

# BIRD STRIKE CANADA

SUMMER 2014, ISSUE 1



*Welcome to the first ever edition of the Bird Strike Canada newsletter. We hope this is the first of many and we welcome your input, participation and feedback. Make this your newsletter that you look forward to receiving.*

## BIRD STRIKE MEETINGS

For many of you, bird strike information is synonymous with bird strike meetings. While Bird Strike Canada is trying to expand those horizons with an informative and participatory website, meetings are a great way to gain new information and perspectives, exchange views with colleagues and refresh longstanding associations with distant colleagues as well as making a whole new set of friends and colleagues. If you look forward to bird strike meetings, look

no further. The Bird Strike Canada biannual workshop is taking place in Ingersol, Ontario on 8-9 October 2014. Limited to 30 participants, this promises to be a ground-breaking workshop setting the direction for future developments in Canada (see more information on Page 4).

Bird Strike Committee – USA will be having its biannual meeting from 11-14 August at the Hyatt Regency Atlanta Hotel in Georgia. How hot will that be!

If that is too tame for you, you can attend the joint meeting of the World Birdstrike Association, Comite CAR/SAM de Prevencion del Peligro Aviario y Fauna and ICAO in Mexico City from 20-24 October 2014.

We are already beginning to plan for the North American Birdstrike Conference to be held in 2015. We are looking to hosting it together with a World Birdstrike Conference in Montreal. We will keep you posted.

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## REGULATIONS – DO THEY MATTER?

### Scare-Kill Permits

Airports have complained to Bird Strike Canada of wildlife different permitting requirements and allowances for the same activity across the country. Canadian Wildlife Service has approached Transport Canada with an interest in standardizing the permitting process for airports. BSC has begun to work with TC and CWS to assist in obtaining a sensible and fair permitting process for all airports in Canada.

### Existing Regulations

How the list of hazardous wildlife ever made it into CARs is a mystery. While few would argue that if you struck a deer, the impact would be greater than any bird, it is much less reasonable to imagine that an owl presents more of a risk than an eagle, or swallows than Turkey Vultures (note that vultures have been responsible for more fatal crashes than any other group of bird worldwide), or crows than herons. If airports managed to the list in CAR 322.302, wildlife programs would be much less effective and the skies considerably more hazardous. BSC will work to alter this regulation.

### Bird Strike Summary Reports

At our 2012 BSC Workshop we identified severe issues with the annual report on bird strike statistics issued by Transport Canada. However, we lost the momentum to translate our review and analysis into concrete recommendations to assist TC in improving their report to make it more correct and useful for airports in Canada. We will try to resurrect the issue and build our critique into a positive and useful document to be submitted to TC.



## BIRD STRIKE IDENTIFICATION AND REPORTING

Most airports are very sensitive about the number of bird strikes that they have each year. I would like to dispense with this focus on numbers. Let me explain. An airport with 50 strikes per year can be the safest airport in Canada or the most hazardous. It means nothing to say that “we had 10 strikes” or “we had 200 strikes”. The risk factor is tied to the species of bird struck. Tracking numbers alone is relatively meaningless.

Therefore, one of the most important roles that airports need to assume in the event of a wildlife strike is that of detective. Although all of the data collected after a bird strike is important, none is more important than the species of animal struck. Collecting remains, whether a whole carcass, pieces, feathers, “snarge” (unidentifiable animal matter), or blood smears is a critical first step in identifying the strike culprit. And it is important to get your airline mechanics and aircraft service personnel in on the task because they will come across animal remains when even the pilots do not know they struck an animal.

When remains are found they can be

identified. BSC offers a service to help airports correctly identify animals that are intact or relatively intact, just send us a decent photo. Feathers can be identified by the UBC forensic morphology laboratory and blood smears and “snarge” can be sent to the Canadian Centre for DNA Barcoding at the University of Guelph. If you are a BSC member, you get a substantial discount. Sadly, the Smithsonian Institute no longer offers a free service for Canadians. Visit our website for specific instructions.

I would like to challenge each airport to identify as high a percentage of wildlife strikes as possible. It is not always possible (i.e., departing aircraft where a carcass has not been found or where a strike has been reported but no evidence of a strike has been found), but I know we can increase the rate of identified birds considerably.

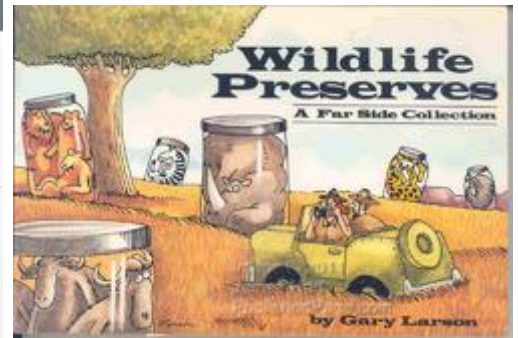
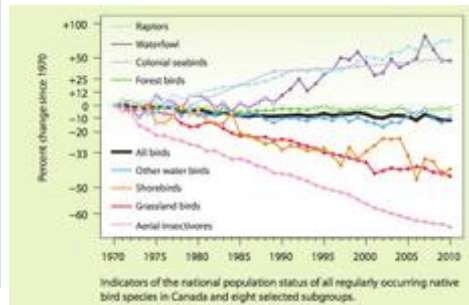
As an aside, it is also important to report exactly how many animals were involved in the strike. The ICAO categories adopted by TC are completely useless. It makes a huge difference if the strike involved 2 Canada Geese or 10 much less 11 or 100. Don't fall into this category trap!

## CANADIAN AIRPORT COUNCIL

Bird Strike Canada has approached the CAC to assist them in addressing airport wildlife issues in Canada. Because the CAC has limited expertise in this area, they welcomed our support and we look forward to an active partnership in advocating for proper wildlife management at Canadian airports and improved regulations where they are needed. Because many wildlife issues that plague airports are those that originate off the airport, and regional government support has dried up for assistance with these difficult problems, it is our hope that we can provide some general guidance that may assist especially smaller airports in successfully dealing with those issues or at least identifying those issues that require government actions.

## STATE OF CANADA'S BIRDS 2012

While the important factor in assessing bird hazards to aircraft is the dynamics of local and regional bird populations, changes in the populations of birds over a larger geographical context is also useful information. This freely available publication by Environment Canada contains some useful information on national and large-scale regional levels. You can get a copy online at [http://www.stateofcanadasbirds.org/State\\_of\\_Canada%27s\\_birds\\_2012.pdf](http://www.stateofcanadasbirds.org/State_of_Canada%27s_birds_2012.pdf)



## BIRD STRIKE CANADA'S NEW WEBSITE

Alas, I wish I could report that our new website is up and running, but problems with our original contractor (Splashgrafix) resulted in delays and wasted money. We have now changed to a more reputable firm and expect to have a site up and running by mid summer. While our original site is still functioning (except I am still unable to allow new forum users), we look forward to the launch of our new website, forum and document "server".

We try to keep in touch with all our members through our website thus it is one of the most valuable tools we have in serving you. You are a key component of the success of this association and we will try to provide you with what you need from our on-line services. Therefore, we appreciate your feedback and suggestions for improvement. And, once the new forum is operational, please participate, The value of a forum grows as it is used.

### Credits:

This newsletter is published by the Birdstrike Association of Canada

Editor: Gary F. Searing

We encourage you to submit articles or ideas for articles to make this newsletter a reflection of our bird strike community in Canada.

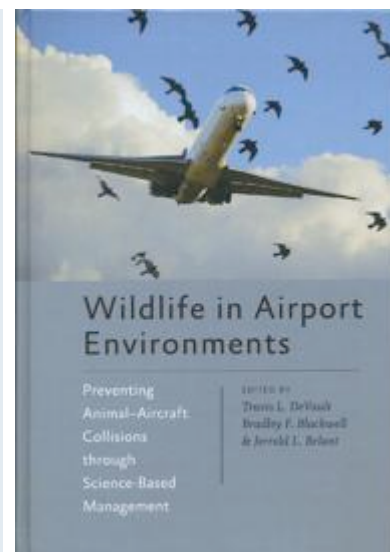




## WILDLIFE IN AIRPORT ENVIRONMENTS

Edited by Travis L. Devault, Bradley F. Blackwell and Jerold L. Belant

Arguably the best book written on the subject since our own *Sharing the Skies* was published back in 2001. This book, contains sections on techniques, habitat management and wildlife monitoring written by many, largely USDA, practitioners and scientists. The chapters in this book address the issues of wildlife management on and near airports - from small, regional airports to major international airports. The contributors to this compendium of papers provide an overview of the science behind wildlife management at airports. This fully documented book presents a synthesis of the research for airport wildlife managers and staff that supplements the information in *Sharing the Skies*. I consider this a “must read” book for all those involved in wildlife management at airports.



The **Bird Strike Association of Canada** (BSAC aka Bird Strike Canada) is a leader in airport wildlife strike prevention. By fostering dialogue within the industry, the BSAC seeks and advances innovative ideas in aviation safety. Our mandate includes setting standards, addressing industry issues by formulating effective strategies and implementing change through regulatory means.

Bird Strike Canada is a strong advocate for what concerns members from every sector of Canadian aviation. Validating research and the implementation of industry developments that support methods of mitigating bird strike risk are keynotes of the association. An important directive of Bird Strike Canada is developing best practices as well as the standardization of airport wildlife strike prevention data and training. Bird Strike Canada has collected literature on bird strike research from around the world and makes this available on-line to all of our members. Knowledge of effective strategies, policy and technologies assist wildlife managers achieve the best results possible at their airports.

## 2014 Canadian Birdstrike Workshop



Solutions for Canadian Airports



8-9 October 2014 | Elm Hurst Inn | Ingersol, Ontario | [www.canadianbirdstrike.ca](http://www.canadianbirdstrike.ca)

### Who should attend

- Airport Wildlife Managers & Controllers
- Airport Consultants
- Airlines Safety Officers & Pilots
- NavCanada Personnel
- Pilot Associations
- Wildlife Hazard Equipment & Technology Providers
- Department of National Defence personnel
- Transport Canada personnel
- Aircraft Manufacturers

### What's included?

- Registration & Workshop costs
- Accommodation
- All meals (2 breakfasts, 2 lunches, 2 dinners)
- Refreshment Breaks

### Likely Topics

- Grass Management at Airports
- Wildlife Management at Small Airports
- Current Canadian Airport Control Programs
- Approaches to Wildlife Control, and more....