

# BIRD STRIKE CANADA

SPRING 2015, ISSUE 2



*Spring is many things to BSAC members: for some it is when the snow plows on the runway are put away (not yet for everyone), or when things get busy because the birds start arriving, or when they begin to slow up because the birds are departing. But it is also a good time to come up for air and consider where we are. I hope this newsletter does just that.*

## 15<sup>TH</sup> NORTH AMERICAN BIRD STRIKE CONFERENCE



Once every 4 years Canada hosts the North American Bird Strike Conference. This is really an international event attended by delegates from over 30 countries and the pre-eminent bird-strike meeting that is held once every 2 years alternating between the USA and

Canada. You should have received e-mails from AAAB who are helping us to organize this event requesting you to “save-the-date” because this is the conference you do not want to miss.

Not only will there be the latest

research and current ideas presented, it will be a chance to meet new colleagues and renew old friendships. Let’s send a large Canadian delegation to the conference. And please consider presenting. We have much to share

P2. Birdstrike Canada Workshop. Agenda from the fall 2014 workshop and proceedings

P3. News of Members. Big changes for Adrienne and Phil

P4. Speed Kills. Recent research reveals that birds don’t have photo-radar

P5. Land Use in the Vicinity of Airports. Update.



# 2014 Canadian Birdstrike Workshop



## Solutions for Canadian Airports



There were six 2-hour workshops and 3 presentations during the 2 day meeting. All presentations from the workshop (see list below) are available in the e-library.

<b>Chubbs, L. 2014.</b> Grass Management at Goose Bay Airport CFB 5 Wing Goose Bay, Labrador.
<b>Gurski, K. and D. Johnson. 2014.</b> Grasshopper bio-pesticide field experiment at 4 Wing Cold Lake.
<b>Maripuu, T. 2014.</b> B/W Strike and Observation modules.
<b>Nohara, T.J. and G.F. Searing. 2014.</b> Canadian Airport Wildlife-Strike Mitigation Cooperative Research Program.
<b>Thurber-Duggan, B. 2014.</b> Integrating Radar into the Airport Wildlife Control Environment. ...
<b>Winfield, G. 2014.</b> Airman.
<b>Zakharov, E.V. 2014.</b> Birds, planes, and DNA barcoding.

We had what I think everyone will agree was a very successful and informative workshop in Ingersoll, Ontario in October 2014. We actually managed to squeeze in a couple more participants than the hotel initially had room for. The hotel was wonderful and the food was amazing. And the “retreat” type environment (there just ain’t much to do in Ingersoll even on a Saturday night) lended itself to great conversations and socialization all evening long as well as the great debates and presentations of the workshop itself.

Workshop 1: Airport Grass Management Moderator: Adrienne Labrosse	David Bradbeer, Lydjia Chubbs, Phil Roberts, Jul Wojnowski	Options & approaches Research needs & future directions
Presentation 1: Canadian Centre for DNA Barcoding	Evgeny Zakharov	
Workshop 2: Canadian Airport wildlife control programs Moderator: Gary Searing	All Airports	Structure & personnel Hazardous species Equipment and program operations Data collection and reporting
Presentation 2: Bird Strike Hazards and Management- from an Airline Perspective	Ian Duke	
Workshop 3: To kill a Mockingbird-or Not: The effectiveness of lethal control Moderator: Clark Norton	Eldin Blenkin, Marc-Andre Fortin, John Greaves	Do we need lethal control If so, which species and in what amounts Alternatives to lethal control
Workshop 4: Approaches to control for Individual species Moderator: Yukio Glen Yamada	Rolph Davis, Pierre Molina, Kathleen Gurski, Derek Forrest	Options & approaches Research needs & future directions
Workshop 5: Canadian Airport Cooperative Research Program	Gary Searing, Tim Nohara	Research Needs, Co-operation & Funding
Workshop 6: Data Capture and Reporting Moderator: Paul Woods	Pierre Molina, Scott Snow, Greg Winfield, Tina Maripuu	Importance Approaches & Tools Future directions
Presentation 3: Integrating radar into the airport wildlife control environment	Beth Thurber-Duggan	

Welcome to our newest Corporate Members



Team Eagle

Riva Specialized Cleaning & Pigeon Control





### THE FUTURE IS BRIGHT

A new generation is ready (in a couple of decades) to take on the challenges of the airport wildlife management. Yes, Adrienne Labrosse had her baby. Here's what she said: "Willow was born on January 1st and weighed 7lbs 15oz. Labour was crazy and amazing all at once. She's doing amazingly, thriving and gaining weight like a champ! Learning how to be a parent is challenging but a lot of fun, and with her first smiles, already so rewarding!"



### BACK TO THE FUTURE FOR PHIL

All of us at Birdstrike Canada would like to congratulate Phil Roberts on his new position as Executive Director of Parks for the City of Windsor. Phil was Director of Operations for the Windsor Airport and a very active member of the BSAC Steering Committee. He will be missed by us and I am sure by the Windsor Airport. However, Phil started out in Parks and with his return as the Director he brings to the job not only his background in parks, but his management prowess that has proven so important at the airport. We wish Phil all our best. He promises that the Winsor Airport will continue to support BSAC.



## BIRD STRIKE CANADA'S NEW WEBSITE

Birdstrike Canada launched our new website in November 2014. I hope you have visited it and spent some time there because I think there is lots to explore. We tell you what we hope to accomplish in the hopes that you will help not only formulate our goals, but help to achieve them. There is a brief history of Airport wildlife strike management in Canada, which I hope we are continuing to write. Keep up-to-date with the latest news in bird strikes, reach out to your colleagues through the forum and delve into what is known about wildlife strike management in the e-library. The library didn't migrate very well from our old site so I am having to re-upload and label papers so please bear with me (I have about 500 of 2500 done so far). Find out who has been nominated for the 2015 Bruce Mackinnon Memorial award so you know who to vote for later this year. If it is not on the website, let us know what you would like there to be and we will see if we can make it happen.

### Credits:

This newsletter is published by the  
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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.



## SPEED KILLS: INEFFECTIVE AVIAN ESCAPE RESPONSES TO ONCOMING VEHICLES

by Travis L. Devault, Bradley F. Blackwell, Thomas W. Seamans, Steven L. Lima and Esteban Fernandez-Jurcic

This article published by the Royal Society tested the response of brown-headed cowbirds to virtual (video) vehicles approaching at speeds from 60-360 kph. They found that alert and escape distance was nearly constant regardless of the speed. Thus with speeds in excess of 120 kph birds did not have sufficient time to avoid collisions. I would have thought that birds that evolved with fast-flying predators like Peregrine Falcons with stooping speeds in excess of 300 kph would be able to adjust to the speed of incoming objects. However, it may be that they react to cars not as predators but as a foreign object that simply needs to be avoided rather than a potential predator. The authors suggest that pulsing lights on aircraft could result in earlier responses by birds, but it seems to me that the object of threat (i.e., the aircraft) somehow needs to project an image of itself or another stimulus that elicits a response by birds well out in front of its approach/departure. How this could be done is a fertile area for research.



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.

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### Canadian Airport Wildlife Strike Mitigation Co-operative Research Program

Canada built its reputation in wildlife strike mitigation during the 1960s and 1970s by setting up the National Research Council's Associate Committee on Bird Hazards to Aircraft which essentially networked those in the field who were conducting research or other investigations that could advance the knowledge of airport wildlife management. We were still doing research of sorts (mostly analyzing existing information to develop new policies and protocols for airport wildlife management). However, with the government's move to

simply "regulate" the industry, new developments and even testing of current approaches have essentially been abandoned. We believe that we need to regain our prominence in the field of airport wildlife management and to do that we need to re-enter the research field. Initially our vision is to use existing resources at airports (and other facilities) across Canada to test management approaches (e.g., grass heights, grass species, laser types, etc.). By developing a protocol for each "experiment" co-operators can follow the methods and submit their results. As momentum grows and funding sources are identified,

research projects may be solicited by annual calls for proposals and contracts awarded. The emphasis of this program is on the "co-operative". By joining forces, we think we can accomplish a great deal that will benefit airports across the country. While it will take some time to get things organized, we hope to begin a co-operative project by early 2016.

We welcome your ideas for research and your participation in the co-operative. As the old saying goes "many hands make light work". We hope that with active participation by airports, industry and others, we can accomplish great things.

# TP 1247 - AVIATION - LAND USE IN THE VICINITY OF AIRPORTS - UPDATED

Part III of TP 1247 is titled Bird Hazards and Wildlife – which shows that all updates are not necessarily improvements (why not just “Wildlife Hazards?”). This is a rewrite of the old TP1247 which essentially brings the information contained in Appendix A (Safety Above All) of Transport Canada’s 2007 Airport Wildlife Management Bulletin No. 38 into the actual Bulletin and greatly clarifies the land use categories in relation to aircraft zones. Clearly this is not a panacea to the issue of land uses in the vicinity of airports since each land use needs to be evaluated on its individual merits (or demerits as the case may be). For example the new TP1247 considers natural habitats as low risk and rates them as acceptable in the primary zone but rates wildlife refuges as potentially high risk and considers them to be unacceptable in the primary zone. Clearly the risk and acceptability is determined more by the attractiveness to hazardous wildlife and their potential for conflict with air safety than by the mere classification of the land use in general terms. The TC document alludes to this and states that “*local land use authorities should consult a wildlife/bird hazard specialist to identify and address any issues relative to attractant and habitat concerns prior to approval of the development.*” This document is certainly a much improved version of the previous edition. <https://www.tc.gc.ca/eng/civilaviation/publications/tp1247-part3-1428.htm>

## THAMES ESTUARY AIRPORT STUDY

With thanks to Paul Aird of the University of Toronto who sent the following e-mail:

I write to draw your attention to the UK Government's Airports Commission Document titled "Inner Thames estuary airport: summary and decision", 2 September 2014, that is linked below. The Commission conducted a very thorough analysis, which is a model that those appraising the proposed Billy Bishop Airport expansion should try to equal or exceed.

<https://www.gov.uk/government/publications/inner-thames-estuary-airport-summary-and-decision>

I also draw your attention to Section 5 'Bird Strike Risk' in the report titled 'Airports Commission, Inner Thames Estuary Airport Feasibility Study 10 July 2014' by the consulting firm Leigh Fisher. The study concluded that "the environment around the Cliffe airport contains substantial numbers of birds hazardous to aircraft. ... The risk posed by birds at the proposed Cliffe airport is likely to be greater than at any operational airport in the UK."

Let's hope that this puts an end to the silly proposal to build an airport in the Thames Estuary. The report is now in the BSAC Electronic Library for those of you who wish to get it from there instead.

### BSAC Website Forum Use

38 of 111 members (34%) have signed on to the new Forum on the BSAC Website. Of those that have signed on, half of them have viewed the forum since 1 January 2015. If you are not using the forum, you are missing out on a valuable part of membership in Birdstrike Canada. Why not register and have a look at the forum today!