



DeTect Bird Radar Fact Sheet

- After the recent birdstrike related crash of US Airways flight 1549 at New York LaGuardia airport, FAA representatives have made repeated statements, as reported in the media, to the effect that bird radars:
 - Are not ready for operational deployment at commercial airports,
 - Cannot provide usable information to airfield staff or air traffic controllers in real-time,
 - Produce data that is not yet usable or real-time, and
 - Will require years of additional research and development.
- These statements are misinformed and not factual. Advanced bird radars from several manufacturers are in operational use by the U.S. Air Force, NASA, the Royal Air Force and at several US and foreign airports, airfields and ranges.
 - These systems provide real-time information on bird movement that is being used and has been used with systems continuously operating since 2002.
 - These systems already have proven records in reducing birdstrikes and in protecting aircraft, pilots and passengers.
 - The features and functions of these systems can readily be integrated into and used at commercial airports today to reduce birdstrike risk and protect the flying public.
 - The FAA is aware that these systems exist and has been repeatedly invited to visit operating sites for these systems, but has yet to do so.
- Over the past nine years, the FAA is reported to have tested only two “bird radar” systems:
 - The systems tested to date by the FAA are not production model systems.
 - These systems, with development funding from the FAA in competition with private companies, use radar technologies that are known to not be ideal for bird detection.
 - The bird radar system at Seattle-Tacoma airport was installed by the FAA in 2007 and, according to statements from the FAA and its researchers, does not yet produce real-time information or usable data and will require years more development – even after already spending hundreds of thousands in US taxpayer money.
 - Additionally, the radar system reportedly does not detect all birds, has insect contamination making the data unusable in real-time, and uses radar that will not detect birds in weather (birds, especially migrating birds, do fly in rain).
 - According to the lead FAA researcher for the past nine years, it will take several years to analyze the data they have collected and 10-20 years to field usable systems.
 - Despite the failure of this bird radar to achieve operational status, and after two years and hundreds of thousands of dollars in investment, the FAA now proposes to install the same radar technology at other US airports, including the New York airports.

** The statements in this document are based upon the information and belief of DeTect management and are sourced from published media reports, communications from the FAA and other available public documents.*

