

5.6 BIRD MIGRATION AND AREAS WITH SENSITIVE FAUNA

ENR 5.6.1 BIRD ACTIVITIES

1. Bird Concentration on or in the Vicinity of Airports

There has been no significant migratory bird concentrations observed on or in the vicinity of aerodromes. However, stray birds have been encountered by the aircraft now and then:

Bird strike to aircraft, as a potential source of danger, is seen in its most serious form. ATC will take the best known methods to eliminate or reduce bird strike hazards. It is difficult to drive away all the birds at all times. Nevertheless, every reasonable effort will be taken to reduce the bird hazard.

Comprehensive statistical information on bird strikes is indispensable in determining the best ways to deal with the bird problem. Pilots, aircraft engineers or interested parties are therefore requested to report all bird strikes to ATC whether or not they resulted in damage to the aircraft.

To facilitate the reporting of bird strikes, pilots may report them at the earliest opportunity via RTF to Air Traffic Control.

The RTF phraseology should include the following:

- Aircraft Call sign
- The phrase "Bird/Other Wild Life Strike Report Form"
- Altitude
- Approximate geographical location
- Time of incident
- Number of birds (an estimate)
- Size/Type of birds (if possible)

To obtain a better perspective of the extent of bird hazard, the Authority is also collecting data on "near misses" with birds. A "near miss" is defined as a situation in which a bird/flock of birds is within close proximity to an aircraft to cause alarm to the extent whereby pilots would have to take evasive action had such an action been possible.

Pilots should report all bird strikes and "near misses" to Director General, CAAN or ATS units concerned by completing the Bird Strike Report form.

Copies of the Bird Strike Report forms are available on request from ATS Reporting office, TIA and concerned ATS units of domestic airports.

APPENDIX 6

Civil Aviation Authority of Nepal
Bird/Other Wildlife Strike Report Form

(To be filled by Pilots, ATC, Airport operator, Airline, Safety personnel, etc.)

1. CATEGORIES OF OCCURRENCE							
ACCID <input type="checkbox"/> INCID <input type="checkbox"/> HAZARD <input type="checkbox"/> BIRDSTRIKE <input type="checkbox"/> WILDLIFE STRIKE <input type="checkbox"/> (Shall fill one of first three boxes and one of the last two boxes.)							
2. Name of Operator <input type="text"/>		3. Aircraft Make/Model <input type="text"/>		4. Engine Make/Model <input type="text"/>			
5. Aircraft Registration <input type="text"/>		6. Date of Incident (dd/mm/yyyy) <input type="text"/>		7. Time of Incident (UTC) <input type="checkbox"/> Dawn <input type="checkbox"/> Dusk <input type="checkbox"/> Day <input type="checkbox"/> Night			
8. Airport Name <input type="text"/>		9. Runway Used <input type="text"/>		10. Location if en-route (Nearest city, place, etc.) <input type="text"/>			
11. FL/ALT/HT (ft) <input type="text"/>		12. Speed (IAS- kts) <input type="text"/>					
13. Phase of Flight <input type="checkbox"/> A. Parked <input type="checkbox"/> B. Taxi <input type="checkbox"/> C. Take-off Run <input type="checkbox"/> D. Climb <input type="checkbox"/> E. Enroute <input type="checkbox"/> F. Descend <input type="checkbox"/> G. Approach <input type="checkbox"/> H. Landing Roll		14. Parts of Aircraft Struck or Damaged					
			Struck	Damaged		Struck	Damaged
		A. Radome	<input type="checkbox"/>	<input type="checkbox"/>	H. Propeller	<input type="checkbox"/>	<input type="checkbox"/>
		B. Windshield	<input type="checkbox"/>	<input type="checkbox"/>	I. Wing/Rotor	<input type="checkbox"/>	<input type="checkbox"/>
		C. Nose	<input type="checkbox"/>	<input type="checkbox"/>	J. Fuselage	<input type="checkbox"/>	<input type="checkbox"/>
		D. Engine No.1	<input type="checkbox"/>	<input type="checkbox"/>	K. Landing Gear	<input type="checkbox"/>	<input type="checkbox"/>
		E. Engine No. 2	<input type="checkbox"/>	<input type="checkbox"/>	L. Tail M. Lights	<input type="checkbox"/>	<input type="checkbox"/>
		F. Engine No. 3	<input type="checkbox"/>	<input type="checkbox"/>	N. Other: (Specify)	<input type="checkbox"/>	<input type="checkbox"/>
		G. Engine No. 4	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	
15. Effect on Flight <input type="checkbox"/> None <input type="checkbox"/> Aborted Take-off <input type="checkbox"/> Precautionary Landing <input type="checkbox"/> Engine Shut Down <input type="checkbox"/> Other: (Specify)		16. Sky Condition <input type="checkbox"/> No Cloud <input type="checkbox"/> Some Cloud <input type="checkbox"/> Overcast		17. Precipitation <input type="checkbox"/> Fog <input type="checkbox"/> Rain <input type="checkbox"/> Snow <input type="checkbox"/> None			

18. Bird/Other Wildlife Species <input type="text"/>	19. Number of Bird(s)/Wildlife			20. Size of Bird(s)/Wildlife <input type="checkbox"/> Small <input type="checkbox"/> Medium <input type="checkbox"/> Large
	Number	Seen	Struck	
	1	<input type="checkbox"/>	<input type="checkbox"/>	
	2-10	<input type="checkbox"/>	<input type="checkbox"/>	
	11-100	<input type="checkbox"/>	<input type="checkbox"/>	
	More than 100	<input type="checkbox"/>	<input type="checkbox"/>	
21. Pilot warned of Birds <input type="checkbox"/> Yes <input type="checkbox"/> No				
22. Detail Information (Describe damage, injuries and other pertinent information) <input type="text"/>				
23. Reported by <input type="text"/>	24. Title <input type="text"/>		24. Date <input type="text"/>	

CIVIL AVIATION AUTHORITY OF NEPAL
Babar Mahal, Kathmandu, Nepal

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

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

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

Engine position number	1	2	3	4
Reason for failure/shutdown	55	56	57	58
uncontained failure	<input type="checkbox"/> A	<input type="checkbox"/> A	<input type="checkbox"/> A	<input type="checkbox"/> A
fire	<input type="checkbox"/> B	<input type="checkbox"/> B	<input type="checkbox"/> B	<input type="checkbox"/> B
shutdown – vibration	<input type="checkbox"/> C	<input type="checkbox"/> C	<input type="checkbox"/> C	<input type="checkbox"/> C
shutdown – temperature	<input type="checkbox"/> D	<input type="checkbox"/> D	<input type="checkbox"/> D	<input type="checkbox"/> D
shutdown – fire warning	<input type="checkbox"/> E	<input type="checkbox"/> E	<input type="checkbox"/> E	<input type="checkbox"/> E
shutdown – other (specify)	<input type="checkbox"/> Y	<input type="checkbox"/> Y	<input type="checkbox"/> Y	<input type="checkbox"/> Y

shutdown – unknown	<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 _____

Note: This form is developed as per Manual on ICAO Bird Strike Information System (IBIS)