

## APPENDIX E

FAA Form 5200-7 (Bird/Other Wildlife Strike Report Form),  
Feather Identification Lab Submission Instructions

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Revision Date:

FAA Approved:

FAA AIRPORTS APPROVAL  
BGW AAL 005 DATE 7-14-14

BIRD / OTHER WILDLIFE STRIKE REPORT																																																		
U.S. Department of Transportation <b>Federal Aviation Administration</b> Paperwork Reduction Act Statement: The information collected on this form is necessary to allow the Federal Aviation Administration to assess the magnitude and severity of the wildlife-aircraft strike problem in the U.S. The information is used in determining the best management practices for reducing the hazard to aviation safety caused by wildlife-aircraft strikes. A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a currently valid OMB Control Number. The OMB Control Number for this information collection is 2120-0045. Public reporting for this collection of information is estimated to take approximately 6 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, completing and reviewing the collection of information. The information collected is voluntary. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden to the FAA at: 800 Independence Ave., SW, Washington, DC 20591, Attn: Information Collection Clearance Officer, AES-200.																																																		
1. Name of Operator	2. Aircraft Make/Model	3. Engine Make/Model																																																
4. Aircraft Registration	5. Date of Incident / / Month Day Year	6. Local Time of Incident <input type="checkbox"/> Dawn <input type="checkbox"/> Dusk    ___ HR ___ MIN <input type="checkbox"/> Day <input type="checkbox"/> Night <input type="checkbox"/> AM <input type="checkbox"/> PM																																																
6A. Flight Number	6B. Wildlife/Bird Remains: <input type="checkbox"/> Collected <input type="checkbox"/> Sent to Smithsonian																																																	
7. Airport Name/ID	8. Runway Used	9. Location if En Route (Nearest Town/Reference & State/Airport)																																																
10. Height (AGL)	11. Speed (IAS)																																																	
12. 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. En Route <input type="checkbox"/> F. Descent <input type="checkbox"/> G. Approach <input type="checkbox"/> H. Landing Roll	13. Part(s) of Aircraft Struck or Damaged																																																	
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N. Other (Specify)	<input type="checkbox"/>	<input type="checkbox"/>																																																
14. Effect on Flight <input type="checkbox"/> None <input type="checkbox"/> Aborted Take-Off <input type="checkbox"/> Precautionary Landing <input type="checkbox"/> Engines Shut Down <input type="checkbox"/> Other: (Specify)	15. Sky Condition <input type="checkbox"/> No Cloud <input type="checkbox"/> Some Cloud <input type="checkbox"/> Overcast		16. Precipitation <input type="checkbox"/> Fog <input type="checkbox"/> Rain <input type="checkbox"/> Snow <input type="checkbox"/> None																																															
17. Bird/Other Wildlife Species	18. Number of birds seen and/or struck		19. Size of Bird(s) <input type="checkbox"/> Small <input type="checkbox"/> Medium <input type="checkbox"/> Large																																															
	Number of Birds	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"/>																																															
20. Pilot Warned of Birds <input type="checkbox"/> Yes <input type="checkbox"/> No																																																		
21. Remarks (Describe damage, injuries and other pertinent information)																																																		
<b>DAMAGE / COST INFORMATION</b>																																																		
22. Aircraft time out of service _____ hours	23. Estimated cost of repairs or replacement (US \$) \$ _____		24. Estimated other Cost (U.S. \$) (e.g. loss of revenue, fuel, hotels) \$ _____																																															
Reported by (Optional)		Title	Date																																															
Email		Phone																																																

FAA Form 5200-7 (5/13) SUPERSEDES PREVIOUS EDITION

Revision Date:

E-1

FAA Approved:

**FAA AIRPORTS APPROVAL**  
**DATE 7-14-14**

U.S. Department of  
Transportation  
**Federal Aviation  
Administration**  
800 Independence Ave SW  
Washington DC 20591  
  
Official Business  
Penalty for Private Use, \$300



NO POSTAGE  
NECESSARY  
IF MAILED  
IN THE  
UNITED STATES

**BUSINESS REPLY MAIL**  
FIRST CLASS PERMIT NO. 12438 WASHINGTON D.C.

POSTAGE WILL BE PAID BY FEDERAL AVIATION ADMINISTRATION



Federal Aviation Administration  
Office of Airport Safety and Standards, AAS-300  
Attn: Wildlife Strike Report  
800 Independence Avenue SW  
WASHINGTON DC 20591

FOLD AND TAPE HERE

Revision Date:

E-2

FAA Approved:

**FAA AIRPORTS APPROVAL**  
**DCW AAL 005 DATE 7-14-14**

5/31/2013

AC 150/5200-32B

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

1. Name of Operator - This can be an airline (abbreviations okay - UAL, AAL, etc.), business (Coca Cola), government agency (Police Dept, FAA), or if a private pilot, his/her name.
2. Aircraft Make/Model - Abbreviations are okay, but include the model (e.g., B737-200).
3. Engine Make/Model - Abbreviations are allowed (e.g., PW 4060, GECT7, LYC 580).
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 hour and minute local time and check AM or PM or use the 24-hour clock and skip AM/PM.
- 6A. Flight Number - Self-explanatory.
- 6B. Wildlife/Bird Remains - If remains were found at the airport or on the aircraft, check "Collected". If the remains were also sent to the Smithsonian for identification, also check "Sent to Smithsonian".
7. Airport Name - Use the airport name or 3 letter code if a US airport. If a foreign airport, use the full name or 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 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 comments (#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. If you check "Other", please explain in Comments (#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 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/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. Reported by - Although this is optional, it is helpful if questions arise about the information on the form (a phone number could also be included).
26. Title - This can be Pilot, Tower, Airport Operations, Airline Operations, Flight Safety, etc.
27. Date - Date the form was filled out.

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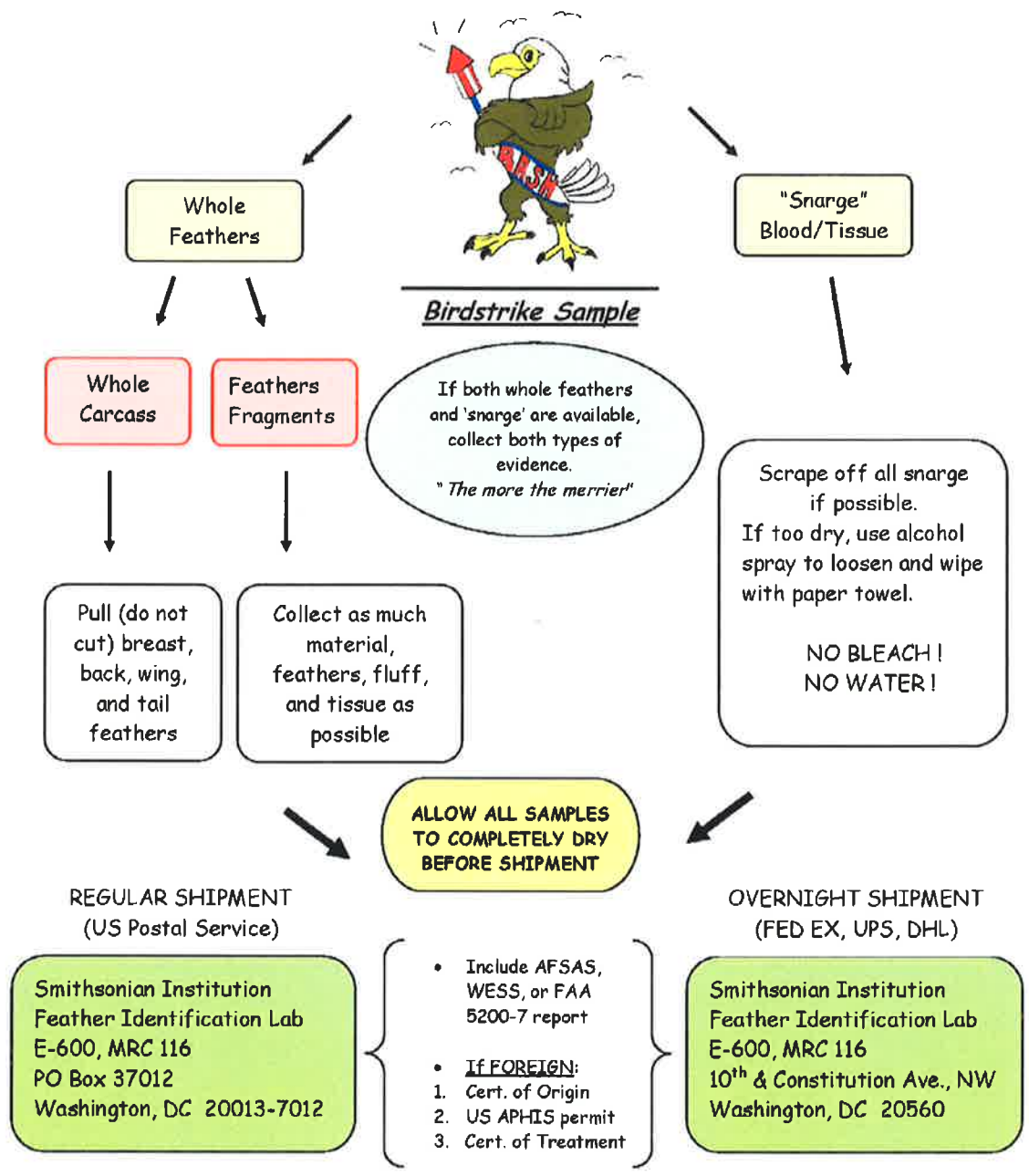
Revision Date:

E-3

FAA Approved:

**FAA AIRPORTS APPROVAL**  
**DGW AAL 065 DATE 7-19-14**

## HOW TO COLLECT BIRDSTRIKE EVIDENCE



## Guidelines For Collecting Birdstrike Material

Feather Identification Lab, Smithsonian Institution

### COLLECTING REMAINS

#### Feathers:

Whole Bird - Pluck a variety of feathers (breast, back, wing, tail)

Partial Bird - Collect a variety of feathers with color or pattern

Feathers only - Send all material available

Do not cut feathers from the bird (we need the downy part at the base of the feathers)

Do not use any sticky substance (no tape or glue)

#### Tissue/blood ("Snarge"):

Dry material - Scrape or wipe off into a clean re-closeable bag or wipe area with pre-packaged alcohol wipe or spray with alcohol to loosen material then wipe with clean cloth/gauze. (\*please do not use water, bleach, or other cleansers – they destroy DNA)

Fresh material - Wipe area with alcohol wipe and/or clean cloth/gauze or apply fresh tissue/blood to an FTA® DNA collecting card

- Always include any feather material available
- Include copy of report (AFSAS, WESS, or FAA 5200-7)
- Always secure all remains in re-sealable plastic bag

### SHIPPING

#### Routine / Non-Damaging Cases *US Postal Service*

▼

Feather Identification Lab  
Smithsonian Institution  
NHB, E600, MRC 116  
P.O. Box 37012  
Washington, DC 20013-7012

#### Priority / Damaging Cases *Overnight Shipping*

▼

Feather Identification Lab  
Smithsonian Institution  
NHB, E600, MRC 116  
10<sup>th</sup> & Constitution Ave., NW  
Washington, DC 20560-0116

### WEBSITES

Birdstrike Committee: [www.birdstrike.org](http://www.birdstrike.org)  
Air Force: <http://www.afsc.af.mil/organizations/bash/index.asp>  
Civil Aviation: <http://wildlife-mitigation.tc.faa.gov>  
Navy: [www.safetycenter.navy.mil/aviation/operations/bash](http://www.safetycenter.navy.mil/aviation/operations/bash)

#### Feather Lab Contact Information

202-633-0801  
dovec@si.edu  
heackerm@si.edu  
dahlanno@si.edu  
whattonj@si.edu

### "MAKE-YOUR-OWN" - BIRDSTRIKE COLLECTING KITS

*Birdstrike Collecting Kits* are cheap to make and easy to assemble. Having pre-made kits available improves birdstrike reporting and encourages the sampling of birdstrike remains. Most folks assemble the contents into individual bags or envelopes and keep a supply in field vehicles or office supply cabinets for quick access. Below is a list of recommended items to include in your birdstrike collecting kits; mix and match as budgets permit:

#### Re-sealable plastic bags

A variety of sizes for various amounts of debris; Re-sealable bags help contain liquids and keeps odors to a minimum.

#### Sharpie Markers

Permanent markers are water resistant and used for writing data (date, time, aircraft, etc) directly on the bag of remains.

#### Alcohol Wipes

Pre-packaged alcohol hand-wipes can be used to wipe "sarge" off aircraft. Alcohol is better than water at preserving DNA, preventing mold growth, and is more sanitary for humans. Alternatively, use a spray bottle with 70% alcohol to spray the area before wiping with paper towels.

\*Do not use wipes with bleach or other cleansers, it destroys DNA.

#### FTA® Micro Card and Sterile Applicators

If you send a lot of fresh blood/tissue samples for DNA identification, you may want to look into getting Whatman FTA® DNA cards. The material is sampled with a sterile applicator and placed onto the surface of the card that "fixes" the DNA in the sample. For more information on ordering these items contact the Feather Lab.

\*Note: If you only occasionally send blood/tissue samples, a paper towel with alcohol, or alcohol wipe is still a good option for this type of material.

#### Miscellaneous Items for Birdstrike Collecting

Kitchen shears - good for cutting feet, wings, bills

Tongue depressors, tweezers, cotton swabs/cotton-tipped applicators

Hand cleaners, or other alcohol based gel hand sanitizers.

(collecting kits cont.)

**Extra Safety Items**

Latex Gloves

Protective Eyewear

Face Masks: Regular surgical-type hygiene masks. If avian flu is a concern, the Center for Disease Control recommends NIOSH rated N95 face masks. (These may be referred to as respirators.) There is a disposable version of these masks by 3M that looks similar to the regular "cup" style face masks.

Hand sanitizing gels

**Reminders**

Always encourage proper hygiene & provide personnel easy access to cleaning/hygiene supplies.

Do not cut off the fluffy down at the bottom of feathers.

Do not use water, bleach or other cleansers on samples.

Be sure personnel are briefed on proper carcass disposal protocols.

Stay informed to the status of the HPAI H5N1 avian flu virus.

The following websites have excellent coverage on current avian flu info:

**U.S. Geological Survey Wildlife Health Center**

<http://www.nwhc.usgs.gov/>

**Centers for Disease Control and Prevention**

<http://www.cdc.gov/flu/avian/gen-info/facts.htm>

**The American Ornithologists' Union Ornithological Council**

<http://www.nmnh.si.edu/BIRDNET/OC/avianinfluenza.html>



**Contact Information:**

The Feather Identification Lab

Smithsonian Institution

MRC 116, E-600,

PO Box 37012

Washington, DC 20013-7012

(202) 633-0801

**Email:**

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heackerm@si.edu

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whattonj@si.edu

(rev 09/09 jfw)