

Birdstrike Avoidance



Keeping birds at bay

Keep it simple, we fly too!

The introduction of recorded bird distress calls into UK aviation to disperse birds from airfields had one unfortunate shortcoming; the reliance on fragile, easily damaged magnetic tape to store the recordings. Thankfully, such problems stopped with the use of digitally recorded distress calls first introduced by Scarecrow Bio-Acoustic Systems Limited in 1985.

The fact that the same distress calls have been in use for over 40 years, even though digital technology has enabled them to be refined, is testament to both the quality of the recordings and the manner in which aerodrome bird control has become increasingly professional, based within the principles of Integrated Bird Management procedures.

At Scarecrow we have long recognised the need for integrated technologies and our own analysis shows that, on airfields especially, our products are most effective when used by qualified bird control operatives. Uniquely, our PREMIER 1500 airside dispersal system links to data capture systems enabling real time recording of bird control activity for Due Diligence, Best Practice and Compliance issues.

Scarecrow take pride in their realistic and proven approach to the effective use of bird distress calls and support investment in bird control training for operatives. Additionally, we see the benefit of regular independent safety audits to ensure 'best practice' in this important flight safety function.



Efficient bird control requires an understanding of why birds are there in the first place and the challenge is to identify what it is that attracts them and remove it using an intelligent, reasoned, understanding of what birds are all about.

Apart from active dispersal procedures to remove a bird population why not look at dissuading birds from being there in the first place? Take a look at your airside environment – what attracts birds to your airport?

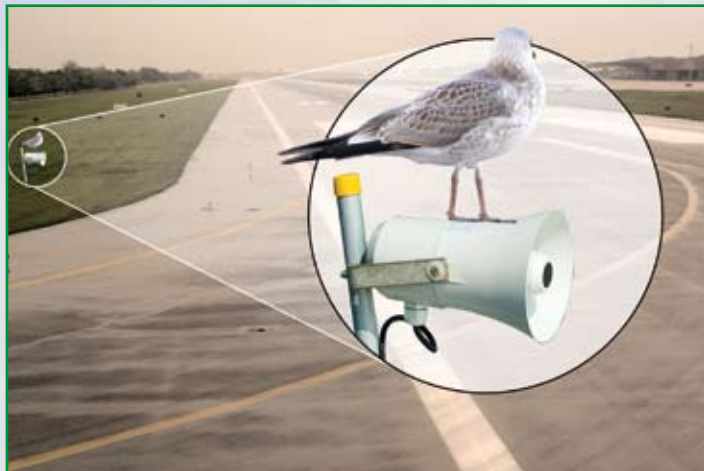


Even though we might appear biased, it is fairly evident that at UK airfields we stick to basics by introducing habitat management techniques both off- and on-airfield and encourage trained Bird Control Operators to take the dispersal system to the birds.

Such a programme is not for the Airport Operator who perhaps prefers a permanently installed system along the runway that is either totally automatic or operated remotely by the press of a button in the Control Tower.

Fixed systems, regardless of the sounds broadcast, are not regarded as an efficient means to deliver the scaring stimulus to birds. Broadcasting from the same location rapidly leads to habituation, rendering the system expensively useless. Those that operate automatically, even if they work for a short while are not considered to be a safe option for aviation as it is possible they will put birds into the path of aircraft, thus increasing the risk they were intended to reduce.

Fixed systems, by their very nature, are also expensive in hardware and installation.



If the latter is to be considered, is it possible for the Air Traffic Controller to always see and identify the birds species anywhere on the airfield and in all weathers, identify them and then disperse them? What happens if the birds do not respond?

Depending on the location of the “bird control point”, it may not be possible for the Operator to hear that bird distress calls are actually being broadcast. If they cannot, how do they know the birds can hear it? If the birds do not disperse in response to a fixed position broadcast, or non-broadcast, what does the Operator then do? Despatch a vehicle to do the job and, if so, will an aircraft be held while this is done?

Is this really more efficient than having the vehicle out on the airfield doing the job in the first place?

When the Bird Control Operator takes a bird dispersal system to the problem flock of birds, they are able to identify the species and play the appropriate distress call. They can also hear the broadcast clearly, set the volume according to the task in hand and turn it off if they have completed the dispersal task or put birds up at the wrong moment.

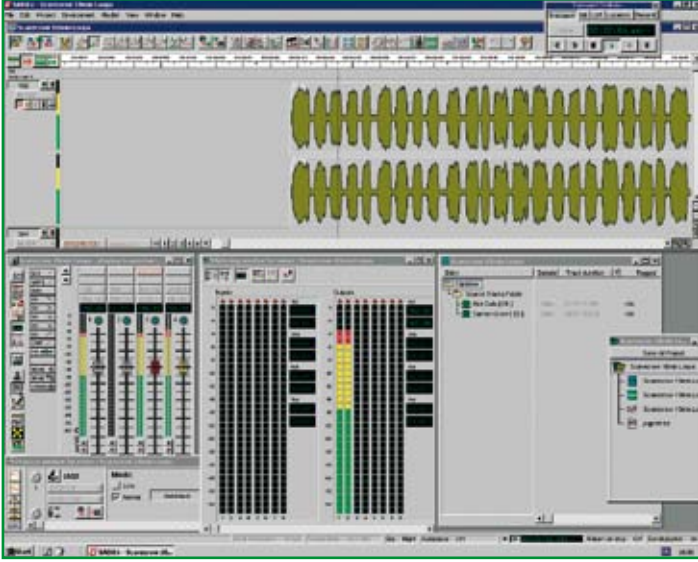
What of other methods? Experience from very many sources reveals that only those systems under the direct control of a competent Operator can be considered safe and efficient for use in aviation.

There have been several reports of birds using permanently installed dispersal systems as perches or, for example, the use of dogs for dispersal, difficult to justify for important safety Compliance issues that may need future proof of use.



Perhaps it is safest to start with the basics.

As far as best available products are concerned we think that, by our continual product development and world-wide use, SCARECROW probably qualify for this honour. Additionally, although some of our distress calls first originated from the early beginnings of the use of the technique, we have commissioned many more - Pigeons and Canada Geese are good examples – and put these for general use, but only after long, independent, operational trials and research.



We've 'cleaned' all our recordings to remove as much background noise as possible and with the assistance of ornithological experts ensured that each call starts at a natural beginning. This is where our digital technology has helped enormously; combine that with our audio spectrum expertise and you've got some idea of why we think our products the best and why Scarecrow products play an important part in any Integrated Airfield Bird Management Scheme.



Remember, no single dispersal method is 100% effective against 100% of the birds for 100% of the time. Don't just rely on the playback of bird distress calls, consider using bird scaring cartridges, for example, to reinforce the message that birds are not welcome at your airfield.

All you need is some expert training in both equipment operation and bird management and to buy the best from Scarecrow.

We've a list of Independent Consultants if this would be of help in achievement of the ultimate birdstrike avoidance success.



Leading the Industry

Scarecrow Bio-Acoustic Systems is the industry leader in the science of bio-acoustic bird dispersal and was originally a subsidiary of one of Europe's largest commercial audio manufacturers, established in 1967. In 1990 Scarecrow became independent to allow focussed development in the field of airside bird dispersal, to capitalise on their specialist digital audio knowledge.

The team of digital audio engineers and ornithologists comprising Scarecrow Bio-Acoustic Systems Limited have been in the business of designing, manufacturing and perfecting systems of bio-acoustic bird control since 1985, their products 'preferred' by airfields where birds present a hazard to flight safety.

Scarecrow is a privately owned UK Company. All products are manufactured to comply with ISO 9000 Quality Standards and European Safety and Noise Immunity Directives, including CE and E Approvals, RoHS and WEEE Directives. The Company aim to be ethical and helpful in all aspects of their work.

Want to know more? Just ask.



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