



# ADVISORY CIRCULAR

**CAA-AC-AGA609**

**December 2022**

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## REPORTING WILDLIFE AIRCRAFT STRIKES

### 1. Purpose:

This Advisory Circular (AC) explains the importance of reporting collisions between aircraft and wildlife, more commonly referred to as wildlife strikes. It also examines how to report a wildlife strike and what happens to the wildlife strike report data.

### 2. Background:

The UCAA has long recognized the threat to aviation safety posed by wildlife strikes. Worldwide, wildlife strikes cost civil aviation an estimated \$1.2 billion annually.

The UCAA has initiated several programs to address this important safety issue, including the collection, analysis, and dissemination of wildlife strike data. The UCAA actively encourages the voluntary reporting of wildlife strikes.

### 3. How to Report a Wildlife Aircraft strike:

A wildlife strike has occurred when:

- a. A pilot reports striking 1 or more birds or other wildlife;
- b. Aircraft maintenance personnel identify aircraft damage as having been caused by a wildlife strike;
- c. Personnel on the ground report seeing an aircraft strike 1 or more birds or other wildlife;
- d. Bird or other wildlife remains, whether in whole or in part, are found within 60 m of a runway centerline, unless another reason for the animal's death is identified; and
- e. An animal's presence on the airport had a significant negative effect on a flight (i.e., aborted takeoff, aborted landing, high-speed emergency stop, aircraft left pavement area to avoid collision with animal).

Pilots, airport operations, aircraft maintenance personnel, or anyone else who has knowledge of a strike is encouraged to report it to the Directorate of Safety, Security and Economic Regulation (DSSER). Wildlife strikes may be reported to DSSER on Form CAA/AGA/028. A copy of which is attached.

Paper forms are pre addressed to the DSSER.

It is important to include as much information as possible on the strike report. The Manager Air Navigation Services and Aerodrome Standard (MANSAS) edits all strike reports to ensure consistent, error-free data before entering the report into the Wildlife Aircraft Strike Database. About every 6 weeks, an updated version of the database is posted on the web site. Annually, a current version of the database is forwarded to the International Civil Aviation Organization (ICAO) for incorporation into ICAO's Bird Strike Information System Database (IBIS).

Analysis of data from Wildlife Aircraft Strike Database has proved invaluable in determining the nature and severity of the wildlife strike problem. The database provides a scientific basis for identifying risk factors; justifying, implementing and defending corrective actions at airports; and for judging the effectiveness of those corrective actions. Each wildlife strike report contributes to the accuracy of and effectiveness of the database. Moreover, each report contributes to the common goal of increasing aviation safety.

## **5. Bird Identification:**

Accurate species identification is critical for bird-aircraft strike reduction programs. Wildlife Hazard Section of Entebbe International Airport must know what species of animal they are dealing with in order to make proper management decisions. The CAA is working closely with Orthimology/Zoology consultants to improve the understanding and prevention of bird-aircraft strike hazards. Bird strike remains that cannot be identified by airport personnel are sent to Department of Zoology, Makerere University for identification.

The following guidelines for collecting and submitting feathers or other bird/wildlife remains for species identification are observed. These guidelines help maintain species identification accuracy, reduce turn-around time, and maintain a comprehensive National Wildlife Aircraft Strike Database.

- a. Collect and submit remains as soon as possible.
- b. Provide complete information regarding the incident on the Bird/Other Wildlife Report form CAA/AGA/028.
- c. Deliver the report with feather material (see address below).
- d. Collect as much material as possible in a clean plastic/ziplock bag. (Please, do not send whole birds).
  - (i) Pluck/pick a variety of feathers from the wings, tail and body.

- (ii) Do not cut off feathers. This removes the downy region needed to aid in identification.
  - (iii) Include any feathers with distinct colors or patterns.
  - (iv) Include any downy “fluff”.
  - (v) Include beaks, feet, and talons if possible.
  - (vi) Where only a small amount of material is available, such as scrapings from an engine or smears on wings or windshields, send all of it.
  - (vii) Do not use any sticky substance such as tape or post-it notes to attach feathers.
- e. Deliver the Bird/Other Wildlife Strike Report and collected material to:


Director Safety, Security and Economic Regulation  
Uganda Civil Aviation Authority  
P.O. Box 5536,  
KAMPALA

Once processed, the reports and species identification information are sent to the Manger Air Navigation Services and Aerodrome Standards for entry into the Wildlife Aircraft Strike Database.



A handwritten signature in blue ink, appearing to read 'Paul Mwangi', written over a horizontal line.

**Director Safety, Security and Economic Regulation**

	<b>Form No:</b>	<b>CAA/AGA/028</b>
	<b>Title:</b>	<b>Wildlife Strike Reporting Form</b>
	<b>Issue date:</b>	<b>01-08-2013</b>

### Wildlife Strike Report

All portions of this form must be completed. The text must be in plain language. \* Choose the most appropriate.

To: DSSER

Reported By: .....

Civil Aviation Authority – Uganda.

Title: .....

Tel: .....

Copy To: .....

Email: .....

Date reported: .....

1) Name of Operator		2) Aircraft Make/Model	
3) Engine Make/Model		4) Aircraft Registration	
5) Incident Date		6) Time of Incident (Local)	
6A) Flight Number		6B) Wildlife/Bird remains	
7) Airport Designator		8) Runway used	
9) Location if En-route and/or distance from Airport			
10) Height (AGL)		11) Speed (IAS)	
12) Phase of Flight		13) Part(S) of Aircraft struck	
14) Effect on flight: *	<input type="checkbox"/> Aborted take-off <input type="checkbox"/> Precautionary Landing <input type="checkbox"/> Engine shutdown <input type="checkbox"/> None <input type="checkbox"/> Others (Specify).....		
15) Sky Condition			
16) Precipitation *	<input type="checkbox"/> Fog <input type="checkbox"/> Rain <input type="checkbox"/> None		
17) Birds/ other wildlife species		18) Number seen/or struck	
19) Size of Birds: *	<input type="checkbox"/> Small <input type="checkbox"/> Medium <input type="checkbox"/> Large		
20) Pilot warned of Birds*	<input type="checkbox"/> Yes <input type="checkbox"/> No		
21) Remarks (damage, Injuries)	..... .....		
22) Aircraft time out of service			
23) Estimated cost of repair			
24) Estimate of other costs			

The above particulars and/or the attached draft are authorized as indicated

Signed.....Head Of..... (Department)    Date.....

#### FOR OFFICIAL USE ONLY

Comments: .....  
.....  
.....

Signed: .....    Date: .....

Follow up Comments: .....  
.....  
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Signed: .....    Date: .....