

<http://www.tc.gc.ca/eng/civilaviation/standards/airnav-standards-wildlifecontrol-birdavoidance-92>

Appendix C — Bird- and Mammal-strike Reporting Procedures

Aerodromes and Air Navigation

Standards Branch
Aerodromes and Air Navigation
Standards
Wildlife Control
TP 13549
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Introduction

The geographic location of bird and mammal strikes determines how and where reporting procedures should be followed. As this book concerns primarily North American jurisdictions, this Appendix concerns Canadian and American bird- and mammal-strike reporting procedures.

Recognizing that aviation is a worldwide activity, we have suggested a general procedure for reporting international bird and mammal strikes. In the event of a strike, however, aircraft operators and pilots should contact the governing aviation regulatory body to determine proper reporting procedures.

[Figure C.1](#) illustrates the process for reporting bird and mammal strikes in Canada and the United States, both at home and abroad.

Who should report a bird or wildlife strike?

Since effective wildlife-strike measures result from the analysis of available strike data, it is an imperative that all bird- and mammal-strike events are reported by:

- airport managers,
 - wildlife-management personnel,
 - airfield workers,
 - airport wildlife-management committees,
 - air-traffic service providers,
 - pilots,
 - aircraft-maintenance personnel,
 - aircraft operators,
 - flight-safety personnel, and
 - any other person who finds evidence of a bird or wildlife strike.
- appendixc1.jpg ↪ **Figure C.1** — Wildlife Strike Reporting Process

Reporting authorities

Wildlife-strike reporting forms are available from and should be forwarded to the following organizations:

[Canada](#)

Wildlife Control Specialist Transport Canada Aerodromes and Air Navigation Branch
Street Place de Ville, Tower C, 7th floor Ottawa, Ontario K1A 0N8

Tel: (613) 990-3739 **Fax:** (613) 990-0508

Toll-free Bird/Wildlife Strike Reporting line: 1-888-282-BIRD (In Canada or
WildlifeControl-ControledeLafaune@tc.gc.ca **Internet home page:**
<http://www.tc.gc.ca/eng/civilaviation/standards/aerodromeairnav-standards-wildlife-931.htm>

United States

FAA Office of Airports 800 Independence Avenue SW Room 600E Washington, DC 20515

Tel: (202) 267-3389 **Fax:** (202) 267-5383

Email: ed.cleary@faa.gov **Internet home page:** <http://www.tc.gc.ca/eng/civilaviation/standards/aerodromeairnav-standards-wildlife-menu-931.htm>

appendixc2.jpg ↖

appendixc3.jpg ↖ **Transport Canada Bird/Wildlife Strike Report Form.**

appendixc4.jpg ↖ **U.S. Department of Transportation Bird/Wildlife Strike Report Form.**

Directions for FAA Form 5200-7 — Bird/Other Wildlife Strike Report

1. Name of Operator — This can be an airline (abbreviations okay — UAL, AAL, Delta, etc.), government agency (Police Dept., FAA) or if a private pilot, his or her name.
2. Aircraft Make/Model — Abbreviations are okay, but try to include the model (e.g., Cessna 441).
3. Engine Make/Model — Abbreviations are allowed (e.g., PW 4060, GECT7, LYC 480).
4. Aircraft Registration — This means the N# (for USA registered aircraft).
5. Date of Incident — Give the local date, not the ZULU or GMT date.
6. Local Time of Incident — Check the appropriate light conditions and fill in the time and check AM or PM or use the 24 clock and skip AM/PM.
7. Airport Name — Use the airport name or 3 letter code if a US airport. If a foreign airport, use the 3 letter code and location (city/country).
8. Runway used — Self explanatory.
9. Location if En Route — Put the name of the nearest city and state.
10. Height AGL — Put the feet above ground level at the time of the strike (if you know).

- and indicate this). For take-off run and landing roll, it must be 0.
11. Speed (IAS) — Speed at which the aircraft was traveling when the strike occurred.
 12. Phase of Flight — Phase of flight during which the strike occurred. Take-off run and landing roll both be 0 AGL.
 13. Part(s) of Aircraft Struck or Damaged — Check which parts were struck and which were damaged but not struck, indicate this with a check on the damaged column and in the comments (#21) why this happened (e.g., the landing gear might be damaged because the aircraft to flip over and damage parts not struck by deer).
 14. Effect on Flight — You can check more than one and if you check “Other”, please provide a description (#21).
 15. Sky Condition — Check the one that applies.
 16. Precipitation — You may check more than one.
 17. Bird/Other Wildlife Species — Try to be accurate. If you don’t know, put unknown and provide a description. Collect feathers or remains for identification for damaging strikes.
 18. Number of birds seen and/or struck — Check the box in the Seen column with a checkmark if you saw the birds/other wildlife before the strike and check the box in the Struck column if many were hit. The exact number, can be written next to the box.
 19. Size of Bird(s) — Check what you think is the correct size (e.g. sparrow = small, crow = medium, geese = large).
 20. Pilot Warned of Birds — Check the correct box (even if it was an ATIS warning).
 21. Remarks — Be as specific as you can. Include information about the extent of damage and anything you think would be helpful to know. (e.g., number of birds ingested).
 22. Aircraft time out of service — Record how many hours the aircraft was out of service.
 23. Estimated cost of repairs or replacement — This may not be known immediately, but if you can estimate, please do so. If not, please indicate when you will be sent at a later date or put down a contact name and number for this data.
 24. Estimated other cost — Include loss of revenue, fuel, hotels, etc. (see directions for more information).
 25. Reported by — Although this is optional, it is helpful if questions arise about the report. Please provide a name and contact information (a phone number could also be included).
 26. Title — This can be Pilot, Tower, Airport Operations, Airline Operations, Flight Attendant, etc.
 27. Date — Date the form was filled out.

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