

German Plan

sorry for my late response, but I was on holiday in Denmark for two and a half week with my wife and my children and today is my first working day.

To your questions: Our bird strike officers at the airports are in most cases academics (biologists, wildlife-specialists) with a high level of knowledge. We have got two meetings per year (a two days bird strike conference and a one day sitting of the professionals, Airport Ecology Session) where papers are held and the professionals discuss problems of bird strikes. Some of our professionals visit the IBSC conferences and the meetings of bird strike committee US/Canada.

I offer an introduction tour to newcomers where I show them how different airports in Germany cope with the bird strike problem and why they do it in this way. But that happens irregularly only when there is somebody new. And we publish our (online-) journal "Bird and Aviation" twice a year, where we inform our specialists, too (see: www.gbsc.de <<http://www.gbsc.de> >).

Training of the bird patrol staff is done by the bird strike officers of the airports itself and not by the DAVVL. But there is no standard I am afraid! That is why I like the idea of working out standards or programs for training of persons responsible for bird strike prevention. That is the reason why I am very interested in joining the new working group and like to help to work about such kind of standards if it is welcome. I regret that I am not able to offer you more at the moment.

Best regards
Christoph

Irish Plan

Dear Professor Eschenfelder, it is good to hear from you and your good Wife Ann. We are looking forward to Kingston and to the Anglo-Irish dining club dinner and refreshments.

Ireland has an informal training scheme - at present. But I think that a more formal scheme is being at least thought about- not least because of your presentation in Holland which I summarised for the Dublin Airport people on my return. It would be helpful to us all if there was a formal requirement to train and that that the training would end in a certificate showing that the "student" had reached a level of competence. We have talked about this down through the years but until recently nothing has really happened.

But, I have to register for a formal (and examined) 5 day First Aid course and undertake and pass the refresher courses. Failure to achieve a pass would mean that I could not accompany students on fieldwork. Therefore in my view similar requirements should apply to wildlife hazard controllers. At Dublin Airport all personnel at the Fire Station, who would be involved in Bird Scaring, receive annual training from me and a firearms handling expert, and just recently on the taking of material for DNA based identification which I also do.

The training is based on the most recent statistics from Dublin Airport i.e. What, Where and When. What species are struck, how you recognize them, and understand their behaviour and ecology. When are these species struck, i.e. seasonal and diurnal patterns in strikes and the role of weather, construction activity and other forms of disturbance. Where relates in particular to the runways where the strikes occur and those sections of the runway where the records show the risks are greatest. Where also relates to where the birds are found on the airfield and their pattern (if known) of over-flying the at-risk manoeuvring surfaces.

Then we revise the scaring techniques and the ideal position(s) where the bird patrol should locate itself. Dublin Airport also hosts annual day of training for the other Irish airports. Ray Bolger would give a lecture of airfield management, I would give a couple of lectures on the main hazardous bird species and their behaviour and ecology. I would also talk about the principles of bird scaring and the techniques that can be best deployed against the various species; they also do a gun handling session and finally a tour of the airfield looking at the culprit species (always difficult to find don't you know!!!), and the long grass, drained areas, earthworms etc.; this course is supported by the National Bird Hazard Committee but there is no certificate, examination or assessment. Attendance is logged. The trainer would be Ray Bolger, myself and an AFO (Mr. Brendan Keogh) trained in gun and laser handling. We have recently added the laser (through Mr. Brendan Keogh) to the schedule.

As mentioned this is an informal arrangement. We know that the training of personnel at Dublin Airport leads to more intensive scaring etc. But at present annual training probably amounts to a total of about 4 contact hours. We do issue a BE PREPARED notice each month which - based on our continuing and updated experience and analysis - advises the bird patrollers and their superior officers of what to expect in the month ahead.

Sorry for the brevity and any undetected typos.

Best regards to you and Ann, from the "ould sod" or as an Irish Times cartoonist put the other day the "ould sodden".

Tom

Italian Plan

Briefly, we don't have standards or guidelines for training people (actually it should be my job), the only rule being "controllers must be properly trained and every year they must have a refreshment on that matter".

The new Chair of BSCI is Mr. Claudio Eminente (c.eminente@enac.rupa.it) or Mr. Alessandro Montemaggiori that you already should know (alessandro.montemaggiori@poste.it).

The gulls responsible for FCO strike were *larus michaellis*, now it is official.

Ciao, bye for now

Valter

Greek Plan

Dear Paul,

Further to what we have already in mind based on our discussions in the Netherlands there are two more points I would like to get on the table.

They are both connected to training of the wildlife hazard control and the one refers to the training of the trainer (his qualifications in general) and the other with the respective certification of the trainer.

As an example, when it was decided that the bird control training at Athens International Airport was going to be assigned to me, the company provided me training courses on various fields that would be useful for preparing the training: e.g. "Making Presentations", "Train the Trainer", etc.

At the same time I participated in a number of basic and advanced training courses organised by "certified" bird control training centres (German Birds Strike Committee in cooperation with the FRAPORT training centre, Central Science Laboratory of U.K.).

So for the moment I am someone appointed and trained by the airport to be a trainer, and I have some good experience on how a bird control training course should be organised. And I provide each year basic and refresh training to the personnel involved to the wildlife hazard control programme. However, am I a "certified" bird control trainer? And how can I prove it if I have to do so?

Considering the fact that Wildlife Hazard Control is connected with the Safety Management Systems and various certifications are required from those auditing airport's organisation (regarding safety, environmental or other issues) and that it is not easy for everyone to get trained by organisations

that have a great experience on wildlife hazard control (including training on this issue), I come to the questions:

Do bird hazard control trainers need some kind of accreditation?

Should we also provide recommendations about the (minimum) qualifications of the trainer helping people to justify that they had the appropriate training?

Further to the above I shall send you in due time the concept and the outline of the bird hazard control basic training course I have prepared for Athens International Airport and the various fields I usually include in the annual refresh trainings.

Best regards

Anastasios Anagnostopoulos

Israeli Plan

Dear Paul

I talked with my colleague in the civil unit and I have to correct the end of my last answer. If they get some new workers in the same time, they have one week course and 2 weeks OJT. Most of the classes are given by the biologist advisor of the unit. If there is only one new worker, like they usually have, he makes only 2 weeks OJT. The new workers are usually people who had other positions in the organization and had to leave it from any kind of reason.

All the best
Oded