your dinner. Tommy, as you may know, is the chairman of the Airline Transport Association Safety Council, so you should bring up some of these same issues to him. And I'm sure that he would agree with the kind of questions and issues that I've raised at this point in time. So with that challenge, let me thank you again for inviting me to this important conference, a kind invitation, and say that I'm looking forward to our next meeting. Thank you very much.

Applause

Bruce MacKinnon

We've managed to get a little bit ahead of schedule here. I'm very uncomfortable by the fact that Dr. Leshem hasn't had an opportunity to speak, and I would like to give him this opportunity to say a few words before we go to coffee break. Yossi.

Yossi Leshem

Thank you. Bruce, Mr. Art LaFlamme and Major General Francis Gideon, respected guests, and ladies and gentlemen. I thought that I talked before the film, but suddenly Bruce told me to say some more. I just want to tell you that it's a real privilege and great honour to show this video in an opening of such an important meeting. I was very delighted to see that Bird Strike Canada and Bird Strike USA decided to open this conference with a film from the Middle East, for two reasons. The first one, I believe that the message for the third millennium is that we start to think globally and not locally. So if we see a meeting in North America and opening film from the Middle East, I think this is exactly the point. The second point is that this film was produced for a very exciting meeting that about ten people who are joining this meeting attended two weeks ago in the Middle East. And for the first time we succeeded to bring together senior pilots from the Royal Jordanian Air Force, from the Turkish Air Force, from the Greece Air Force, and from the USA Air Force, and about ten countries' experts who developed together a new idea of working regionally in the Middle East. And I believe that we changed dramatically the idea, which was already said so many years ago by the prophet Isaiah, that we are changing our worlds, by using these Air Forces to join forces and putting a very important impact on the peace process in the Middle East. The film was based, as you have seen, from pieces of video that we got from the Jordanian, Turkish, American and Israeli Air Forces. And we were very delighted to find out at the end of this conference that not only did we decided to start to do the real work of joining forces in the Middle East, but the most important part, we became very good friends. You will see later in my presentation, I got a very exciting e-mail from the Jordanian delegates. We took them to Tel Nof Air Force Base, which is the biggest air force base in Israel. And we visited a squadron of F-15s. And they wrote me that the most exciting point for them in the seminar was not the knowledge that they got, but the point that suddenly they've been in the F-15 squadron, talking on joining forces. So, I believe that coming to the new millennium, as it was

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said by General Gideon and by others, we are doing the work together, and I'm sure we'll succeed. Thank you very much for the honour of this.

Applause