

BIRD STRIKE COMMITTEE EUROPE

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BIRD STRIKE PROBLEMS OF THE
PROJECTED AIRPORT MÜNCHEN II

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The request of Flughafen München GmbH (Airport Company München) to plan and construct a new airport for München in the area of E r d i n g / F r e i s i n g was approved by German authorities in August 1969. This new airport should replace München-Riem now in operation. München-Riem can no longer meet the demands of modern air traffic. It has only one runway. Extension or enlargement are impossible because the airfield is encircled by settlements and the suburbs of München.

The site of the new airport - size 2600 hectares = about 6500 acres - is provided in the area between E r d i n g and F r e i s i n g about 15 miles north of München. In this region agriculture is predominant.

81 farmyards and 25 smaller houses with nearly 500 inhabitants are concerned and have to be removed. The farmyards are widely dispersed except of a small village named Franzheim where most of the dwelling houses are situated.

Some slides shall give you an impression of the landscape. The ground is absolutely flat and completely cultivated. We find meadows and acres but no coherent woods, only groups of trees and shrubs.

- To item 1) a) Though no lakes or larger ponds exist in this rather moist area there are a lot of brooks and ditches between the river I s a r and the I s a r canal, some of them crossing the projected airfield. They have to be guided around the airfield and remain open. Two trenches for draining and leading off the rainwater from run- und taxiways were originally planned underground. For technical reasons they now will be held open and run parallel to the runways. To keep birds away a dense net of wires stretched across the ditches is provided.
- b) The soil of and around the airfield contains a layer of gravel 10 to 20 m deep which is industrially usable for all types of constructions. Many gravel-pits especially in the direction to München are in operation and extending north into the area of the new airport. We too need huge amounts of gravel for our own purposes. To avoid long transport lines the gravel must be taken from the vicinity of the airfield. The level of groundwater there is close to the surface and after exploiting lakes of great dimension remain. We must take care that all gravel-pits around the airfield have to be refilled, at least established in a way not attractive to birds.
- c) The wooded banks of the river I s a r are preferred by birds of prey. All aircraft departing to the west are crossing these banks. In order to avoid bird strikes flying instructions have to regard this.

d) Most of the ground between the runways and the southern part is reserved for later use. Agricultural management in the common manner is undesirable. We are developing a plan with different possibilities i.e. planting Christmas-trees cultures, producing grass for bull raising, or creating patches with pure soil where grass grows sparsely and needs no care.

To item 2) The Flughafen München GmbH and the authorities concerned with environment protection endeavour to preserve the original character of this area. It is intended to create new locations similar to those lost inside the airfield. Plans are worked out with proposals how to insert the airfield in the present landscape.

We hope to construct a new airport where we can avoid the hazards of bird strikes and which otherwise fits well into this typical Bavarian region.