

Workshop on birdstrike identification, reporting and other documentation

Birdstrike report forms

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Aviation Accident or Incident Notification	Wildlife strike: Was a bird or animal involved Vacable Concil Medium Lance Species
Australian Government	NO. 01 DITOS SITIAN MEDICAN Large
▼Indicates information required for a wildlife strike. Role of reporter in Australian Transport Safety Bureau	No. of animals Species
Personal particulars of reporter: relation to the aircraft: Your name Todays date Crew Air Traffic Controller CASA	Please fully describe the accident or incident:
Owner Rescue/fire service Aerodrome operator	All relevant documentation should be forwarded to ATSB. Include your suggestions as to how this type of occurrence could be prevented.
Contact address Departor LAME Offser	
State Code	
Telephone Facsimile Email	
Crew and operator particulars: Name of pilot in command Nationality Type of licence held Licence number/ARN Telephone	
Name of prior in Communia and Amboritants (1992) in Control in the Community (1992) in Control in the Cont	
Name of pilot flying at the time of occurrence Nationality Type of licence held Licence number/ARN Telephone	
Name of additional crew (if applicable) Nationality Crew position Telephone	Please et
Aircraft registration Flight number Aircraft manufacturer and model	Factors contributing to the occurrence: No [e.g. instrument, landing gear, fire waming)
Name of aircraft owner Aircraft operator (e.g., AOC holder/flying school) If under hire name of aircraft renter/hirer	Did this occurrence involve a false indication Yes
Name of aircraft owner Aircraft operator (e.g. AOC holder/flying school) If under hire name of aircraft renter/hirer	Do you think that maintenance of the aircraft was a factor Yes No
Operator's telephone Facsimile Email	Did as signed assessment 6:11 No
	165 No.
Accident/incident details:	Do you think aircraft design was a factor in this occurence Yes
Date of occurrence Local time Location e.g. name of airport or 27 NM west of Bowral, NSW (include latitude & longitude if possible)	Are there any human performance issues or deficiencies in the aviation system that may have contributed to this occurence?
	No 🚞
Last departure point Departure time First point of intended landing Actual point of landing (if different)	Yes Distracting events/interruptions Environment (noise, visibility) Equipment design
	Interpersonal problems at work Knowledge or experience Medical/physiological facto High workload Pre-occupation Training
Number of persons on board: If known, names and nationalities of all serious injuries and fatalities, please enclose additional page/s as necessary.	Other
Total crew on board No. with no injuries No. of minor injuries No. of serious injuries No. of fatalities Nationality Name/s	
Total passengers No. with no injuries No. of minor injuries No. of serious injuries No. of fatalities Nationality Name/s	Results of operator's technical and/or operational investigation at time of submitting report or Chief Pilot /CFI comments where applicable
No. of minor injuries No. of serious injuries No. of fatalities Nationality Name/s	Please en
Persons injured on the ground:	Action carried out by operator to prevent recurrence
Aircraft damage: Destroyed Substantial Minor Nil	Notice cannot due by operator to proven recommende
Effect on flight: None Rejected takeoff Precautionary landing Engine/s shut down Other	
Weather conditions:	For accidents only:
Wind (speed, direction and gusts) Visibility Precipitation Cloud (type, amount and base) Temperature	For accidents (occurrences involving fatalities or serious injuries to any person in the aircraft or on the ground
	substantial damage or destroyed aircraft) only, please include the following information:
Other information relevant to the event:	Additional pilot in command details:
Flight rules; Flight conditions: Light conditions:	Date of birth: Total flying hours Total hours last 90 days Hours on type Hours on type last
VFR IFR VMC IMC Daylight Night Dawn Dusk	
Approach Landing Taking Takeoff Climb En-route Manoeuvring Descent Approach Landing Other	ELT information:
Airspace designation Height/altitude of occurrence Runway number	ELT manufacturer and model Fixed Port
AGL/MISL AGL/MISL	
Type of operation:	Manual activation Did not activate (why?)
Flying training – solo Flying training – dual Military Sports aviation Gliding Air transport – passenger	ELT location Cockpit Cabin Rear/tail Other
"Charter "Private "Agricultural "Aerial work "Other Air transport – cargo	
*Purpose of flight	When complete, post to: ATSB Notifications Reply Paid 967, PO Box 967, Civic Square, ACT 2608. No pos

The current ATSB report form. Non-birdstrike specific and hard to use.

Aviation Bird & Animal Strike Notification

Submit by Post: Reply Paid 967, PO Box 967, Civic Square ACT 2608 (No postage stamp required) or Facsimile: (02) 6274 643

This report is submitted by:	Bird or Animal details:
Airline Pilot ATC Aerodrome Engineer Other	Bird or Animal species (e.g. Seagull, Kangaroo):
Aircraft operator name:	
	<u> </u>
Contact name:	Number of Birds / Animals:
	Seen Struck
F Contact telephone / mobile:	2-10
Contact telephone / moune.	11–100
	More than 100 Estimated number
Contact email:	Size of Bird/s / Animal/s;
	Small Medium Large
	Bird activity:
Aircraft make: Aircraft model:	Low Normal High
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Facing and the second s	Environment details: e.g. bird / animal control method used.
Engine make: Engine model:	
Aircraft registration:	
Date of strike: Time of strike: Dawn	
Day Month Yoar Day	
Aerodrome name:	
-,	Remarks: describe alreraft damage, passenger injuries and other pertinent information
Departure aerodrome: Arrival aerodrome:	
All and any source.	
Runway used: Position on runway:	
Runway used: Position on runway:	
Flight details:	Direct cost information:
Pilot warned of birds/ animals: Yes No	Aircraft time out of service due to strike: hrs
Phase of flight: / ☐ Taxl ☐ Take-off run ☐ Climb ☐ En-route	February and and a supplementary and a supplem
/ ☐ Taxl ☐ Take-off run ☐ Climb ☐ En-route ☐ Desent ☐ Approach ☐ Landing roll ☐ Parked	Estimated cost of repairs or replacement: AUDS
	Indirect cost information:
Effect on flight:	Estimated other costs: AUD\$ e.g. loss of revenue, fuel, hotels
None Aborted take-off Precaulionary landing Engine shut down Other Specify	
	Special information on engine damage strikes: Engine position number:
Weather details:	Engine position number: 1 2 3 4
Sky conditions:	Uncontained failure
No cloud Some cloud Qvercast	Fire
Precipitation:	Shutdown – vibration
None Fog Rain Snow	Shuldown – temperature 🗀 🔲 🛄
	Shuldown – fire warning
Aircraft details:	Shutdown – other
Part(s) of aircraft hit by bird/animal:	Shutdown unkown
Struck Damaged Struck Damaged	Estimated percentage of thrust loss*
Radome Engine No. 1	*These may be difficult to determine but even estimates are useful.
Windshield Engine No. 2 Nose (excluding above) Engine No. 3 S	Estimated number of birds ingested
Propeller Engine No. 4 Engine N	
Wing / Rotor Fuselage	Reported by: Position:
Landing Gear Tail	
Lights 🗆 💮	Company name: Date:

Previous ATSB report form following consultation with the Australian Aviation Wildlife Hazard Group and the AAA.

The form is birdstrike-specific, one page and easy to use.

Airlines, airports, ATC can all use the same form and fill in those details relevant to them.

Birdstrike Report Sydney Airport on Wednesday, 30 April 2008

<u>Date</u>	Aircraft type	<u>Model</u>	Aircraft rego	<u>Operator</u>	Time notified by Twr	Time of	
Runway direction in	n Use	Strike location	Flight Phase	Wind direction	n Wind speed	cloud base (ft)	
Cloud amount	<u>Fog</u>	<u>Rain</u>	General Wx desription	Cloudy Cle	eather in Preceding 24 Hour ar Rain Storm Windy	<u>period</u> / Calm Hot	
Bird size	Spe	ecies	Number	Mild	Cool Cold Other	r - Specify	
Carcasses	Bird Activity		Bird control method	Source of Bird control		<u>effect</u>	
Airfield Response/ Additional explanation Pilot reported possible bird strike on landing roll. Confirmed conducted Rwy inspection. Nothing sighted. Rwy declared serviceable.							
Reported by			<u>Designation</u>			Record number 416	

Other Birdstrike form formats are accepted by the ATSB. This is a version that Sydney Airport provides. It is generated electronically and emailed directly from the corporate database and is provided to the interested parties by email.

All birdstrikes are recorded electronically by the Airport Operations team with a hard copy filed by the Airfield Manager. All bird strikes reports are correlated with Airline, ATC and ATSB reports.

Suggestions

- Put the birdstrike-specific form back on the ATSB website. Current 'one-form-fits-all- incidents' doesn't work.
- Provide option to submit the form electronically (no need for manual data entry by ATSB)
- Ensure <u>all</u> forms received for each strike are taken into account so that the most complete/ accurate picture of each strike is assured (electronic submission will make this easier for the ATSB)