

Way of working of Bird Strike Committee Europe

Bird Strike Committee Europe (BSCE) is an organization made up by people working in a voluntary way with those flight safety problems which deal with the risks for collisions between birds and aircraft (bird strikes). The Committee has no special office but its chairman, vice chairman and liaison officer for international affairs as well as the other members of its Steering Committee are working part time to various extent with the aim of BSCE. The chairman keeps the documents of the Committee and manages main part of its correspondence. Appendix 1 gives in form of a picture an outline of the organization of BSCE and its way of working. The purpose of this document is to describe in brief the methods of work of BSCE and its working groups. Further it's looked upon as appropriate to give in this connection a short history of the Committee.

Short history of BSCE

A purposeful work with the problems for aviation caused by birds started up in the early nineteen sixties. Introduction of fast, turboengined airplanes had highlighted the increased danger of men and birds sharing the same airspace. Some pioneers arranged 1963 a symposium in Nice for discussions and lectures concerning this new section of air safety work. The results of the symposium were promising so three years later it was decided to begin a continuous, international activity which took form of the establishment of an organization called Bird Strike Committee Europe. The committee held its first meeting 1966 in Frankfurt and thereafter yearly meetings have been arranged until 1978 but from that year on there is 1.5 year between two consecutive meetings. During the first years only a few West-European states, USA and Canada took part in the BSCE-meetings but in the nineteen seventies the participation was broadened so that there are now 15-20 states which use to participate.

BSCE has over the years become more and more associated with the International Civil Aviation Organization (ICAO) in questions dealing with the bird strike problems of aviation. An agreement between the two bodies is formulated in the following way:

"The BSCE acts in an advisory capacity to ICAO, working through the European office of ICAO, on matters concerning the hazard to aviation caused by birds."

An important part of the co-operation between ICAO and BSCE has during the last years been a serie of regional workshops on bird hazards which started 1978 in Bangkok and continued 1980 in Dakar. There are plans for a third workshop 1983 in Mexico City. Experts which are engaged in the BSCE work give help also with these workshops and ICAO headquarters manages the whole project.

BSCE-experts have also given assistance to ICAO with a new automatic system for analysis of bird strike reports (IBIS). Further it may be noted that over the last years we have from time to time helped ICAO with its revision of documents and also promised to give help with revisional tasks which are actual during the next years.

Some co-operation has been going on with ECAC (European Civil Aviation Conference) which organization has been represented at some BSCE meetings and is willing to give help with the implementation of our recommendations in the European area. Also other international organizations including the International Air Transport Association (IATA) and the International Federation of Airline Pilots Association (IFALPA) have shown interest for the work of BSCE.

Methods of work

The meetings of BSCE including its working groups have been the main forum for new ideas about how to tackle the bird problems of aviation in Europe. That has been done principally through presentations of papers dealing with all sections of this flight safety work but also by decisions made at the plenary sessions giving recommendations on how to work with the bird problems. The number of working papers has from a modest beginning been increased to about 30 during the last meetings.

Over the years there have been arranged 16 meetings of the Committee so it's BSCE 16 which is now going on here in Moscow. According to our plans the seventeenth meeting will be held in Italy in 1984. For an organization like BSCE without any type of regular office the meetings have been of outmost importance but there have been activities going on also in periods between meetings. The correspondence within the Committee is considerable and is the main possibility for the chairman and other members of the Steering Committee to keep the contact with national committees for birdproblems working in most European countries. A few extra meetings with the Steering Committee have been held over the years when special problems have turned up and for planning of the BSCE meetings.

BSCE has as a base for its work developed Terms of Reference which we try to follow as well as possible. The best expression for that is given by the work of the BSCE working groups which are six in numbers and which cover all spheres of activity concerning the bird problems of aviation. It might be of interest to give here the names of the working groups and some information on their tasks.

Working group Aerodrome has a main obligation to fulfil a certain paragraph of BSCE Terms of Reference: "to study and develop methods to control the presence of birds on and near aerodromes." This short sentence has for ten years time given rise to a large amount of work that has recently been summarized in some documents which have been or shall soon be distributed to all concerned. These documents are looked upon as some of the most important papers that are produced by BSCE.

Working group Analysis has got a partly changed purpose with its activities when the earlier mentioned automatic system (IBIS), operated by ICAO, is now running. However, it was decided at BSCE 15 in Brussels that this group will still have important tasks to carry on with. The need for W.G. Analysis was formulated in the following way:

The W.G. Analysis has

- to cover the military side,
- to analyse the data provided by ICAO,
- to act as a forum for discussions and dissemination and
- to deal with European information as ICAO will cover world wide information.

The two working groups Bird movement and Radar and other sensors are working in the same main section on movements and tracks of birds. Radar is used for the study of both local and migrational movements of birds. Much of the results of this group is used by the other for its task to map the air routes of birds. Concerning the BSCE radar studies there has been a high interest for the last few years to establish so called "radar chains" along the Alps and the costal areas of the North Sea.

One of the first activities of BSCE was the one which is expressed in one point of the Terms of Reference: "to develop procedures enabling a quick and reliable exchange of messages regarding bird hazard warnings." This task has been taken care of by working group Communication and this group has during the last few years enlarged its sphere of interest, a fact which is evident from its new name, Communication and Flight procedures.

The youngest working group of BSCE is "Structural testing of airframes" the aim of which is to collect and analyse results of any bird impact structural testing. The knowledge and experiences which are gained through the studies of the group will then have to be used for the assistance of national organizations in the production of design guidance material for bird impact resistant airframes.

As a pictorial summary of what has been said here about the methods of work of BSCE can be used the block diagram of appendix 1. It is evident from that sketch that the main part of the work of the Committee is laid on members of the Steering

Committee including chairmen and Liaison Officer. Another important fact concerning the activities of BSCE is the great variety of interests which is obvious when studying the names of all the working groups and also when looking at the long list of categories of participants. The work with the bird strike problems of aviation is really very international and full of nuances!

Lars-Olof Turesson

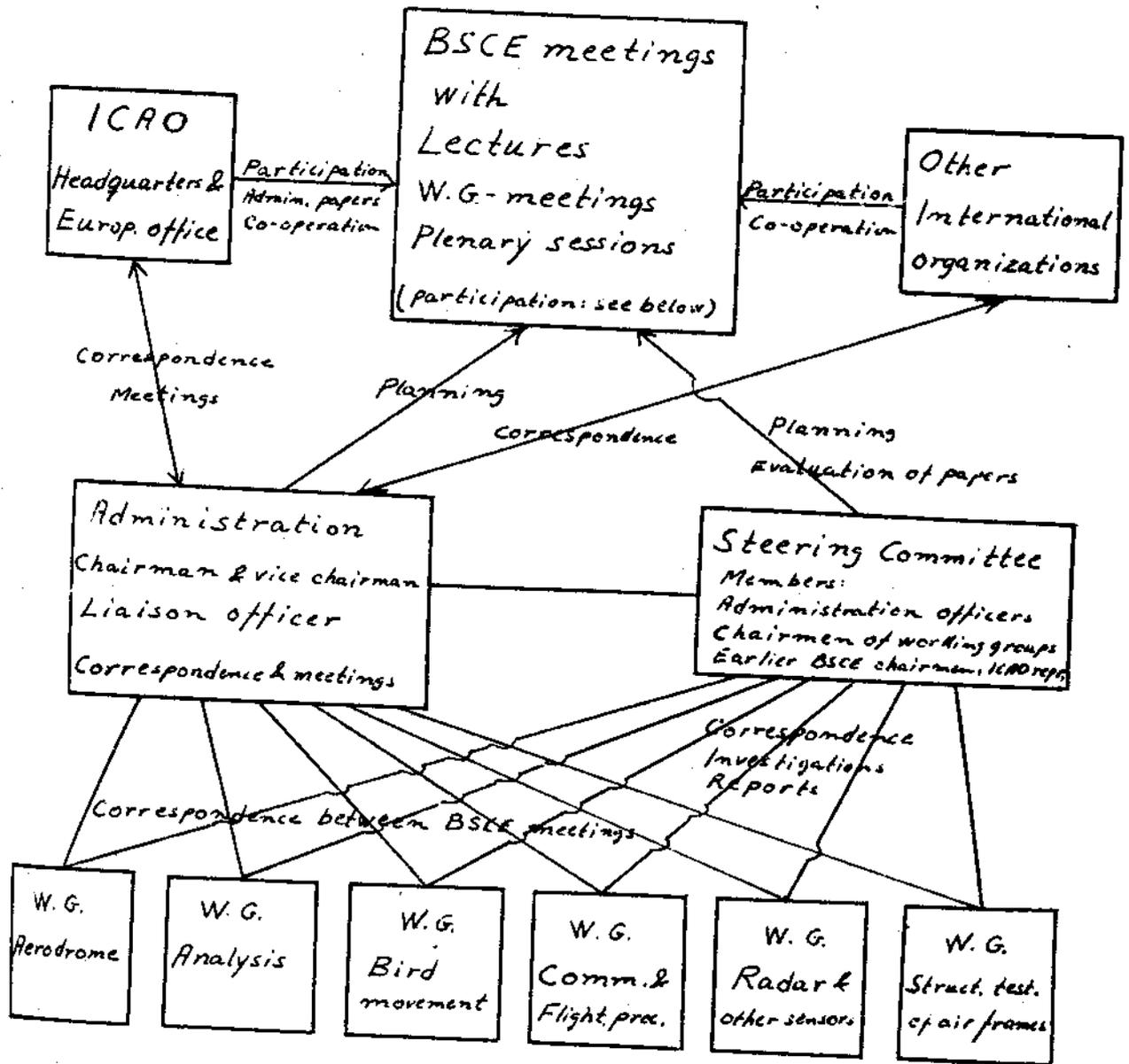
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Participation at meetings

- Representatives for :
- Authorities for civil and military aviation including flight safety interests
 - Organizations for aviation research
 - Airlines, Pilots and their organizations. Flight insurance companies
 - Zoological, environmental, agricultural and meteorological institutions.