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SIERRA LEONE CIVIL AVIATION AUTHORITY

ADVISORY CIRCULAR

SLCAA-AC-AGA010B-Rev. 00

EFFECTIVE DATE: 31st JULY 2021

Reporting Wildlife Hazard Events

Moses Tiffa Baio
Director General
Sierra Leone Civil Aviation Authority

TABLE OF CONTENTS

1. **GENERAL**

   The Sierra Leone Civil Aviation Authority's Advisory Circulars contains information about standards, practices and procedures that the Authority has found to be an Acceptable Means of Compliance (AMC) with the associated Regulations.

   An AMC is not intended to be the only means of compliance with a Regulation, and consideration will be given to other methods of compliance that may be presented to the Authority

   Information considered directive in nature is described in this AC in terms such as "shall" and "must", indicating the actions are mandatory. Guidance information is described in terms such as "should" and "may" indicating the actions are desirable or permissive, but not mandatory

1.1 **Purpose**

   The purpose of this Advisory Circular is to provide guidance to aerodrome operators, aircraft operators and Air Navigation Service Providers (Air Traffic Controllers) to fulfil the requirements stipulated by the SLCAR's. It also guides on how to report a wildlife hazard event, and what happens to the wildlife event report data.

1.2 **Description of Changes**

   This AC is the first to be issued on this subject

1.3 **References**

   a) SLCAR's Part 14A – Aerodrome Design and Operations Standards

   b) SLCAR's Part 14C, sec. 4.13 – Certification of Aerodromes

   c) SLCAA-AC-AGA010-Rev.01 – Wildlife Hazard Management

1.4 **Cancelled Documents**

   Not Applicable

2.   WHAT TO REPORT

Airport operators must report any event related to wildlife that has the potential to affect the safety of aircraft operations. The following events should be recorded and reported for assessing and mitigating the risk of wildlife hazards:

(a) any reported collision between wildlife and an aircraft for which evidence in the form of a carcass, feathers, any other remains, or damage to the aircraft is found;

(b) any reported collision between wildlife and an aircraft for which no physical evidence is found, but an indication of a collision exists (e.g. visual observation of the collision or acoustic perception of the impact);

(c) any wildlife found dead on an aerodrome without any other obvious cause of death; and

(d) incidents or observations where the presence of wildlife on or in the vicinity of the aerodrome could have an effect on a flight (e.g. missed approach, aborted take-off, etc.).

3.   WHEN TO REPORT A WILDLIFE

Airport operators must report any recorded wildlife event no later than 72 hours to the Authority.

A wildlife hazard-related event has occurred when:

(a)   A strike between wildlife and aircraft has been witnessed.

(b)   Evidence or damage from a strike has been identified on an aircraft.

(c)   Wildlife remains, whether in whole or in part, are found:

   (i)   Within 250 feet of a runway centreline or within 1,000 feet of a runway end unless another reason for the animal's death is identified or suspected.

   (ii)   On a taxiway or anywhere else on or off the airport that you have reason to believe was the result of a strike with an aircraft. Examples might be:

      (1)   Any wildlife found in pieces from a prop strike on a taxiway.

      (2)   A carcass retrieved within 1 mile of an airport on the final approach or departure path after someone reported the presence of wildlife.

(d)   The presence of wildlife on or off the airport had a significant negative effect on a flight (i.e., aborted take-off, aborted landing, high-speed emergency stop, or the aircraft left pavement area to avoid collision with wildlife).

4.   HOW TO REPORT

Wildlife events shall be recorded using the SLCAA Wildlife reporting form (paper or electronic), Form: AC-AGA010B-Rev.00 given in Appendix 1 of this AC.

All the reports must be sent by email within 72 hours to the following SLCAA email for reporting wildlife events info@slcaa.gov.sl and copy aerodromeinfo@slcaa.gov.sl

Directions on completion of the form are given in Appendix 2 of this AC.

5. WHO SHOULD REPORT A WILDLIFE EVENT?

The aerodrome operator shall distribute blank copies of the reporting form to all the operational staff involved in airside operations including airline operators who operate flights in and out of its aerodrome.

Since effective wildlife hazard management measures result from the analysis of available reports, it is imperative that all wildlife events are reported by:

(a) Airport managers,

(b) Wildlife-management personnel,

(c) Airfield workers,

(d) Airport wildlife-management committees,

(e) Air-traffic service providers,

(f) Pilots,

(g) Aircraft-maintenance personnel,

(h) Aircraft operators,

(i) Flight-safety personnel,

(j) Any other person who finds evidence of a wildlife strike on or in the vicinity of the aerodrome, and

(k) Any other person who observes the presence of wildlife on or in the vicinity of the aerodrome.

An appropriate qualified person shall be designated at each aerodrome, to coordinate wildlife management activities on and around the aerodrome's vicinity and to collect wildlife hazard reports.

All wildlife hazard reports shall be directed to the designated person or office at the closest aerodrome of occurrence, in accordance with the procedures set out by the aerodrome operator.

The person or office representing each aerodrome shall forward such reports to the Authority no later than 72 hours after the notification.

6. WHO TO REPORT TO

Wildlife hazard reports received by the Aerodrome Operators' designated representatives shall be forwarded to the SLCAA using the details below as deemed appropriate.

By mail addressed to:

Director General, Sierra Leone Civil Aviation Authority,

3rd Floor National Development Bank Building,

21/23 Siaka Steven Street, Freetown.

Or,

by email sent to:

Email: info@slcaa.gov.sl and copy aerodromeinfo@slcaa.gov.sl

Or using the web-link:

Web Address: https://www.slcaa.gov.sl/

7. SLCAA WILDLIFE STRIKE DATABASE (SLCAA WSD) MANAGEMENT AND DATA ANALYSIS

All wildlife hazard reports are edited to ensure consistent, error-free data before entering a single, consolidated report into the database. This information is supplemented with non-duplicated wildlife hazard reports from other sources. About every quarter of the year, the Authority posts an updated version of the database on the SLCAA website. Annually, the SLCAA sends a current version of the database to the International Civil Aviation Organization (ICAO) for incorporation into ICAO's Bird Strike Information System (IBIS) Database.

Also, the SLCAA prepares and makes available a report summarizing wildlife hazard reports results online at https://www.slcaa.gov.sl/

Analyses of data from the SLCAA WSD will help in determining the nature and severity of wildlife hazard at aerodromes within the State. The database will provide a scientific basis for identifying risk factors, justifying and implementing corrective actions at airports, and judging the effectiveness of those corrective actions. Each wildlife hazard report will contribute to the accuracy and effectiveness of wildlife hazard management initiatives at the States level. Moreover, each report will contribute to the common goal of increasing aviation safety and reducing the negative impact of wildlife strikes.

APPENDIX 1 – SAMPLE WILDLIFE HAZARD REPORTING FORM

SIERRA LEONE CIVIL AVIATION AUTHORITY **WILDLIFE HAZARD REPORT**	Form No: AC-010B Rev00

1. Name of Operator	**2. Aircraft Make/Model**	**3. Engine Make/Model**
4. Aircraft Registration	**5. Aircraft State of Registry**	**6. Flight Number**
7. Mass Group	**8. Aircraft Category**	

9. Date of Occurrence

10. Local Time of Occurrence
☐ Dawn ☐ Dusk ☐ HR ☐ MIN
☐ Day   ☐ Night ☐ AM ☐ **P**M

11. Aerodrome Name	**12. Runway Used**	**13. Location if En Route**
14. Height (AGL)(ft)	**15. Speed (IAS)(kt)**	

16. Phase of Flight

- ☐ A. Parked
- ☐ B. Taxi
- ☐ C. Take-off Run
- ☐ D. Climb
- ☐ E. En Route
- ☐ F. Descent
- ☐ G. Approach
- ☐ H. Landing Roll

17. Part(s) of Aircraft Struck or Damaged

	Struck	Damaged		Struck	Damaged
A. Radome	☐	☐	H. Propeller	☐	☐
B. Windshield	☐	☐	I. Wing/Rotor	☐	☐
C. Nose	☐	☐	J. Fuselage	☐	☐
D. Engine No. 1	☐	☐	K. Landing Gear	☐	☐
E. Engine No. 2	☐	☐	L. Tail	☐	☐
F. Engine No. 3	☐	☐	M. Lights	☐	☐
G. Engine No. 4	☐	☐	N. Other: (Specify)	☐	☐

18. Engine (Number of Wildlife ingested):

19. Effect on Flight	**20. Sky Condition**	**21. Precipitation**
☐ None	☐ No Cloud	☐ Fog
☐ Aborted Take-Off	☐ Some Cloud	☐ Rain
☐ Precautionary Landing	☐ Overcast	☐ Others
☐ Engines Shut Down		
☐ Other: (Specify)		

22. Wildlife Species

23. Number of wildlife seen and/or struck

Number of Wildlife	Seen	Struck
1	☐	☐
2-10	☐	☐
11-100	☐	☐
more than 100	☐	☐

24. Size of Wildlife(s)
☐ Small
☐ Medium
☐ Large

25. Pilot Warned of the presence of wildlife ☐ Yes ☐ No	
26. Remarks *(Describe damage, injuries and other pertinent information)*	
27. Consequential Events (Equipment, Operational, Organizational)	

28. Damage/Cost Information

Aircraft Time out of Service	Estimate Cost of Repairs or Replacement in USD *(in thousands)*	Estimated other costs USD *(in thousands) e.g. loss of revenue, fuel, hotel etc.*

29. Reported by …………………………..   Date …………………………………………..

Telephone: …………………………………

Note – send all wildlife remains including feather fragments (in the case of birds) to the address identified in section 6 above.

APPENDIX 2 - DIRECTIONS FOR COMPLETING THE WILDLIFE HAZARD REPORTING FORM.

(a) Name of Operator - This can be the airlines name.

(b) Aircraft Make/Model - abbreviations are okay, but try to include the model (e.g., B737-200).

(c) Engine Make/Model - abbreviations are allowed (e.g., PW 4060, GECT7, LYC 580).

(d) Aircraft Registration - this means the Registration #

(e) Date of Incident - give the local date, not the ZULU or GMT date.

(f) Local Time of Incident - check the appropriate light conditions and fill in the hour and minute in local time, and check AM or PM or use the 24 clock and skip AM/PM.

(g) Aerodrome Name - use the airport name or 3 letter code if it is an airport in Sierra Leone. If it is s foreign airport, use the full name or 3 letter code and location (city/country).

(h) Runway used – runway direction of occurrence / Self-explanatory.

(i) Location if En-Route - put the name of the nearest city and state.

(j) 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.

(k) Speed (IAS) - speed at which the aircraft was traveling when the strike occurred.

(l) Phase of Flight - phase of flight during which the strike occurred. Take-off run and landing roll should both be 0 AGL.

(m) 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).

(n) Effect on Flight - you can check more than one and if you check "Other", please explain in Comments (#21).

(o) Sky Condition - check which applies.

(p) Precipitation - you may check more than one.

(q) 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.

(r) Number of wildlife seen and/or struck - check the box in the seen column with the correct number if you saw the 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.

(s) Size of wildlife - check what you think is the correct size (e.g. for birds: sparrow = small, gulls = medium and geese = large).

(t) Pilot Warned of wildlife - check the correct box (even if it was an ATIS warning or NOTAM).

(u) 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).

(v) 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).