

MANUAL ON THE ICAO BIRD STRIKE INFORMATION SYSTEM (IBIS)

THIRD EDITION — 1989



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INTERNATIONAL CIVIL AVIATION ORGANIZATION

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Foreword

The ICAO Bird Strike Information System (IBIS) is a reporting system designed to collect and disseminate information on bird strikes which occur as a result of a collision between an aircraft and a bird. Data supplied by Contracting States and aircraft operators to ICAO are stored in a computer for easy retrieval and analysis. This manual describes the reporting system, the codes used for storage of data in the computer and the types of analyses of the reported data that are available. Many States may be concerned only with the reporting and analysis aspects of bird strikes. Some States, however, may want to report bird strikes to ICAO by computer tape and code their own bird strikes. For these States, the IBIS Manual is a source document for data coding of bird strikes.

Any enquiries concerning IBIS or this manual should be addressed to the Secretary General of ICAO, making reference to AN 4/9.1.1.

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Chapter 1

Reporting

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). An over-all review of the ICAO Bird Strike Information System (IBIS) was carried out in 1985. After careful consideration of the advantages and disadvantages of amending the questions included in the reporting form, it was decided that, in order to retain continuity, no changes should be made to the reported strike data. Notwithstanding the decision to retain the current reporting form, a new Supplementary Bird Strike Reporting Form (see Sample Form 2) was developed for airlines, which are required to provide information pertaining to costs resulting from bird strikes, as well as detailed information on damage to engines. This is a post-incident report since engine damage and cost can only be ascertained after detailed inspection and assessment. It is believed that the questions on the forms are self-explanatory. However, several general remarks about the forms and on certain questions may be useful.

1.1 PRINTING AND DISTRIBUTION OF REPORTING FORMS

1.1.1 The forms are designed for direct reproduction by States. At the beginning of each form, space is provided for each State to add the address and/or instructions for returning the form to its appropriate authorities. It should be noted that it is not intended that forms be sent directly to ICAO. Similarly, at the end of each form, space has been provided to include the address within the State to which any bird remains, including feather fragments, should be sent. States will wish to complete these two pieces of information before reproducing the forms. Depending on the organizational structure of the State, it may be advantageous to reproduce self-copying forms to allow for multiple uses by different authorities within the State.

1.1.2 After reproduction by States, the blank reporting forms should be distributed to aircraft operators and to each aerodrome in the State.

1.1.3 In connexion with the question pertaining to the identification of the bird species involved in strikes, States are urged to confirm such identifications. Confirmation should be accomplished by means of a positive identification by a qualified person. When the bird species has been confirmed, the State should so indicate in the "remarks" portion of the form. Such confirmations will be coded in the computer-stored data.

1.2 REPORTING BIRD STRIKE DATA

1.2.1 The ICAO Bird Strike Reporting Form 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

BIRD STRIKE REPORTING FORM

Send to:

Operator	01/02	Effect on Flight		
Aircraft Make/Model	03/04	none	<input type="checkbox"/> 32	
Engine Make/Model	05/06	aborted take-off	<input type="checkbox"/> 33	
Aircraft Registration	07	precautionary landing	<input type="checkbox"/> 34	
Date day month year	08	engines shut down	<input type="checkbox"/> 35	
Local time	09	other (specify)	<input type="checkbox"/> 36	
dawn <input type="checkbox"/> A day <input type="checkbox"/> B dusk <input type="checkbox"/> C night <input type="checkbox"/> D	10	Sky Condition 37		
Aerodrome Name	11/12	no cloud	<input type="checkbox"/> A	
Runway Used	13	some cloud	<input type="checkbox"/> B	
Location If En Route	14	overcast	<input type="checkbox"/> C	
Height AGL	ft 15	Precipitation		
Speed (IAS)	kt 16	fog	<input type="checkbox"/> 38	
Phase of Flight 17		rain	<input type="checkbox"/> 39	
parked <input type="checkbox"/> A en route <input type="checkbox"/> E		snow	<input type="checkbox"/> 40	
taxi <input type="checkbox"/> B descent <input type="checkbox"/> F		Bird Species*	41	
take-off run <input type="checkbox"/> C approach <input type="checkbox"/> G		Number of Birds		
climb <input type="checkbox"/> D landing roll <input type="checkbox"/> H		Seen 42		
Part(s) of Aircraft		1	<input type="checkbox"/> A	Struck 43
		2-10	<input type="checkbox"/> B	<input type="checkbox"/> A
		11-100	<input type="checkbox"/> C	<input type="checkbox"/> B
		more	<input type="checkbox"/> D	<input type="checkbox"/> C
		Size of Bird 44		
		small	<input type="checkbox"/> S	
		medium	<input type="checkbox"/> M	
		large	<input type="checkbox"/> L	
		Pilot Warned of Birds 45		
		yes	<input type="checkbox"/> Y	no <input type="checkbox"/> X
		Remarks (describe damage, injuries and other pertinent information)	45/47	
			
			
			
			

Reported by
(Optional)

*Send all bird remains including feather fragments to:

THIS INFORMATION IS REQUIRED FOR AVIATION SAFETY

Sample Form 1