

## 2014 – BIRD STRIKE COMMITTEE ITALY ANNUAL REPORT

Observations and comments (a brief summary in English)

The BSCI stated that the total number of wildlife strikes at the Italian airports increased from 1084 (2014) to 1288 (2015). However, the number of impacts occurred under 300 ft. decreased from 961 to 933. The presence of Common swifts (*Apus apus*) and Barn swallows (*Hirundo rustica*) in the spring-summer period, due to particular ecological and meteorological factors, decreased as well as the number of impacts, always with little or no consequences in terms of damage, like the year before.

In the same time, the collisions with Yellow-Legged Gulls (*Larus michaellis*) remained stable with the 9,26% of impacts while those with the Black-Headed Gulls (*Larus ridibundus*) are the 5,00%.

The impacts with Herons (1,92%) still represent a remarkable threat.

Feral pigeons represent the 4,26 % of the collisions.

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

YEAR	DAMAGING STRIKES	MULTIPLE STRIKES	IMPACTS WITH INGESTIONS	IMPACTS WITH EFFECTS ON THE FLIGHT (EOF)
2012	34	80	25	27
2013	21	54	21	18
2014	20	64	20	8
2015	37	92	18	30

Three out of four incident categories show an increase and the fourth almost equalizes the previous data. The high number of multiple impacts (reported worldwide) should lead to a new consideration of the weight of the bird used for establishing aircraft certification standards.

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 2015, no Italian airport was above the value of an “acceptable risk” posed by BRI2 (0.50) while only 3 airports are over the index of 0,30.

AIRPORT	2015	2014	2013
CUNEO	<0,5	0,28	0,30
TRAPANI	0,33	0,41	0,23
VENICE	0,33	0,18	0,27

No BRI2 country’s average datum is provided however; using the old criterion (number of impacts out of 10K movements) we observe that the Italian average datum (commercial aviation) is now 10,03 (8,48 in 2014), being 5,00 the “threshold of attention” established by ENAC in the past. This datum is constantly higher than the threshold since 2008.

Even though the number/movements index cannot be considered reliable like the more modern risk matrixes, however this datum remains meaningful.

In general, we notice that some airport operators reportedly do not inspect with an acceptable frequency their airport areas. Some of these airports also present higher BRI2 values and this seems to confirm a

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 in use, 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 possibly avoiding this sort of fragmentation.