


**ETHIOPIAN CIVIL AVIATION  
AUTHORITY  
AERODROME SAFETY AND STANDARDS  
DIRECTORATE**

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**Wildlife and Bird Strike Reporting Procedure**

11/01/2013

	<b>ETHIOPIAN CIVIL AVIATION AUTHORITY</b> <b>AERODROME SAFETY AND STANDARDS</b> <b>DIRECTORATE</b>	<b>REF.ECAA-AC-AGA012</b>
	<b>WILDLIFE/BIRD STRIKE REPORTING PROCEDURE</b>	<b>Rev. 0</b> <b>Date: October , 2013</b>

## PREAMBLE

**WHEREAS**, it is desirable to consolidate and modernize the aviation Advisory circulars to bring them to international standards.

**WHEREAS**, it is important to set the Advisory Circular as to how the regulatory, administrative, technical and supervisory activities of the Authority shall be performed in the one side and setting the duties, obligations and standards that shall be respected by operators and aviation personnel.

**WHEREAS**, it is necessary, to provide detailed Advisory Circular for the administration of license, certification, investigation and enforcement of aviation laws.

**NOW THEREFOR**, The Authority under its power given by Article 92/2 of the Civil Aviation Proclamation No. 616/2008 issued the following Advisory Circular.

1. **SHORT TITLE**

This Advisory Circular may be cited as “Advisory Circular on wildlife/bird strike reporting procedure No. ECAA-AC-AGA012”

2. **REPEAL AND INAPPLICABLE LAWS**


No law, directive, order or practice shall, in so far as it is inconsistent with this Advisory Circular, be applicable with respect to matters provided for by this Advisory Circular.

3. **EFFECTIVE DATE**

This Advisory Circular shall come into force as of October / 2013.

**Done at Addis Ababa, October, 2013**



  
**Wosanyeteh Hunegnaw (Col.)**  
**Director General**

## **AMENDMENTS**



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**Ethiopian Civil Aviation Authority**

# **Advisory Circular ECAA-AC-AGA012**

**NOVEMBER, 2013**

## **1. Purpose.**

This Advisory Circular (AC) explains the importance of reporting collisions between aircraft and wildlife, more commonly referred to as wildlife strikes.

## **2. Applicability.**

The ECAA provides the standards and practices in this AC as guidance for all public-use airports, aviation industry personnel (i.e. Air Traffic Controller, Pilots and Airline Personnel, and Airport Operator), and others who possess strike information. The ECAA strongly recommends that the above Aviation representatives and others possessing strike information participate in reporting.

## **3. Background.**

ICAO State letter AN 4/9.1-79/179, dated **23 November** 1979, requested Contracting States to report all bird strikes to aircraft. For this purpose, a Bird Strike Reporting Form was developed (see Sample Form 1).

The ICAO Bird Strike Reporting Form (*ref appendix one*) is normally completed by the pilot following an aircraft collision with a bird; however, reports may be completed by airport ground staff, air traffic controllers or aircraft maintenance staff. The Supplementary Bird Strike Reporting Form is expected to be completed by the operator involved.

The reports are normally sent to the appropriate authority in each State, after which State officials forward the reports to ICAO. Reports completed by aircraft operators are normally sent to the State of the operator for onward transmission to ICAO and the State of occurrence. Reports completed by airport ground staff, air traffic controllers are normally transmitted to the State of occurrence.

It is essential that the State of occurrence be advised as soon as possible so as to ensure that the appropriate airport authorities are aware of the bird strike and can take appropriate action. Postal addresses for States' civil aviation authorities can be found in ICAO's *Designators for Aircraft Operating Agencies, Aeronautical Authorities and Services* (Doc 8585).

#### **4. Types of Animals to Report if Involved in a Strike with Aircraft.**

- a.** All birds.
- b.** All bats.
- c.** All terrestrial mammals
- d.** All Reptiles

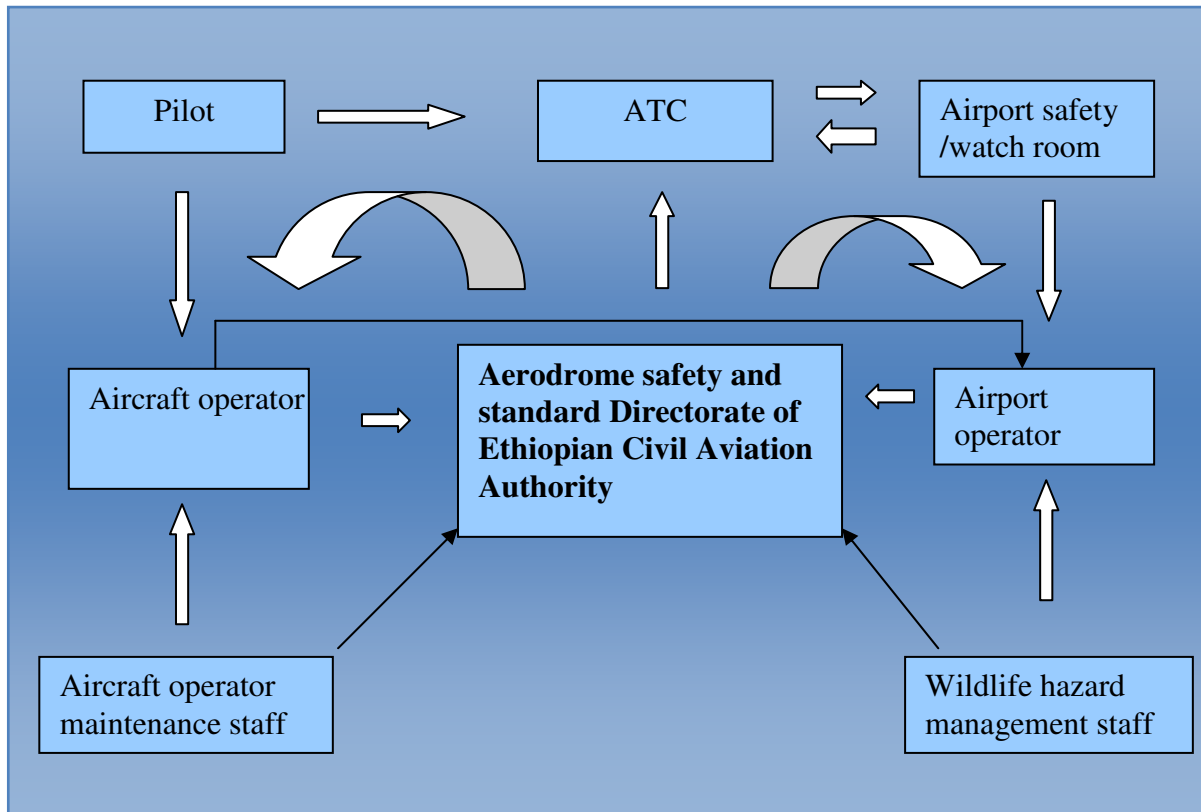
#### **5. When to Report a Wildlife Aircraft Strike.**

A wildlife strike has occurred when:

- a.** A strike between wildlife and aircraft has been witnessed.
- b.** Evidence or damage from a strike has been identified on an aircraft.
- c.** Bird or other wildlife remains, whether in whole or in part, are found:

# 1. Procedure for reporting bird strike in Ethiopia

All aviation stakeholders may provide either some or all of the information necessary to complete a wildlife-strike report; in fact the truth of an individual wildlife strike may only become clear once the contributions—no matter how small—of various witnesses have been gathered. The greater the amount of information gathered, the more precise the data analysis will be, enabling airport wildlife-management personnel to optimize strike-reduction strategies.



**Figure 1** Schematic Illustrating Bird/Wildlife Reporting Functions in Ethiopia

- Pilots:** should report any strikes to ATC as soon as bird strike encountered and then complete strike reports for submission to ECAA.
- ATC:** may learn of a strike by radio reports from pilots or airport wildlife-management personnel. In the event of any operational impact, ATC must log bird strike occurrence on their daily log.
- Aircraft maintenance personnel:** occasionally discover wildlife strike damage that may not have been previously detected so they should report bird strike to aircraft operator.
- Aircraft operator:** should submit strike-report which is confirmed by ATC directly to ECAA and copy to airport operator.
- Airport maintenance and safety personnel:** may discover dead birds or mammals during regular inspections of runways and taxiways. Unless another cause of death is



evident, it is assumed that aircraft struck the animals. This strike information should be reported to the airport operator or directly to ECAA.

- f) **Wildlife-management personnel:** may find dead birds on or near runways while conducting day-to-day operations. These experts also identify struck wildlife species to supplement reports from other sources. This strike information should be reported to ATC personnel, the airport operator or directly to ECAA.
- g) **Airport operators:** should collate all airport strike data for submission to ECAA and for further action.
- h) **Ethiopian civil aviation authority:** should analyze, give feedback to the concerned body and submit strike reports to ICAO.

Ethiopian Civil Aviation Authority



BIRD STRIKE REPORTING FORM

Send to:

Operator .....	01/02	Effect on Flight	none	<input type="checkbox"/> 32
Aircraft Make/Model .....	03/04		aborted take-off	<input type="checkbox"/> 33
Engine Make/Model .....	05/06		precautionary landing	<input type="checkbox"/> 34
Aircraft Registration .....	07		engines shut down	<input type="checkbox"/> 35
Date day .... month .... year ....	08	Sky Condition 37	other (specify)	<input type="checkbox"/> 36
Local time .....	09		no cloud	<input type="checkbox"/> A
dawn <input type="checkbox"/> A day <input type="checkbox"/> B dusk <input type="checkbox"/> C night <input type="checkbox"/> D ....	10		some cloud	<input type="checkbox"/> B
Aerodrome Name .....	11/12	Precipitation	overcast	<input type="checkbox"/> C
Runway Used .....	13		fog	<input type="checkbox"/> 38
Location if En Route .....	14		rain	<input type="checkbox"/> 39
Height AGL .....	15	Bird Species* .....	snow	<input type="checkbox"/> 40
Speed (IAS) .....	16	Number of Birds		
Phase of Flight 17		Seen42		Struck43
parked <input type="checkbox"/> A en route <input type="checkbox"/> E		1	<input type="checkbox"/> A	<input type="checkbox"/> A
taxi <input type="checkbox"/> B descent <input type="checkbox"/> F		2-10	<input type="checkbox"/> B	<input type="checkbox"/> B
take-off run <input type="checkbox"/> C approach <input type="checkbox"/> G		11-100	<input type="checkbox"/> C	<input type="checkbox"/> C
climb <input type="checkbox"/> D landing roll <input type="checkbox"/> H		more	<input type="checkbox"/> D	<input type="checkbox"/> D
Part(s) of Aircraft		Size of Bird44		
	Struck	Damaged	small	<input type="checkbox"/> S
radome	<input type="checkbox"/> 18	<input type="checkbox"/>	medium	<input type="checkbox"/> M
windshield	<input type="checkbox"/> 19	<input type="checkbox"/>	large	<input type="checkbox"/> L
nose (excluding above)	<input type="checkbox"/> 20	<input type="checkbox"/>		
engine no. 1	<input type="checkbox"/> 21	<input type="checkbox"/>		
2	<input type="checkbox"/> 22	<input type="checkbox"/>		
3	<input type="checkbox"/> 23	<input type="checkbox"/>		
4	<input type="checkbox"/> 24	<input type="checkbox"/>		
propeller	<input type="checkbox"/> 25	<input type="checkbox"/>		
wing/rotor	<input type="checkbox"/> 26	<input type="checkbox"/>		
fuselage	<input type="checkbox"/> 27	<input type="checkbox"/>		
landing gear	<input type="checkbox"/> 28	<input type="checkbox"/>		
tail	<input type="checkbox"/> 29	<input type="checkbox"/>		
lights	<input type="checkbox"/> 30	<input type="checkbox"/>		
other (specify)	<input type="checkbox"/> 31	<input type="checkbox"/>		
			Pilot Warned of Birds45	
			yes <input type="checkbox"/> Y	no <input type="checkbox"/> X
			Remarks (describe damage, injuries and other pertinent information) 46/47	
			.....	
			.....	
			.....	
			.....	

Reported by ..... (Optional) \*Send all bird remains including feather fragments to:

THIS INFORMATION IS REQUIRED FOR AVIATION SAFETY

Sample Form 1



**SUPPLEMENTARY BIRD STRIKE REPORTING FORM  
OPERATOR COSTS AND ENGINE DAMAGE INFORMATION**

**A. BASIC DATA**

Operator ..... 01/02  
 Aircraft Make/Model ..... 03/04  
 Engine Make/Model ..... 05/06  
 Aircraft Registration ..... 07  
 Date of strike                    *day* ..... *month* ..... *year* ..... 08  
 Aerodrome/Location if known ..... 11/12/14

**B. COST INFORMATION**

Aircraft time out of service ..... *hours* 52  
 Estimated cost of repairs or replacement    *U.S.\$ (in thousands)* ..... 53  
 Estimated other costs  
 (e.g. loss of revenue, fuel, hotels)            *U.S.\$ (in thousands)* ..... 54

**C. SPECIAL INFORMATION ON ENGINE DAMAGE STRIKES**

Engine position number	1	2	3	4
Reason for failure/shutdown	55	56	57	58
<i>uncontained failure</i> <input type="checkbox"/> A	<input type="checkbox"/> A	<input type="checkbox"/> A	<input type="checkbox"/> A	<input type="checkbox"/> A
<i>fire</i> <input type="checkbox"/> B	<input type="checkbox"/> B	<input type="checkbox"/> B	<input type="checkbox"/> B	<input type="checkbox"/> B
<i>shutdown — vibration</i> <input type="checkbox"/> C	<input type="checkbox"/> C	<input type="checkbox"/> C	<input type="checkbox"/> C	<input type="checkbox"/> C
<i>shutdown — temperature</i> <input type="checkbox"/> D	<input type="checkbox"/> D	<input type="checkbox"/> D	<input type="checkbox"/> D	<input type="checkbox"/> D
<i>shutdown — fire warning</i> <input type="checkbox"/> E	<input type="checkbox"/> E	<input type="checkbox"/> E	<input type="checkbox"/> E	<input type="checkbox"/> E
<i>shutdown — other (specify)</i> <input type="checkbox"/> Y	<input type="checkbox"/> Y	<input type="checkbox"/> Y	<input type="checkbox"/> Y	<input type="checkbox"/> Y
.....				
<i>shutdown — unknown</i> <input type="checkbox"/> Z	<input type="checkbox"/> Z	<input type="checkbox"/> Z	<input type="checkbox"/> Z	<input type="checkbox"/> Z
Estimated percentage of thrust loss*	___59	___60	___61	___62
Estimated number of birds ingested	___63	___64	___65	___66
Bird species .....				41

\* These may be difficult to determine but even estimates are useful.

Send all bird remains including feather fragments to:

Reported by .....

Sample Form 2