

2014 BSCI report – Observations and comments (a brief summary in English)

For the first time since the data collection began in Italy (2002), the BSCI stated that the total number of bird strikes **slightly decreased** from 1096 (2013) to 1083 (2014). Furthermore, the number of impacts occurred under 300 ft. also decreased from 982 to 961. Persists the massive presence of Common swifts (*Apus apus*) and Barn swallows (*Hirundo rustica*) in the spring-summer period, due to particular ecological and meteorological factors, that caused a great deal of impacts however with little or no consequences in terms of damage.

In the same time, the collisions with Gulls remained stable while those with Herons dropped.

As for the consequences of the strikes, the following table shows the main effects:

YEAR	DAMAGING IMPACTS	MULTIPLE IMPACTS	IMPACTS WITH INGESTION	IMPACTS WITH EFFECTS ON FLIGHT
2012	34	80	25	27
2013	21	54	21	18
2014	20	64	20	8 (*)

(*) *The BSCI believes that this low datum depends on poor reporting rather than to a real decrease.*

In the year 2011, the BSCI adopted a new criterion to measure the wildlife hazard at airports, based on more factors rather than the simple number of impacts and the aircraft movements: the Birdstrike Risk Index or BRI₂. In 2014, one only Italian airport was above the value of “acceptable risk” posed by BRI₂, (0.50) while 7 airports are over the index of 0,30.

AIRPORT	2014	2013	2012	2011
GENOA	1,14	1,84	0,44	0,53
LAMPEDUSA		0,56	0,45	
BERGAMO	0,39	0,44		
PESCARA		0,42		
VERONA	0,36	0,32		
CATANIA	0,37			
LAMEZIA	0,34			
RIMINI	0,36			
TRAPANI	0,41			

No average national datum of BRI₂ has been provided however; using the old criterion (number of impacts out of 10K movements) we observe that the Italian average datum (commercial aviation) is now 8,48, being 5,00 the “threshold of attention” established by ENAC in the past. This datum is constantly higher than the threshold since 2008.

In general, we notice that some airport operators still do not inspect with an acceptable frequency their airport areas. Some of these airports also present high BRI₂ values and this seems to confirm an inversely proportional relationship between the bird control activity on the ground and the risk index; we therefore believe that the IBSC standard regarding runway inspections should be adopted as a national regulation.

As for the scaring and harassment devices the report shows a prevalence of distress calls and blank cartridges firearms, but they are followed by a long list of heterogeneous devices from the simplest (car lights and sirens) to the most modern (LRAD).

We believe that the CAA should classify or even certificate in terms of effectiveness the scaring devices used by airports avoiding this sort of fragmentation.