



Bird Strike Buzz

Spring/Summer 2017

Volume 4, No. 1

In this issue:

From the Chair	1
Beyond Our Borders	2
2016 Sandy Wright/Richard Dolbeer Excellence in Strike Reporting Award	3
Bird Strike Committee USA Meeting Programs Archived at Smithsonian Institution	4
Latest from the Lab...	5
2017 Birdstrike Conference	6

BSC USA Website

Checkout our website for regulatory information, guidance and conference proceedings at:

<http://www.birdstrike.org/>

FROM THE CHAIR

Dear Bird Strike Committee USA (BSC-USA) members and readers,

The BSC Steering Committee held its mid-year meeting from April 4 to 5, 2017, at the Orlando International Airport. The committee had a full agenda to cover over the two-day period that included a treasure's report, committee roster, **Federal Aviation Administration (FAA)** wildlife strike database update and regulatory update, **USDA** research update and upcoming BSC USA events. Standing Committee Chairs provided updates on their activities since the 2016 Annual Conference and planned activities for 2017.

Michael Stephens was selected as the first Chair of the newly formed Education and Outreach Committee. This new committee will help track and plan BSC USA outreach events, manage the educational booth and work closely with the Communications Committee on educational materials and initiatives. Anyone interested in joining the Education and Outreach Committee can contact Michael Stephens or e-mail birdstrike.usa@gmail.com.

As with most meetings, we departed our two-day session with a list of actions items that was longer than the agenda itself. A few of the action items we are working on include:

- A draft letter to the FAA to document committee and stakeholder concerns over the delay in obtaining data from the National Wildlife Strike Database (currently, data is only available through April 2016);
- The consideration of a statement of values or code of ethics for the committee;
- A cost proposal for producing SNARGE collection kits for members and airports;
- A financial plan and outreach tracking system (events, audience, costs); and
- Possible alternatives to the mentorship requirement necessary to become a Qualified Airport Wildlife Biologist.

If you are interested in learning more about these topics or participating in the standing committees that are working on these actions items, please contact a steering committee member (see page 2). Last, but not least, a big "Thank You" to Johnny Metcalf, Orlando International Airport's Wildlife Biologist, and the Greater Orlando Aviation Authority for hosting this year's meeting.

We hope to see you in Dallas August 22-24 for the North American Birds Strike Conference. Please visit the [conference website for more information and to register](#).

Sarah Brammell
Chair, Bird Strike Committee USA





BSC USA Executive Committee

The BSC USA Executive Committee welcomes your input and insights regarding the organization, its operations and matters of interest to our members. Please feel free to contact the members below with ideas or suggestions.

Sarah Brammell, Chair
Environmental Resource Solutions
sbrammell@ersenvironmental.com

John Weller, Vice-Chair
Federal Aviation Administration
john.weller@faa.gov

Mike Begier, Immediate Past Chair
USDA, APHIS, Wildlife Services
Mike.Begier@aphis.usda.gov

Standing Committee

John Ostrom, Annual Conference
Minneapolis-St. Paul International Airport
john.ostrom@mspmac.org

Cathy Boyles, Communications
Dallas-Fort Worth International Airport
cboyles@dfwairport.com

Mike Stephens, Education and Outreach
Dane County Regional Airport
stephens.michael@msnairport.com

Amy Reed, Membership
Environmental Resource Solutions
areed@ersenvironmental.com

Steve Osmek, Operations & Policy
Seattle-Tacoma International Airport
osmek.s@portseattle.org

Craig Quick, Research & Development
General Electric
craig.quick@GE.com

Newsletter team:

Lisa Harmon, Mead & Hunt, Inc.

Mary Griego, Mead & Hunt, Inc.

Cathy Boyles, Dallas-Fort Worth International Airport

BEYOND OUR BORDERS — ICAO WILDLIFE STRIKE HAZARD REDUCTION SYMPOSIUM

By Sarah Brammell

The BSC USA Executive Committee and four committee members attended the International Civil Aviation Organization (ICAO)/Airport Council International (ACI) Wildlife Strike Hazard Reduction Symposium from May 16 to 18, 2017, in Montreal, Canada. The BSC USA booth was displayed in the exhibitor hall, and committee members had an opportunity to interact with over 300 participants that represented civilian aviation authorities, national bird strike committees, vendors, researchers and ICAO personnel.

Why BSC Participation is Important

The ICAO/ACI Wildlife Strike Hazard Reduction Symposium aims to increase international awareness of wildlife strike challenges to aircraft operational safety, and to build an international community to exchange ideas, experiences and cooperative efforts to better manage wildlife strike hazards on and in the vicinity of airports. The organization helps to advance new technologies to prevent and mitigate the risk of wildlife strikes to aircraft. The international conference extended beyond North American boundaries to:

- Increase international awareness of the wildlife strike threat to aircraft operational safety
- Provide a forum to exchange best practices for wildlife management programs, techniques, and technologies
- Promote an understanding of the roles of existing bird strike committees
- Formulate global strategies to address wildlife strike hazards



BSC Committee Members and the BSC booth in Montreal

Information Sharing/Global Contributions

Sarah Brammell delivered a presentation that highlighted BSC's role and composition and provided a few of the committee's "lessons learned." John Weller (Vice-Chair), Mike Begier (Past Chair), Nick Atwell, Steve Osmek, Chris Demers and Travis DeVault provided presentations during the symposium on topics including: radar technology, habitat management, engine ingestion standards and ongoing research programs at the U.S. Department of Agriculture's (USDA's) National Wildlife Research Center.

The Wildlife Strike Hazard Reduction Symposium conference presentations are available at: <https://www.icao.int/Meetings/wildlife/Pages/Presentations.aspx>.

For More Information

The ICAO is a UN specialized agency that was established in 1944 to administer and manage the Convention on International Civil Aviation (Chicago Convention). ICAO works with the Convention's 191 Member States and industry groups to reach consensus on international civil aviation standards and recommended practices and policies in support of a safe, efficient, secure, economically sustainable and environmentally responsible civil aviation sector. To learn more about ICAO and its wildlife hazard management efforts, log onto <https://www.icao.int/Pages/default.aspx>.



2016 SANDY WRIGHT/RICHARD DOLBEER EXCELLENCE IN STRIKE REPORTING AWARD

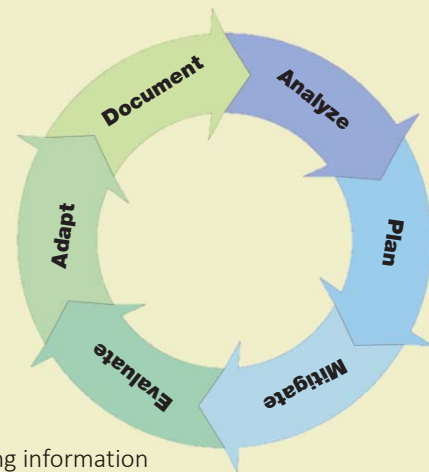
By John Weller

Award Medallion

Calendar year 2016 marked the third year for the Sandy Wright/Richard Dolbeer Excellence in Strike Reporting Award! The award was established in 2014 to recognize one certificated and one General Aviation (GA) airport that have developed noteworthy strike reporting programs.

The criteria for determining which airports will make the initial cuts are objective and include both the quantity and quality of strike data. (An airport will not win based solely on number of strikes reported.) The criteria include but are not limited to:

1. Number of reports filed
2. Completeness of reports
3. Percentage of reports identified to species
4. Percentage of reports filed on-line
5. Timeliness of report submission
6. Remains collected when available or necessary
7. Consistency in filing reports



Further evaluation of the finalist strike reporting programs may include:

1. Online modification of filed reports when new information is discovered
2. Airport follow up with an airline or engine manufacturer to obtain missing information
3. The airport identifies someone on the “Notification” list to be altered when strikes are filed for the airport

The FAA created a fitting award medallion that depicts the original Wright Flyer III and a flock of birds to commemorate the first documented strike on September 7, 1905. The medallion’s inscription reminds us all of the step-by-step process incorporating wildlife strike data with improved safety: document, analyze, plan, mitigate, evaluate and adapt.

For their commitment to the identification and documentation of wildlife / aircraft strike information, the FAA proudly recognizes the superior strike reporting programs at Minneapolis St. Paul International Airport and Centennial Airport as the winners of the 2016 Sandy Wright / Richard Dolbeer Excellence in Strike Reporting award. The bar has again been set high and these airports, as well as each of the finalists, well deserve the recognition. Congratulations.

In recent years, Dallas Fort Worth (2014) and LaGuardia (2015) have been the award winners for Part 139 airports while Morristown (2014) and Van Nuys (2015) have won the award for GA airports. As expected, 2016 was extremely close between the finalists in each category; so close that the runner-up airports must be recognized for their extraordinary efforts and high quality wildlife programs.

2016 Top 5 Certificated and GA Airports:

The top five Certificated airports were: Dallas/Fort Worth (DFW), LaGuardia (LGA), Newark Liberty (EWR), Charlotte-Douglas (CLT) and Minneapolis St. Paul (MSP). Honorable mention goes to Chicago O’Hare (ORD), Seattle-Tacoma (SEA) and Portland (PDX).

The Top 5 GA airports were Morristown Municipal (MMU), Centennial (APA), Van Nuys (VNY), Dupage (DPA) and Fort Lauderdale Executive (FXE). Honorable mention went to Jacksonville Executive (CRG).



BIRD STRIKE COMMITTEE USA MEETING PROGRAMS ARCHIVED AT SMITHSONIAN INSTITUTION

By Dr. Richard A. Dolbeer, Past Chair BSC-USA (1997-2008) and Dr. Carla Dove, Smithsonian Feather Lab



Smithsonian Institution

The International Civil Aviation Organization (ICAO) states in its Airport Services Manual (Chapter 3) that each country should develop a bird strike committee, composed of public and private sector groups dealing with wildlife and aviation safety. This committee should meet regularly and provide guidance to the civil aviation authority and the aviation community in general regarding wildlife risk mitigation. To this end, Bird Strike Committee USA (BSC-USA) was established in August 1991 at the FAA Technical Center in Atlantic City, New Jersey. The initial meeting, organized by Jim Forbes, New York State Director of USDA Wildlife Services (WS), was attended by FAA representatives Eugene LeBoeuf and Tom Hupf; U.S. Air Force BASH Team representative Ron Merritt; WS New Jersey State Director Janet Bucknall; Eastern Region FAA Airport Certification Inspector Vincent Cimino; and USDA National Wildlife Research Center representative Richard Dolbeer. The meeting was called because of increases in populations of waterfowl, gulls and other large birds as they pertained to aviation safety at the nation's airports. Jim Forbes was named Chair of BSC-USA.

The first order of business was to establish a policy of holding annual meetings and conferences at an airport, where best management practices to mitigate strike risks could be discussed. A priority was to promote the importance of data collection using a national strike reporting platform. The first official annual meeting was held at JFK International Airport in August 1992. The 26th consecutive annual meeting and conference will be held this year on August 21-24 at DFW International Airport, Texas. Beginning in 1999, regular conferences have been held jointly with Bird Strike Committee Canada.



Photo courtesy of Carla Dove.

In the spring of 2017, we located, with one exception, a copy of the program book for each conference from 1992 to 2016. These program books contain presentation abstracts, lists of exhibitors, schedules of events, award presentations and other information of historical interest. Carla Dove has arranged to have these books scanned into pdf files with the hard copies then archived at the Smithsonian Institution. We plan to have the pdf versions of the program books available on the website (www.birdstrike.org) in the near future.

What is the one exception? We cannot locate a program book for the meeting held in Seattle in August 1993. If anyone has a copy of this book, please contact Richard (Dolbeer@bex.net) or Carla (DOVEC@si.edu).

We thank Betsy Poggiali, USDA WS, for providing copies of Program Books from the library at the USDA office in Sandusky, Ohio. Betsy played a key role in the planning and logistics of BSC USA annual meetings from 1992-2008.



LATEST FROM THE LAB...

By Marcy Heacker, Feather ID, Smithsonian Institution, NMNH



Smithsonian
Institution

Most folks involved with wildlife strikes are probably familiar with (or have heard of) the Smithsonian Feather ID Lab. Today, the Lab identifies more than 9,000 wildlife strikes a year for military and civil aviation. What started in the 1960s with one dedicated ornithologist, Roxie Laybourne and a few cases each year has grown into a busy lab that is dedicated full time to identifying bird strike species. We've come a long way, baby!

With decades of experience fine-tuning the science and art of feather identification, the Lab is now occasionally called on to identify feathers from a variety of situations that are not related to bird strikes, such as requests to identify feathers from things like prey remains, food contaminants, and anthropological items.

Prey Remains

Identifying prey remains from whole/partial feather material, such as prey remains from peregrine falcons, can be straightforward. On the contrary, snake prey remains ID can be challenging. Snakes grind and digest their prey efficiently, and the remains show it. Digested prey make viable DNA hard to extract, and the feathers (even microscopically) look like they have gone through a blender--similar to bird remains that have gone through an aircraft engine. Although the lab has identified many species from prey remains, one case that stands out was the remains of a magnificent frigate bird (*Fregata magnificens*) found in an invasive python from the Florida Everglades.

Food Contamination

What can you say about bird remains in food contaminant cases? Yuck! But if there are bird remains to ID the Lab will take it on! Whether the remains include a whole (decomposed) bird or a bone fragment, we approach the case with the same protocols used to identify the remains of a bird strike. If there is sufficient whole material, the lab can provide ID quickly. However, decomposition is the enemy of getting viable DNA and sometimes DNA ID can be misleading (example: chicken DNA found on a pig bone fragment from a food product that also contained chicken). From the viewpoint of a wildlife biologist, many of these cases are unfortunate yet logical.

Anthropological Items

Sometimes, the Lab identifies feathers on anthropological items—which is very cool stuff to see and work on. We have identified feathered items to add to the documentation and interpretation of a curated museum item or provided species data for shipping permits. It is hard to pick the most dynamic anthropology ID requests, but identifying feathers from the ivory-billed woodpecker (*Campephilus principalis*) from a pipe collected by Lewis and Clark and finding identifiable ostrich (*Struthio camelus*) feathers in the pillow of an Egyptian mummy pillow are highlights.



Ivory-billed woodpecker
Photo courtesy of M.Heacker

Don't worry, the lab's daily focus and workload is identifying species from aircraft strike remains--that's why we're here. It is good, however, to occasionally stretch and test our skills by identifying feathers from different material. These requests help us to forge relationships with colleagues outside the bird strike world, and the diverse experience only helps to make the Feather ID Lab more knowledgeable and valuable to the aviation community.



Planning for the 2017 North American Bird Strike Conference is underway, and we are looking forward to a great turnout from August 22 to 24 in Dallas, Texas.

The 2017 North American Bird Strike Conference will be held at the Hilton Anatole Hotel in Dallas. This year's Conference theme "From Local Partnerships to Global Safety" will highlight the partnerships and collaboration that have occurred (or are ongoing!) to reduce wildlife hazards to aviation. The program will include solicited presentations, panel discussions and poster presentations.

Registration. Once again, the American Association of Airport Executives (AAAE) will manage registration and conference logistics. To register go to https://www.aaae.org/AAAEMemberResponsive/Events/2017/08/170801/CCO_Master and click on the "Registrations" tab. If you do not wish to register online, you can print and fax your registration form to 703-797-9018 or e-mail the form to: aaaameetings@aaae.org.

Fee (in U.S. funds drawn on a U.S. bank). The registration fee includes all handouts, one reception, a tour at DFW International Airport and both a continental breakfast and lunch for three days.

- Registration received before July 7: \$395/person
- Registration received after July 7: \$475/person

Early-Bird Hands-On Training. This year's hands-on training course will be [B.S.I. \(Bird Strike Investigations\) Collecting Clues](#). Participants will spend an hour at each of three stations, learning how to collect evidence helpful for investigating wildlife strike cases, and causes! Space is limited- register early!

Poster & Photo Contest. The North American Bird Strike Conference is pleased to announce the opening of the poster and photo contests. The theme for this year's contest is "Airport Wildlife Management Safety Promotion."



2016 1st Place Photo Contest Winner Michael Gregg

Deadline. Entries must be received by July 28, 2017, 11:59 pm U.S. Central Standard Time. Questions should be directed to John Ostrom, Conference Committee Chair, (john.ostrom@mcpmac.org), or phone (612-726-5780).

To get information and entry forms for both contests go to https://www.aaae.org/AAAEMemberResponsive/Events/2017/08/170801/CCO_Master and click on the "Photos and Poster Contests" tab.

A special thank you to our Conference Host:



Who should attend?

- Military and civilian personnel responsible for airfield operations
- FAA inspectors (Airports, Air Traffic and Flight Standards)
- Airline representatives
- Aircraft owners and pilots
- Researchers
- Aerospace Industry/manufacturer representatives
- Wildlife and natural resource managers
- Land-use planners

Anyone interested in mitigating wildlife hazards to aviation!