

## **2011 BSCI report – Observations and comments ( a brief abstract in English)**

The BSCI stated that the total number of bird strikes slightly decreased from 928 (2010) to 881 (2011). However the number of impacts occurred under 300 ft. dramatically increased from 719 to 802. The BSCI now admits that this is due mainly to the increase of bird population inside and around airports rather than to a better reporting activity, like they did in the past.

In the year 2011 a new criterion has been adopted to measure the wildlife risk at airports, based on much more factors instead of just the number of impacts and the aircraft movements: the Birdstrike Risk Index or BRI<sub>2</sub>. While we may observe that only two Italian airports are above the threshold of an “acceptable risk” (0,5), many airports are just on the threshold or just few decimals below; we therefore think that the indexes must be taken very cautiously also because many data are in the complete and exclusive availability of airport operators. Therefore the CAA should strictly control the indexes presented by airports.

In general we notice that some operators still do not inspect with an acceptable frequency their airports; some of these airports also present high BRI<sub>2</sub> indexes; we therefore think that the IBSC standard regarding airports inspections should be adopted as a formal national regulation.

We also believe that the CAA should classify or even certificate the scaring devices used by airports and their procedures of use. Too often we see a repetitive and routine use of some even excellent devices, so losing most of its effectiveness.

The CAA is properly facing the matter of new landfills close to airports (such as the Rome case) denying their approval; however the law allows CAA to authoritatively eliminate even the existing plants, but this power has not been used so far. Despite the huge problems associated with this topic, we think that something must be done now in order to relocate at least the landfills nearest to airports, like, for example, at Genoa, where another problem is posed by the breakwater.

Finally for the first time an Italian airport published on AIP a Bird Concentration Chart: it happened in Palermo (Sicily). We hope that this example can be followed soon by all other airports. It's not just a matter of prevention; it is mainly a symptom of a new attention to wildlife problems.