
ENR 5.6 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 STRIKE REPORT"
- 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.