

2.14. REPORT ABOUT BIRD MOVEMENT WORKING GROUP

DR. J. HILD, W-GERMANY

Report about results of BIRD MOVEMENT WORKING GROUP

by ORR Dr. Hild, GAF.

The 5th meeting of bird movement-weather working group was held in Munich on march 18/19, 1971. The results were the following:

1. The aim of working group's research was reached as to the bird movement questions. A collection of preliminary bird hazard maps Europe exists; futher additions, supplements and corrections should be given in connection with the yearly Conference of the European Birdstrike Committee.
2. In the preambel of the map collection is indicated that in bird concentration areas of all countries a maximum birdstrike risk is existant in a flight height up to 1500 ft AGL, during migration periods up to 2000 ft AGL (daytime) and up to 3000 ft AGL during night. Moreover it is indicated that in all countries during main migration periods a broad front migration dominates and that flight height of birds may be favoured by meteorological parameters. For direction of migration windroses should be used, indication about crane migration will include the migration axis,
3. Sweden will draw up a new map within one year, Holland within 2 years, Belgium within one year, Switzerland within ~~one~~ year. A few corrections should be made in the Spanish, Italien and Austrian maps after discussing with colleagues of these countries.
4. Chairman BSCE will ask USAF for possibility to publish these maps in the FLIP-books.
5. The participants of the meeting agreed to ask Dr. Solman (N/RC Ottawa) for chairmanship of working group part "weather-bird movement". This research should be combined with work of NATO-Working Group "Radar-Bird Movement-Weather".
6. GAF will prepare the last map draft and send the maps to all countries. The representatives of a.m. Working Group are ask for sending all further corrections, supplements and new maps to Dr. Hild for publication.

3. DISCUSSION AND CONCLUSIONS

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1. In the discussion after the report by the chairman the following was agreed.
 - a. Written papers on Lectures for future meetings will be sent to all members two months before intended date of the meeting. (The same conclusion was made at the 5th meeting but was not carried out to the full extent for this meeting). The chairman will continue to distribute and reproduce papers as desired.
 - b. It has been the policy of the BSCE to stick to meetingplaces in Holland, Belgium and W-Germany. This policy was not adhered to for the 6th meeting and it was decided that future meetingplaces could be in any membercountry.
2. In the presentation made by the Belgium delegation a new codenumber system for species of birds was suggested. As the system deviated from existing system the committee decided not to adopt it.
3. During the discussion about "Bird Strike in Europe 1968" it was evident that the statistical information was quite insufficient and all members were asked to report bird strikes to ICAO in accordance with existing regulation.
4. In the "Report from the Transmission Working Group" Mr. V.E. Ferry France concluded:
 - (1) Dissemination of information.
It is agreed that:
 - a) a complete NOTAM Class II will be disseminated at the commencement of the surveillance period by each of the participating countries.
 - b) forecasts will be transmitted in the form of a NOTAM Class I with a validity of six hours or more.
 - c) BIRD WARNING messages will be in the coded format defined hereafter and will be disseminated as soon as the bird activity exceeds scale 6 according to the ratings proposed by the NETHERLANDS.
 - (2) BIRD WARNING Message.
 - a) This message will be transmitted over the RSFTA/AFTN net-

work with the priority prefix JJ, except in case of emergency when DD will be used.

b) This message will be coded as follows:

A - Place of observation. For radar stations give the name of the nearest large town.

Example. For DOULLENS, read ARRAS area.

If this radar station takes part in the control of air traffic the station callsign will be added to the name of the place.

B - Type of observation (visual/radar/acoustic).

C - Time of observation, 8 figures (see ICAO Annex 15, para 5.5.3, sub-paragraph g).

D - Types of birds (in English).

E - Intensity if visual observation. Classify as weak, average, major.

If radar; density scale.

If several areas of activity are observed on the screen identify these areas and give the intensity of each.

F - Direction of flight: in plain language and in English. (Cardinal points).

G - Speed (in knots).

H - Height in feet (above ground level).

I - Estimation of the tendency for the next few hours.

J - Duration of validity of the observation.

Use XX whenever the information cannot be given.

(Those taking part undertake to operate so that as far as possible the group XX will appear only exceptionally in the messages).

As the group had reached its objectives Mr. Ferry proposed that the group should be dissolved.

The committee agreed to that, however, during the discussion about the paper "Transmission of Bird Warnings" presented by Lt. Col. F.W.L. Herckenrath the Netherlands (sent to members of BSCE as enclosure to BSCE letter no. 032 dated 19th May 1971) Dr. Hild made the following statements to the codification of bird warnings in Annex B to the paper.

On the basis of discussions in Paris (Transmission Working Group,

April 1971), the representative of GAF consulted Ministry of Defense, Commanding Offices, Flight Safety Office, Military Air Traffic Control Center, Military Central Weather Office and pilots. The result of these consultations was the following Ministry and all offices agreed to advocate the following opinion:

German Air Force will never agree to codification of bird warning messages and informations; the reasons are:

- a) First aim of bird warning messages must be to inform pilots as quick as possible about birdstrike risk. Every codification would delay and render difficult this information.
- b) For pilots, AIS- and Met. people it is not acceptable to use codification because of possible confusion (met. codes), loss of time and lack of personnel.
- c) The frequency of bird warning messages is not so high, compared with weather informations, that codification could be a help or bring facilities. In case of codification in Germany the bird observer had to code his observation, the filtering center had to decode all incoming informations, to combine them as well as to code again at setting up the BWM and then the people on airfields had to decode once again the coded BWM for pilots use (delay of time).
- d) The order of German Ministry of Defense is: disseminate bird warning messages as severe weather warnings which are transmitted in plain language.
- e) At the moment there is discussed the question to disseminate the weather radar informations (RAMET) in plain language and not, as done till today, in codification because of many confusions during the past. Why then to code the BWM??
- f) In GAF the bird observation, information and warning system (uncoded) has proved true since 4 years. The time of transmission (from bird observation until receipt of BWM by pilot) takes only 20-30 minutes.
- g) BWM are more important for military aviation than for civil aviation because of Low Level Flights; ICAO is not competent for Mil Low Level Flights.

German Air Force is willing to accept a standardisation of terms in the BWM but never it will agree to total codification.

The following proposals are made by GAF:

I. Transmission of bird movement informations and BWM by met. networks (national and AFTN (international)). Met. Services should get order to make birdstrike risk advisory according Annex 2.

II. Standardisation of terms according wellknown procedure and that:

(1) Birdtam as actual warnings (BWM):

- a) Location indicator with date and time (z) as mentioned in the Danish proposal.
- b) Actual bird movement or birdstrike risk, divided in: light, medium or heavy bird movement or birdstrike risk.
- c) Geographical areas or points: in Germany nearly 50.
- d) Indication of flight height: up to ft (AGL).
- e) Validity from until (z).
- f) Tendency: increasing, decreasing or constant.
(Indication of speed not necessary in BWM published by filtering center).

Text of standardized Birdtam:

Prefix.. BWM, EDZX 200610 heavy birdstrike risk in Ostfriesland area up to 2000 ft (AGL), valid from 200610-201800, increasing.

(2) A birdstrike risk forecast should be disseminated separately from the actual warning (BWM), in the same form but with another prefix, for instance: BRF (= birdstrike risk forecast). These forecasts, validity for 12-24 hours are disseminated by GAF over met. network since June 7th, 1971 every afternoon 1650z for the next day on the basis of weather situation, experience, season etc. Moreover they are disseminated since 3 years as general information every 14 days over AFTN and met. network.

After this contribution it was decided to ask Mr. Ferry to continue the work of the Transmission Working Group which he agreed on. In further discussion of the intended paper for ICAO it was decided not at the present to forward it.

Instead of national representatives were urged to send workingpapers to ICAO for the EUM-RAN meeting covering the following items.

Transmission of Bird Warnings.

Amendment to ICAO Bird Strike report form.

In addition and after discussion "Recommendations to ICAO From BSCE" was drafted (The recommendations were forwarded to ICAO in the BSCE letter No. 048 dated 14th September, 1971, and sent to all members of BSCE.

NB. After sending out the recommendations ICAO has informed BSCE that the first 6 items will be included in a workingpaper for the EUM-RAN meeting. Mr. M.J. Hedges UK has informed the BSCE that he did not agree to the recommendations).

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5. During the discussion of "Exchange of Informations about Bird-Strikes" opened by Dr. W. Keil, W. Germany it was agreed to ask all menbernations on a yearly basis and to the extent possible to inform each other about bird-strikes occuring in their countries and on their airfields.

6. "L'" The English version of the French film about the Bird-Strike Problem was well received by the BSCE.

The film can be obtained for the price of 1800 francs from the following address: SOFREAVIA 75, Rue de la Boétie, Paris (8ème), France.

7. In the discussion of "Organization and Future Work of BSCE and Working Groups" the chairman of BSCE was requested to continue to call upon nations in Europe not already members to join the BSCE.

It was agreed that all nations as well in West as in East Europe were wellcome in the Committee and in the Working Groups.

Due to the complexity of the radar-observation of birds the Committee decided that a special Working Group should be formed.

Mr. E.W. Houghton U.K. was called upon as the chairman of the Group.

Mr. Houghton accepted the chairmanship and the following nations stated that they would join the Group: France, the Netherlands, Norway, Belgium, Denmark and U.K. Other nations would consider membership after national approval.

As some Non-NATO-Member countries expressed interested in the Nato Bird/Radar/Weather Group and Nato already had agreed that membership of Nato was not decisive for participating in the work of the Group, the word "Nato" was deleted from the name of the Group.

The chairman of the Group Dr. V.E.F. Solman, Canada was willing to accept the enlargement of the Group.

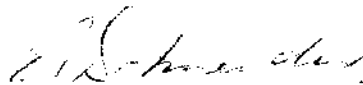
Concerning the work of the "Bird Movement Working Group" the chairman Dr. J. Hild, W-Germany concluded that he felt there was no need for meetings in the Group in the near future. It was, however, decided, that the Group should remain as a Working Group, but meetings should only be held if cir-

cumstances dictated so. Dr. Hild accepted this and remained as the chairman of the Group.

8. The BSCE and Working Groups are hereafter organized in the following way:

- a. Bird Strike Committee Europe (BSCE)
Chairman: Lt. Col. E.P. Schneider, Denmark.
- b. Bird/Radar/Weather Group
Chairman: Dr. V.E.F. Solman, Canada.
- c. Bird Movement Working Group
Chairman: Dr. J. Hild, W-Germany.
- d. Transmission Working Group
Chairman: Mr. V.E. Ferry, France.
- e. Bird/Radar Working Group
Chairman: Mr. E.W. Houghton, U.K.

9. Next meeting in the BSCE is planned to be held May 30. and 31. (probably in London).



E.P. Schneider

Chairman BSCE