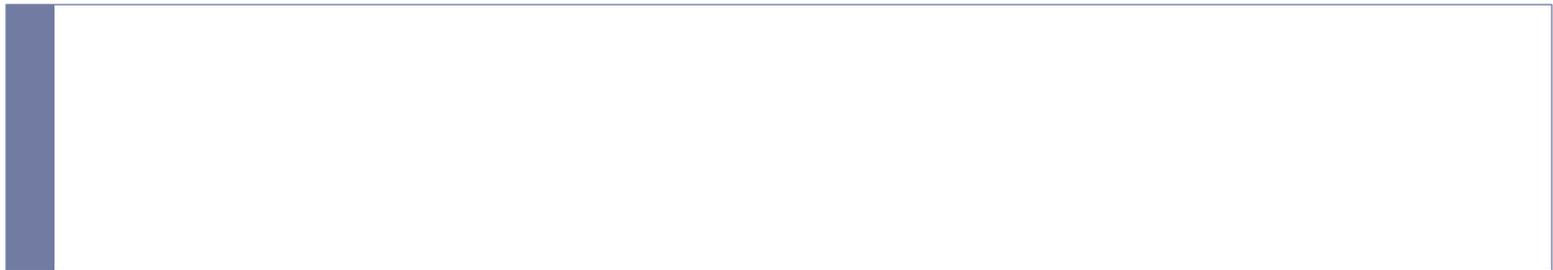


50 Years  
German Birdstrike Committee  
DAVVL



One way to run a BSC



# History

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- ▶ In the early 60th, jet engines found their way into civil aviation.
- ▶ With the use of jet engines the birdstrike (bs) problem rose up.
- ▶ The German Ministry of Transport and the German Ministry of Defence desired solutions for the bs-problem.
- ▶ Both decided to found a committee of experts.
- ▶ At the same time an European meeting was held on the topic in Nice/France. That was the date of birth of the Birdstrike Committee Europe (BSCE).



# History

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- ▶ One result of the BSCE-meeting was that national BSCs should be founded.
  - ▶ German participants were
    - Dr. Werner Keil, Ornithological Institute Frankfurt
    - Dr. Jochen Hild, German Air Force
  - ▶ Back in Germany, they were asked to bring together relevant experts to establish a national bird strike committee.
  - ▶ At the 30th of July 1964, the first meeting of a group of experts was held in Frankfurt with representatives from:
    - Airport operators
    - Airlines
    - Ornithological Institutes
    - Air Force
- Dr. Werner Keil became the first Chairman.



# History

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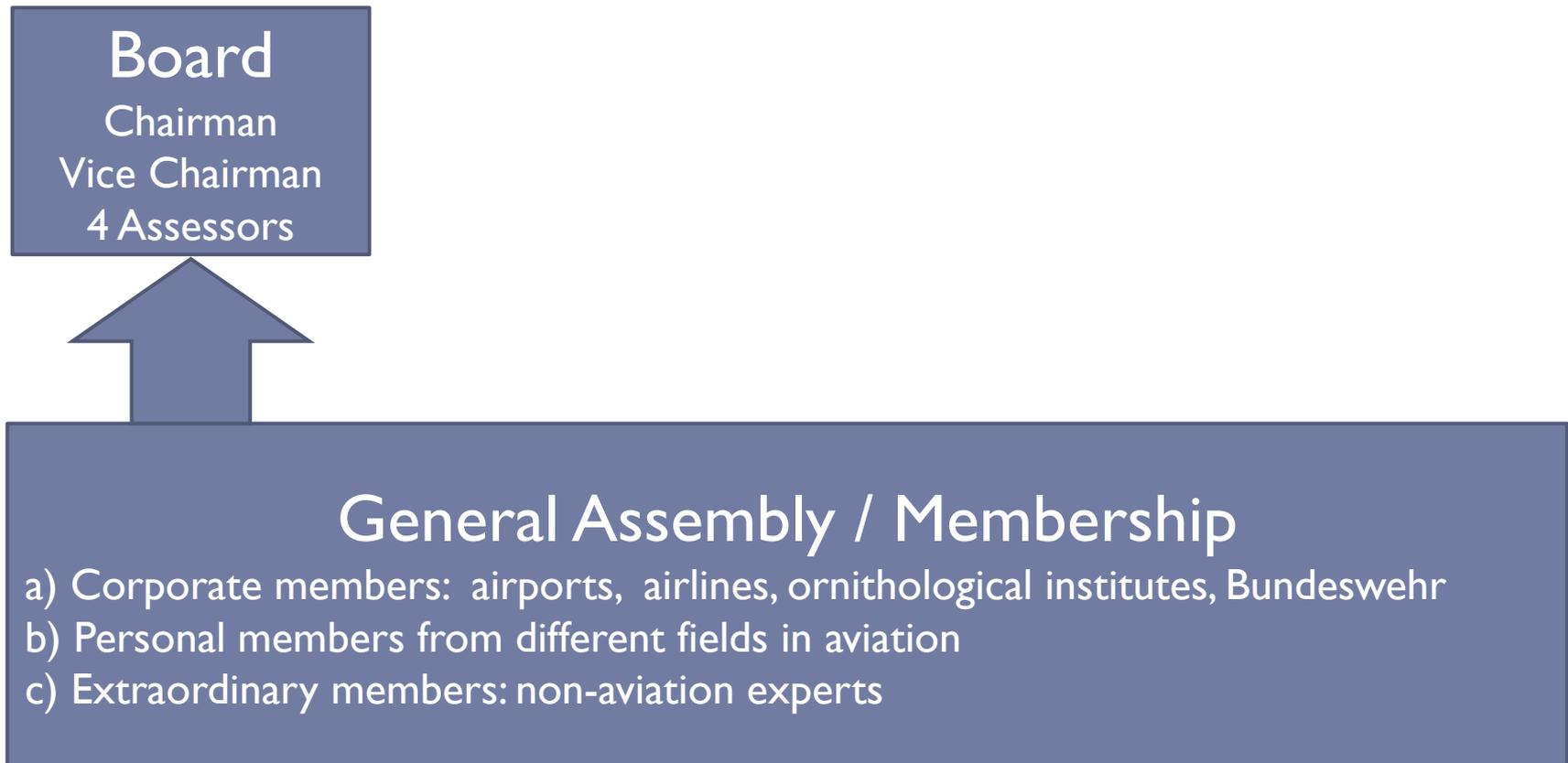
- ▶ For 17 years, the BSC was just a loose federation of experts of aviation and ornithology institutions with a chairman. The Experts met two or three times a year. At that time, the group had no constitution and no legal status.
  - ▶ Ideas for wildlife risk mitigation were primarily developed by the German Air Force and not by the BSC.
  - ▶ Over the years the absence of a legal status turned out to be a disadvantage. It became clear that a federation that wants to become an institution needs a legal status and a constitution.
  - ▶ On 1st January 1981, the BSC was entered in the Register of Associations as a non-profit organization and was named DAVVL e.V.
  - ▶ A constitution and an official board were established. Dr. Jochen Hild was named chairman.
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# History

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## Structure of DAVVL 1981



# History

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- ▶ All work was done voluntarily and without payment. That was possible because the Bundeswehr exempted the Chairman, Dr. Hild, from half of his military job to care for wildlife hazard mitigation in civil aviation.
- ▶ GBSC grew both in members and in its structure.



# History

- ▶ Working Groups
- ▶ DAVVL developed three working groups:
  - ▶ Statistics
  - ▶ Airport Ecology
  - ▶ Radar, Weather, Bird Migration



# History

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## Structure of DAVVL 1983



# History

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- ▶ In the middle of the nineties, the Chairman, Dr. Hild, had to retire. It was clear that afterwards, manpower of the Bundeswehr would no longer be available to this extent.
- ▶ A professional office with employees was indispensable.
- ▶ But to afford a professional office the financial basis of the association had to be substantially improved.



# History

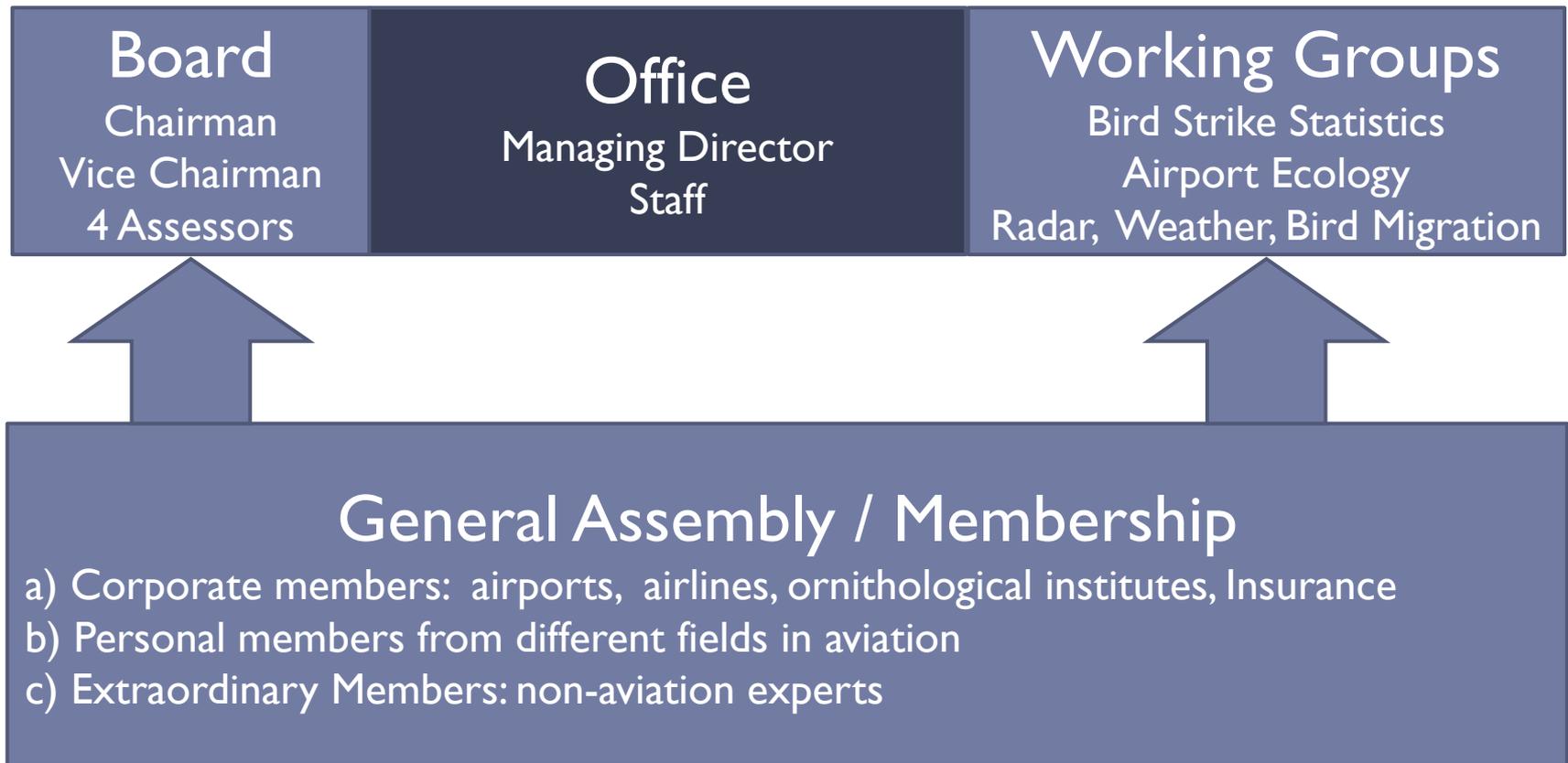
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- ▶ How was the financial basis for a professional structure created?
- ▶ The Bundeswehr agreed to provide free office space.
- ▶ Deutsche Lufthansa contributed free travel within Germany.
- ▶ Negotiations with the German Airport Association were conducted to provide funding for professional employees.
- ▶ The office started work on January 1, 1994.
- ▶ At the time, the only employee was the managing director, Dr. Edmund Hahn.
- ▶ One year later, an assistant was employed to do the secretarial work.



# Structure of DAVVL 1994

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## GBSC now

- ▶ Today the office has 5 employees and is located at the airport in Bremen.
- ▶ Today's GBSC membership
  - ▶ 28 airports (3 from abroad)
  - ▶ 6 german airlines
  - ▶ German Airport Association
  - ▶ German Pilot Association
  - ▶ 70 individual members



# Tasks

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## ▶ Consultancy

- ▶ Wildlife managers of the member airports can seek advice from the GBSC.
- ▶ Habitat reports (wildlife management plans) are written by GBSC staff for every member airport approximately every 10 years.
- ▶ Authorities can contact the GBSC for advice.

## ▶ BS-Statistics

- ▶ GBSC is the official bs reporting centre of Germany.
  - ▶ GBSC runs the German bs data base.
  - ▶ GBSC sends bs data to ICAO annually.
  - ▶ GBSC informs German airports and airline operators about bs events quarterly.
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# Tasks

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## ▶ Training/further Education

- ▶ GBSC offers training courses for bird control staff at airports
- ▶ GBSC does further education for Airport Wildlife Managers.
- ▶ GBSC organizes conferences and meetings on wildlife strike issues for its members.
- ▶ GBSC publishes an online journal called „Bird and Aviation“ in german with english summaries.

## ▶ Testing

- ▶ GBSC tests bird dispersal equipment.
  - ▶ GBSC runs programs to test the effectiveness of habitat management technics.
  - ▶ GBSC gives research recommendations to universities.
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# Tasks

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- ▶ Feather identification



# Funding

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## ▶ Airports

- ▶ 23 of the 28 member airports are organized in the German Airport Association ADV. The GBSC negotiates a total contribution, for all member airports, with the ADV. Each of the 23 Airports pays a share of the contribution that depends on the number of flight movements, passengers and cargo tonnage.
- ▶ Other airports that are not members of ADV are compared with the ADV-Airports and pay a corresponding contribution.
- ▶ Together, the airports finance 90% of the total budget.

## ▶ Airlines

- ▶ Contribution freely negotiated.
- ▶ All airlines together finance 5 % of the total budget.

## ▶ Others

- ▶ All others finance 5% of the total budget.
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# Advantages

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- ▶ Providing expert advice to a large group of airports all over Germany and in some of the neighbouring countries, gives the experts of DAVVL a comprehensive overview of birdstrike issues and in depth experience in this field of aviation safety.
- ▶ DAVVL provides a large network and source of information for wildlife managers at airports.
- ▶ As DAVVL is a NGO it gets more information from the airport wildlife managers than a governmental organisation.
- ▶ Members only pay their contribution. All services are for free.



Thank you very much for your attention!

