

Informing air traffic on bird hazards

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→ Developing the guidance for ATC

→ The chain of information:

- information on bird movements
- handling of the information
- warning the air traffic
- assisting in publishing longer term information

Information on bird movements

→ Sources of bird information:

- **Bird watchers reports and forecasts**
- **Internet watchers site**
- **Radar observations**
- **Observations by ATC**
- **Airport maintenance personnel**
- **Pilot reports**

Bird watchers reports and forecasts

- Bird watchers offer information of bird migration.
- Bird watchers public internet site contains present information on migration.
- Specific migration forecasts from ornitologists are sent to Finavia during the migration.
- Migration forecast describes the forecasted area, intensity and bird species for the next days.
- Migration forecast is dependent on weather forecast and its accuracy is thus directly proportional to the wx – forecast.

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Radar and airport visual observations

- The development on civil aviation side from primary radars to secondary radars has decreased the bird information.
- The TWR offers a good platform to observe birds, but visibility sometimes sets its limitations as well darkness.
- The runway maintenance may observe birds, when they may not be possible to observe from TWR.
- Pilots may give valuable reports on observed bird activity.
- In case of no specific "bird radar" in use, weather radar with its dual polarization capabilities may offer in future possibilities to distinguish birds from weather.

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Handling the bird information by the ATC

- In the start of spring and autumn migration a NOTAM is published for the FIR to remind the beginning of the migration, based on ACC´ s NOTAM proposal.
- NOTAM´ s for airport are based on the migration forecast and/or visual observations by the airport itself.
- The NOTAM information is presented in ATIS. The ATC (AFIS) maintains and updates the transmission.
- Accomplishing ATIS, air traffic is warned by the ATC (AFIS) on significant bird movements at the airport by the VHF RTF.
- To be noted: Needless warning in ATIS decreases the reliability of the service mostly in cases, where the warning remains to hang in the transmission without any HBA.

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Reporting the bird activity

- Only heavy bird activity HBA is reported during migration. Feebler expression BA was also considered, but is not familiar to pilots and thus not used.
- In cases of local birds the HBA may not be used, instead information concerns those birds mentioned in message.
- The determination of HBA is not found in ICAO official glossary. The used determinations in the service for HBA are:
 - The mass migration of medium and/or heavy birds.
 - Regardless of the weight of birds in a dense flocks.

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Phraseology

- To draw the pilots attention, the bird information in ATIS begins with word warning.....
- The whole ATIS information generally has to be short, recommendation max. 30sec. Bird information as a part of it must be pithy. Also the radiotelephony may have the same limitations in busy environment.
- The bird information may be of "standard format" in many cases i.e.:
 - warning; heavy bird activity
 - or sometimes more detailed (including free text):
 - warning; heavy bird activity, cranes near the airport
 - warning; grouses near the runway

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Reporting of bird species

- Reporting of species may appear unnecessary in many cases.
- Pilots however sometimes ask, what species are in question. They may want the information to conclude the risk.
- The guidance for the ATC contains the most common bird species groups to be used and the weight classes they best fit:

large > 1kg	medium 0,1-1kg	small < 0,1kg
swans	ducks	starlings
cranes	grouses	fieldfares
eagles	hawks	swallows
geese	owls	sparrows
divers	crows	larks
	waders	

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The duties of the parties

