

Recommended Practices Phraseology

The Recommended Practices - Phraseology originated from the need to accurately and concisely describe wildlife activity that may have an impact on flight safety. I believe that it can be divided into two sections. The first section is the word or abbreviation section as per the Townsville airport definitions and the second, a standardised method and description for pilots, air traffic controllers and airport ground staff to describe wildlife type, size, position and movement on and around the aerodrome.

Background

Pilots are required to use standard phraseology when describing wind shear. This enables other pilots and ATS to make informed decisions during critical phases of flight I.E. take-off and Landing. As wildlife affects aircraft in the same phases of flight I believe a similar format would have a number of benefits.

Aeronautical Information Publication GEN 3.5 6.3

Wind Shear – Pilot Reporting

Wind shear encountered by aircraft must be reported by pilots to ATS as aircraft following may not have the performance required to recover from the same wind shear encounter. The wind shear may also be increasing in intensity, making flights through the wind shear more dangerous for following traffic.

Due to cockpit workload, reports may be initially reported as wind shear escape and a full report provided when workload allows.

The full report should include

- A. An assessment of the intensity as follows:**
 - 1. Light – shear causing minor excursions from flight path and/or speed**
 - 2. Moderate – shear causing significant effect on control of the aircraft**
 - 3. Strong – shear causing difficulty in keeping the aircraft to desired flight path and/or airspeed; or**
 - 4. Severe - shear causing hazardous effects to aircraft controllability; and**
- B. A factual plain language report regarding airspeed/ground speed changes (gain or loss) or undershoot/overshoot effects; and**
- C. The altitude or altitude band at which the adverse effect was experienced; and**
- D. Where practicable, other relevant information such as the significant changes in wind direction and/or speed may be included**

At non-controlled aerodromes, the report should also be broadcast to all aircraft on the CTAF and should include the name of the aerodrome. The responsibility to continue an approach to land or take off, following notification of low level wind shear rests with the pilot in command.

From this excerpt it can be seen that a clear picture of a wind shear encounter is built when standard phraseology is used. I envisage that pilots, ATS and ARO/airport wildlife officers would be able to use similar phraseology to inform other personnel of any emerging or imminent threat. Where possible I have used the same format as the Wind Shear Report. There are a number of differences because of the nature of the hazards involved. When describing likelihood I have drawn from risk management matrix descriptors, so these terms should be familiar, if not intuitive to the personnel involved. I have also used simple English terms for persons with English as a second language.

When describing wildlife numbers the intention was for a person who is untrained in bird types, weights and number counting etc. to see a single bird or flock and make an assessment of size, not by counts but by how difficult the bird or flock are to see (which relates to size indirectly). That assessment is then passed to other parties so they can make their own judgement as to how the wildlife will affect their operation.

The intention was not to include estimated numbers and size of birds as this would require training in bird species and counting techniques. This would be impractical as it would involve worldwide training of all pilots, ATC and ground personnel. Considering the fact that the intention of the wildlife report is to inform parties, in particular aircrew of a potential danger and let them make an informed decision.

Terminology to broadcast a wildlife report

'Wildlife advice in the vicinity of an aerodrome is to be provided to inform Pilots, ATS and Airport Operators of the presence of wildlife which may have an adverse effect on flight safety and airport operations.

Due to cockpit workload, reports by pilots may be reported as "bird strike" and a full report may be given when workload allows

The full report should include:

1. *An assessment of the likelihood of bird/wildlife strike threat as follows:*
 - *Possible – The threat may be in the vicinity and the risk is low*
 - *Likely – The threat should be in the vicinity and the risk is high*
 - *Almost certain – The threat will be in the vicinity and the risk is extreme*
2. *Specific phase of flight or position in the circuit to a specific runway*
 - *Position on the runway*
 - *Upwind runway*
 - *Downwind runway*

- *Base runway*
- *Finals runway*

Note: If the Wildlife Report is for general information only, then part 1 & 2 of the report may be omitted.

3. *An assessment of the number of birds or animals as follows:*
 - *Singular*
 - *Small sized flock (bird) or number of animals (difficult to see when known location given)*
 - *Medium sized flock (bird) or number of animals (easily seen when known location given)*
 - *Large sized flock (bird) or number of animals (easily seen without location given)*
4. *As assessment of the type (if a commonly known type) or size of the bird or animal if unknown or not popular as follows:*
 - *Common type Pigeon, sparrow, eagle, hawk, seagull, ibis, emu, kangaroo etc.*
 - *Small birds or animals (damage to aircraft unlikely)*
 - *Medium sized birds or animals (damage to aircraft likely)*
 - *Large birds or animals (damage highly likely)*
5. *Position of the wildlife*
 - *Relative to the active runway (either on approach or take-off)*
 - *Relative to the aerodrome expressed as a cardinal point and distance*
 - *Relative to a known place on the aerodrome (at an intersection, threshold, taxiway)*
6. *Approximate height above ground level and if climbing or descending*
 - *On the ground*
 - *Height in feet*
7. *Direction of travel*
 - *Left to right as seen by the aircraft*
 - *Cardinal point - direction from and going to*
 - *Stationary (on the ground) or circling (in the air)*
8. *Any other relevant information that may assist in the location of the wildlife threat.*
9. *At non-controlled aerodromes, the report should also be broadcast to all aircraft on the CTAF and should include the name of the aerodrome. The responsibility to continue an approach to land or take off, following notification of wildlife report, lies with the pilot in command.*

Examples of broadcast

1. *Wildlife hazard, possible strike threat on approach to runway 01, a large flock of small birds, 2 miles to the south of the field travelling in a northerly direction at 1,500 feet.*

2. *Wildlife hazard, likely strike threat on take-off runway 14, medium sized flock circling at 200ft*
3. *Wildlife hazard, almost certain strike threat on landing runway 19. A large flock of white Ibis, 3 miles on approach to runway 19 at one thousand, level and circling.*
4. *Wildlife hazard, small number of large pigs, at intersection of rwy 19 and taxiway A4 on the ground and stationary. They have not moved for 10 minutes*



RECOMMENDED PRACTICE

Phraseology

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Disclaimer: *This Recommended Practice has been developed by the Australian Aviation Wildlife Hazard Group.*

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1. Outline

- 1.1 This Recommended Practice (RP) aims to provide the aviation industry and supporting authorities with information on standard phraseology that is to be used to concisely and accurately describe wildlife type, size, position and movement on and around an aerodrome.
- 1.2 This document has been developed through the Australian Aviation Wildlife Hazard Group (**AAWHG**). It has drawn upon information available from the AAWHG membership, local industry representatives and also from international sources.
- 1.3 The practices outlined in this document should be considered by industry representatives when air crew, ground staff, air traffic controllers wish to advise other aerodrome users that a wildlife hazard exists.
- 1.4 It is recommended that this document be read in conjunction with:
 - Training and competency: flight crew
 - Wildlife identification
 - Terminology and abbreviations
- 1.5 This document will be subject to regular review through the Australian Aviation Wildlife Hazard Group. Should you wish to provide comment or would like to contribute to the content of this document, please contact the group at its email address: info@aawhg.com.

2. Wildlife hazard – Air crew, ATC, ARO standard broadcast

The use of wildlife hazard standard phraseology in advising flight crew who are approaching or departing an aerodrome, will assist them to make informed decisions in regard to the safe operation of their aircraft. This advice will be provided by other Pilots, ATIS and Airport Operations as to the presence of wildlife which may have an adverse effect on flight safety and airport operations.

The full report should include:

1. An assessment of the likelihood of bird/wildlife strike threat as follows:
 - Possible – The threat is in the vicinity and the risk is low
 - Likely – The threat is in the vicinity and the risk is high
 - Almost certain – The threat will be in the vicinity and the risk is extreme
2. Phase of flight or position in the circuit to a specific runway
 - Position on the runway
 - Upwind runway
 - Downwind runway
 - Base runway
 - Finals runway

Note: *If the Wildlife Report is for general information only, then part 1 & 2 of the report may be omitted.*

3. An assessment of the number of birds or animals as follows:
 - Singular
 - Small sized flock (bird) or number of animals (difficult to see when known location given)
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4. As assessment of the type (if a commonly known type) or size of the bird or animal if unknown or not popular as follows:
 - Common type Pigeon, sparrow, eagle, hawk, seagull, ibis emu, kangaroo etc.
 - Small birds or animals (damage to aircraft unlikely)
 - Medium sized birds or animals (damage to aircraft likely)
 - Large birds or animals (damage highly likely)
5. Position of the wildlife:
 - Relative to the runway (either on approach or take-off)
 - Relate to the aerodrome expressed as a cardinal point and distance
 - Relate to a known place on the aerodrome (at an intersection, threshold, taxiway)
6. Approximate height above ground level and if climbing or descending:
 - On the ground
 - Height in feet

7. Direction of travel:
 - Left to right as seen by the aircraft
 - Cardinal point - direction from and going to
 - Stationary (on the ground) or circling (in the air)
8. Any other relevant information that may assist in the location of the wildlife threat
9. At non-controlled aerodromes, the report should also be broadcast to all aircraft on the CTAF and should include the name of the aerodrome. The responsibility to continue an approach to land or take off, following notification of hazard rests with the pilot-in-command.

Examples of broadcast

1. Wildlife hazard, possible strike threat on approach to runway 01, a large flock of small birds, 2 miles to the south of the field travelling in a northerly direction at 1,500 ft.
2. Wildlife hazard, likely strike threat on take-off runway 14, medium sized flock circling at 200ft.
3. Wildlife hazard, almost certain strike threat runway 19. A large flock of white Ibis, 3 miles on final to runway 19 at one thousand, level and circling.
4. Wildlife hazard, small number of large pigs, at the intersection of runway 19 and taxiway A4 and stationary.

Note: *If due to cockpit workload, pilots are unable to give a full report, they may alert other users using the phrase “bird strike” or “wildlife strike” and a full report may be given when workload permits.*