

Meeting of the World Birdstrike Association – Warsaw 19/21 November 2018

About 160 experts from five continents attended the meeting. We presented a document entitled “Does the ATC have a role in the wildlife prevention” (http://www.birdstrike.it/birdstrike/file/images/file/201812_Pres.Varsavia_2018.pdf) that received several approvals and was also mentioned by the ICAO representative in his speech as one of the issues to be debated also at an international level. That was our ultimate goal, after all. We hope to have placed a small piece in the overall picture of regulation improvements on this delicate issue.



(Photo of the conference attendees)



(Mr. Valter Battistoni during his presentation)

Moreover, in one presentation our website birdstrike.it has been indicated as an authoritative source of information.

The meeting, unlike the past, has been structured in one day of plenary session, packed with presentations and documents, and in two days of parallel workshops on the following topics: Ecology (prediction, vegetation, nature vs. safety, mammal control), Technology (WHM practices, falconry, detection systems, removal methods), Data (data collection, data integration, risk information, risk assessment).

In short, the results of the workshops on the various topics were the following:

- ECOLOGY:
- - insist on monitoring practices including also influencing factors;
- - share information with other airports;

- - use data coming from different sources (e.g. birdlife.int);
- - define which information is needed;
- - avoid the standardization of airport habitats;
- - consider the practices of lethal control as the last resort when all the others have proved ineffective
- and only after special authorizations;
- - urge WBA to develop best practices for controlling mammals at airports;

- TECHNOLOGY
- - focus on prevention of different species;
- - request the support of States to make possible interventions around the airport;
- - identify the local competent authority around the airport;
- - evaluate and validate the different detection systems;
- - focus on the human element in the various removal systems;
- - provide a range of tools for operators including those of recent experimentation such as tied kites;
- - identify an airborne system as a research object in the near future;
- - intensify research on anti-addiction systems and share the results.

- DATA
- - the need to immediately pursue communications standards through AIP, NOTAM and ATIS;
- - in the risk assessment include information on the behavior of the birds, their presences etc ...

We should say in truth that some of the problems exposed have already been solved in Italy. For example, the intervention of the National Authority in the airport surrounding areas for safety purposes is a law (Article 711 of the Nav. Code), as well as the formula for the airport risk assessment (Bird Risk Indicator) is provided by ENAC in a circular, both things that places the Country objectively at the forefront in the world.

On the last day, three new Board members were nominated, who will lead the association in the future. The chosen method (approval of a predefined list instead of voting on individual candidates) has however given rise to several regrettable controversies and recriminations.

No objection, of course, on the names, but the method appeared frankly inadequate, undemocratic and such as to overshadow the contents of the conference that were instead very high.

Now it is up to the new Board to demonstrate with facts on one hand the maintenance of the association high scientific level, on the other to make a real change of methods starting from internal democracy.