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| **BIRDSTRIKE OCCURRENCE REPORT** | | | | | | | | |
| To be completedon discovering evidence that a birdstrike has, or may have, occurred.  To be completedfor all birdstrikes, whether or not damage has been caused.  When completed, please send to: **Civil Aviation Authority of Kosovo (CAAK)**  Ahmet Krasniqi Street n.n. (Arbëria)  10000, Prishtina, Kosovo  E-mail: **mor@caa-ks.org**  Fax: +381 (0)38 211 009, Mob: +377 (0)44 613 567 | | | | | |  | | |
| Are you concerned about the confidentiality of this report and wish to be contacted before it is processed?  If so, please ensure you provide us with your contact details.  CONFIDENTIAL?  Yes  No | | |
|  | | | | | | | | |
| 1. **Aircraft Operator** | 1. **Aircraft Make / Model** | | | | 1. **Call Sign Arrival / Departure** | | | |
| 1. **Aircraft Registration** | 1. **Date of Occurrence**   \_\_\_.\_\_\_.\_\_\_\_\_ | | | | 1. **Local Time of Occurrence**   \_\_\_:\_\_\_ Hrs (24 hr)  Dawn  Day  Dusk  Night | | | |
| 1. **Aerodrome** | 1. **Runway in Use** | | | | 1. **Location if En Route** (Nearest Town / Reference) | | | |
| 1. **Heigh** (AGL) | 1. **Speed** (IAS) | | | |
| 1. **Phase of Flight**   A. Parked  B. Taxi  C. Take-off Run  D. Climb  E. En Route  F. Descent  G. Approach  H. Landing Roll | 1. **Part(s) of Aircraft Struck or Damaged** | | | | | | | |
|  | | Struck | Damaged |  | | Struck | Damaged |
| A. Radome  B. Windshield  C. Nose  D. Engine No. 1  E. Engine No. 2  F. Engine No. 3  G. Engine No. 4 | | | | H. Propeller  I. Wing/Rotor  J. Fuselage  K. Landing Gear  L. Tail  M. Lights  N. Other (Specify) | | | |
| 1. **Effect on Flight**   None  Aborted Take-Off  Precautionary Landing  Engines Shut Down  Other (Specify) | 1. **Sky Condition**   No Cloud  Some Cloud  Overcast | | | | 1. **Precipitation**   None  Fog  Rain  Snow | | | |
| 1. **Bird Species** | 1. **Number of birds seen and/or struck** | | | | 1. **Size of Bird(s)**   Small  Medium  Large | | | |
|  | | Seen | Struck |
| 1  2-10  11-100  more than 100 | | | |
| 1. **Pilot Warned of Birds**  Yes  No | | | | | | | | |
| 1. **Remarks** (Describe damage, injuries and other pertinent information) | | | | | | | | |
| **DAMAGE / COST INFORMATION** | | | | | | | | |
| 1. **Aircraft time out of service** | 1. **Estimated cost of repairs or replacement (EUR)** | | | | 1. **Estimated other Costs (EUR) (e.g. loss of revenue, fuel, hotels)** | | | |
| 1. **Name and title of person making report** | | 1. **Signature/Date**   \_\_\_.\_\_\_.\_\_\_\_\_ | | | 1. **Address and tel. no.** | | | |

**ADVICE ON THE COMPLETION OF THE BIRDSTRIKE OCCURRENCE REPORT FORM –**

**AACK/DSF/OR-FRM 05**

1. Aircraft Operator - This can be an airline (Abbreviations are OK - Operator’s ICAO Designator), business, government agency (Kosovo Police, Kosovo Security Force, etc.) or if a private pilot - his/her name.
2. Aircraft Make/Model - Abbreviations are OK, but to include the model (e.g. B737-200, A330-200).
3. Call Sign - The assigned arrival / departure radio call sign of the aircraft.
4. Aircraft Registration - This means nationality and registration marks of the aircraft.
5. Date of Occurrence - Give the local date, not the ZULU or GMT date.
6. Local Time of Occurrence - Check the appropriate light conditions and fill in the hour and minute local time, use the 24 clock.
7. Aerodrome - Use the aerodrome name or 4/3 letter code. If a foreign aerodrome, use the full name or 4/3 letter code and location (city/country).
8. Runway in Use - 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 don't know, use MSL 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 should both be 0 AGL.
13. Part(s) of Aircraft Struck or Damaged - Check which parts were struck and damaged. If a part was damaged but not struck indicate this with a check on the damaged column only and indicate in Remarks (#21) why this happened (e.g., the landing gear might be damaged by deer strike, causing 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 explain in Remarks (#21).
15. Sky Condition - Check the one that applies.
16. Precipitation - You may check more than one.
17. Bird Species - Try to be accurate. If you don't know, put unknown and some 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 the correct number if you saw the birds (or other wildlife) before the strike and check the box in the Struck column to show how 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, gull = medium and geese = large).
20. Pilot Warned of Birds - Check the correct box (even if it was an ATIS warning or NOTAM).
21. Remarks - Be as specific as you can. Include information about the extent of the damage, injuries, 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 the data can 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 #23).
25. Name and title of person making report - The name is helpful if questions arise about the information on the form. The title can be Pilot, Tower, Airport Operations, Airline Operations, Flight Safety, etc.
26. Signature/Date - Signature of the person making report and the date the form was filled out.
27. Address and tel. no. - Address and phone number of the person making report.

**CONFIDENTIAL REPORTS**

An occurrence may be reported confidentially. If the report is ‘CONFIDENTIAL’ please tick the box ‘Yes’ on top of the form to annotate confidentiality of the report, and if it is sent to CAAK’s address, mark the envelope ‘Personal for the Director General of CAAK’. The second copy need not be forwarded to local management. BOXES 25 to 27 should be completed. The CAAK will respect the confidentiality and contact you personally.