

# Effective national bird strike reporting procedures and their impact on individual airport risk management

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# Birdstrike events are increasing

- Worldwide rises year on year

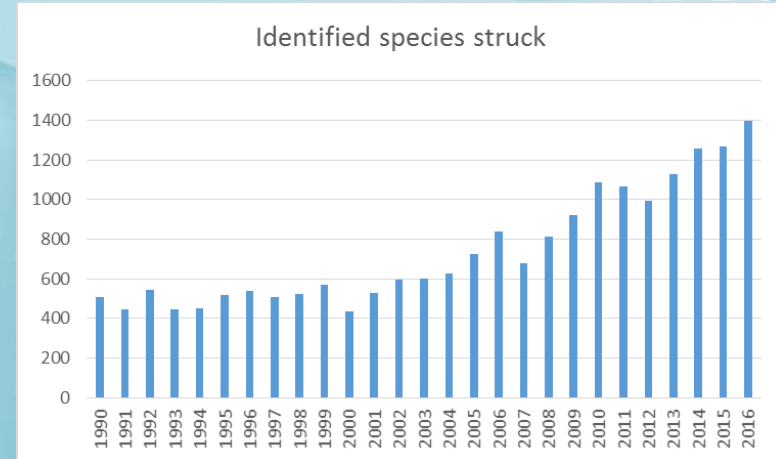
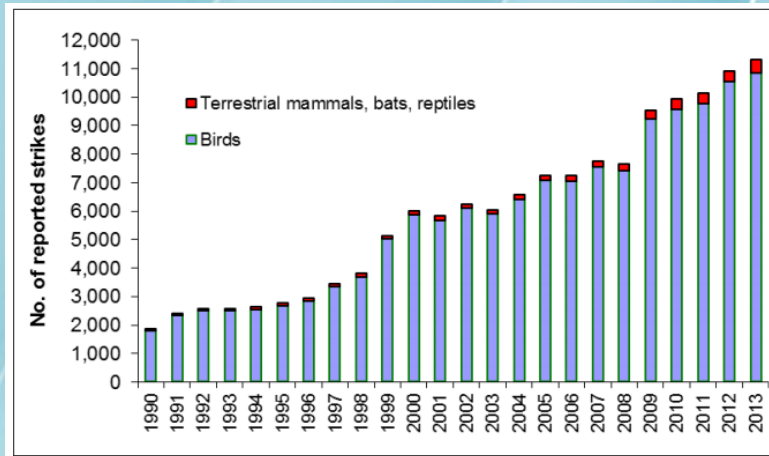
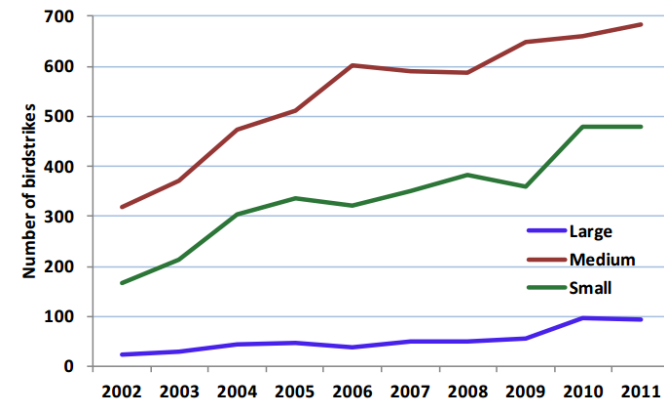
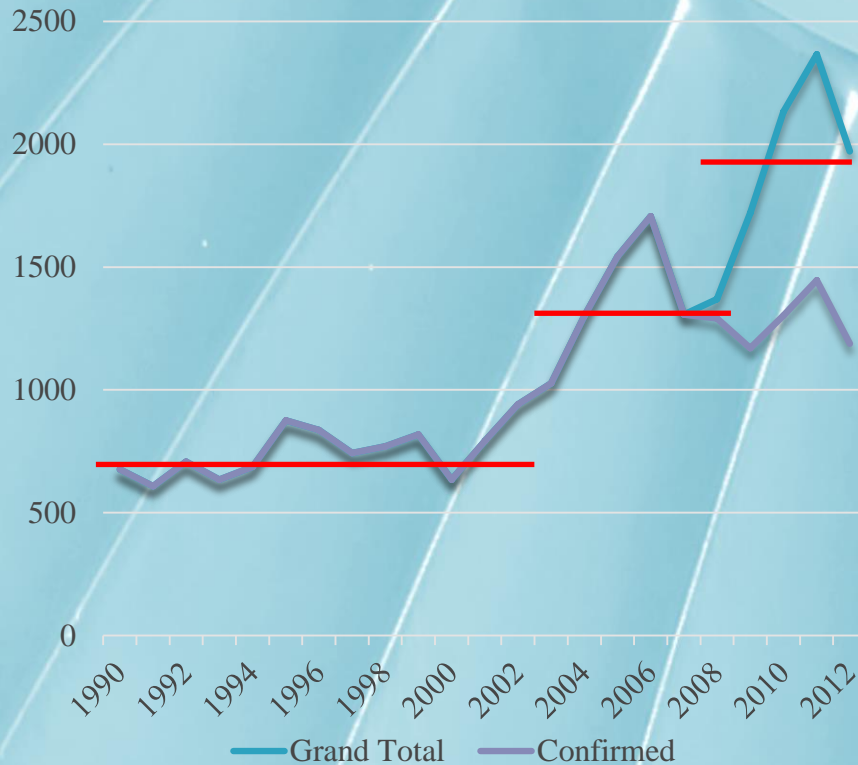


Figure 30: Number of birdstrikes by bird size, 2002 to 2011



# UK Increases show 'jumps'

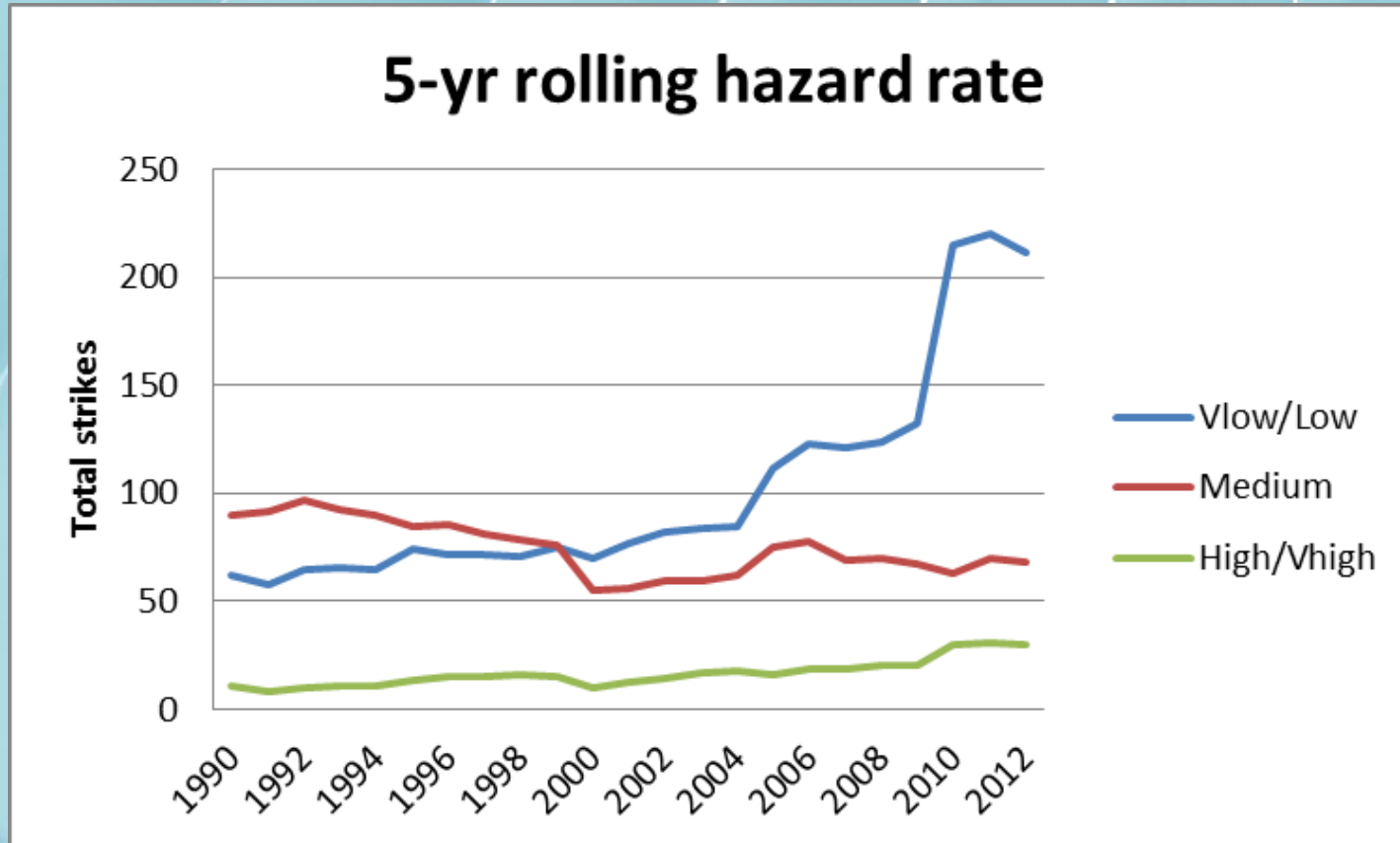


Step changes pre and post 2003.  
Another step change increase 2009 (43.9%)  
747.8 to 1328.2 to 1911.3

- ❑ Mandatory reporting 2003. Electronic reporting 2009

# Is UK 'risk' level increasing?

Understand where the 'hazard' lies; ID and species breakdown






# How do most airports assess risk ?

<b>No. Strikes per year (airport data)</b>	>10	3-10	1-2.9	0.3-0.9	0.2-0
<b>Probability category</b>	Very High	High	Moderate	Low	Very Low
<b>Percentage of strikes causing damage (national data)</b>	>20%	10-20%	6-9.9%	2-5.9%	0-1.9%
<b>Severity category</b>	Very High	High	Moderate	Low	Very Low

# If probability is rising...

SEVERITY	PROBABILITY				
	Very High	High	Moderate	Low	Very Low
Very High	3	3	3	3	2
High	3	3	3	2	2
Moderate	3	3	2	1	1
Low	3	2	1	1	1
Very Low	2	1	1	1	1



The three risk levels are defined as follows:

- Level 1      No further action required beyond measures currently in place.
- Level 2      The current residual risk requires a review of available options and possible action.
- Level 3      The current residual risk requires further action to reduce it.



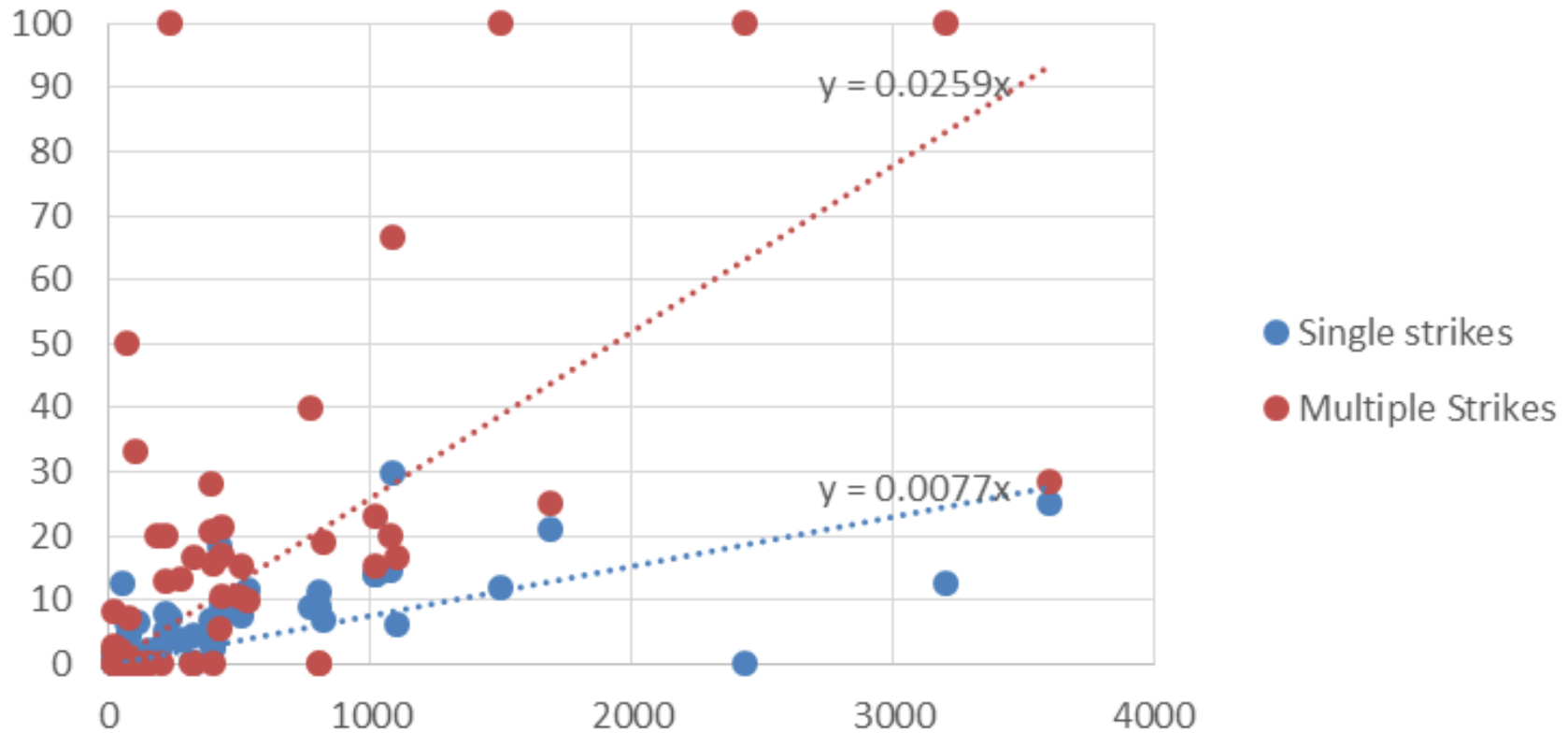
# As frequency has increased, severity has decreased





# No account of multiple impacts

Single vs Multiple Strikes)



# Data assessment

Multiple strikes hugely important

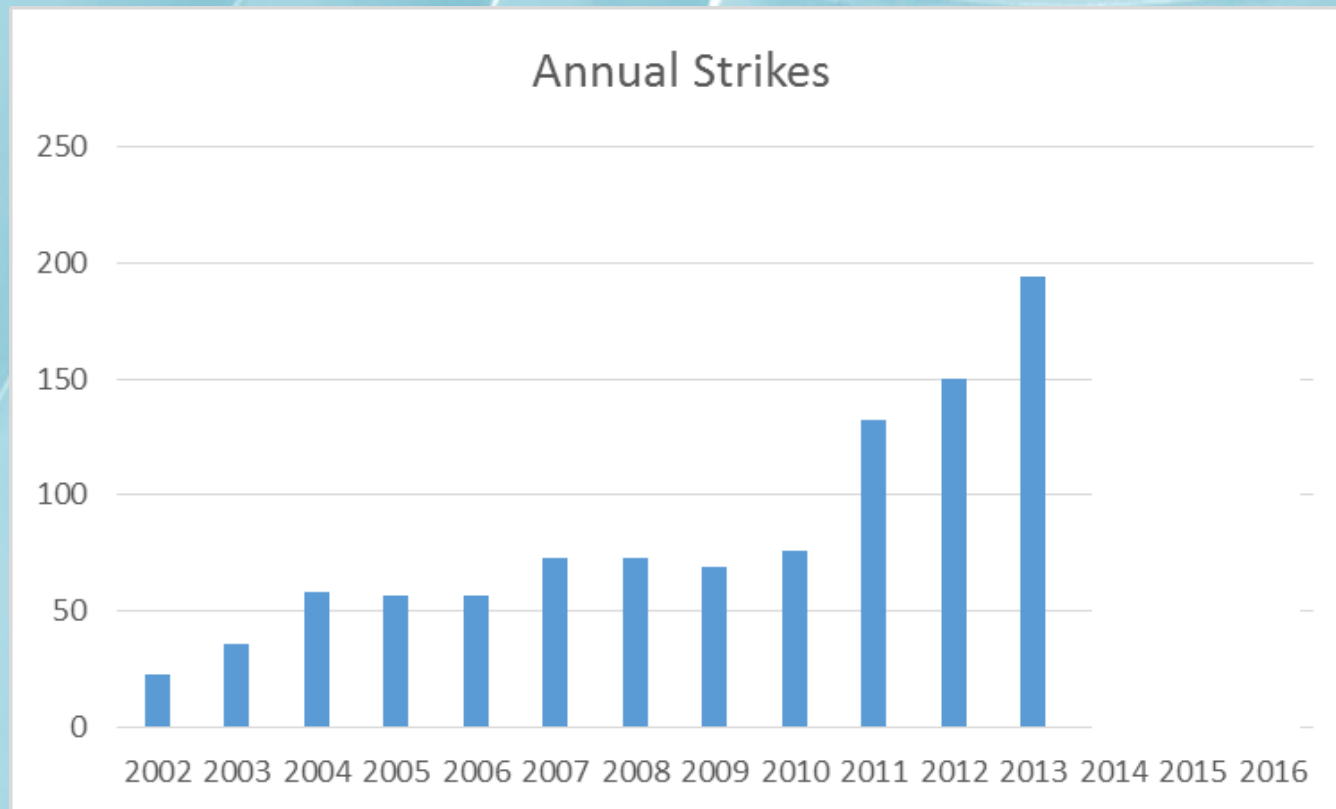
- ▶ Average mass of multiple strikes (where the number of birds struck was recorded) was;

- 1 = 329g
- 2-10 = 1788.4g
- 10+ = 9787.4g

- ▶ Overall identified rates

- 1 = 6.14%
- 2-10 = 14.08%
- 10+ = 34.97%

# Individual airport with good recording



# Amended Severity ratings

1. Revised national severity ratings in 2014 using updated statistics
2. Strikes in 'red' list risk used as a KPI by senior airport managers; emphasis on Kestrel control [22 of 37 birds]..
3. Revised severity ratings re-targeted high risk management at Large Gulls and large Waterfowl; both flocking groups of large / hazardous species.



# Summary

1. Accurate reporting enables management action
2. ID of strikes required to enable control
3. Good national reporting embeds in individual airports
4. Must ensure airports do not feel penalised but continue to control higher damaging risks
5. Data confirms back to basics 'large, and / or flocking birds' are the key target for all.

Thankyou

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