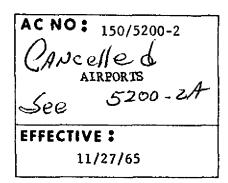
Federal Aviation Agency





SUBJECT : BIRD STRIKE/INCIDENT REPORT FORM

 PURPOSE. This advisory circular informs military and civil aviation organizations that FAA Form 3830, "Bird Strike/Incident Report Form," (BOB: 04-R136), is available for use in reporting bird hazards and accidents/incidents to aircraft resulting from bird strikes.

2. DISCUSSION.

- a. FAA Form 3830 was prepared for use in gathering technical and repair cost data and vital statistics on accidents/incidents resulting from collisions between aircraft and various bird species. These data will be used to develop standards to cope with this expensive hazard to aircraft, injury to personnel, and for habitat control methods on or adjacent to airports.
- b. Damages to aircraft caused by bird strikes have increased as piston aircraft have been replaced by faster jet aircraft. Studies by the United States and several foreign governments have indicated that bird strikes on airframes and engine ingestion of birds are costing millions of dollars annually.
- ACTION. All segments of the aviation industry are urged to use this
 form and promptly report all bird strikes and accidents/incidents to
 the Federal Aviation Agency, Airports Service, Attention: AS-570
 Washington, D.C. 20553.
- 4. <u>AVAILABILITY OF FORMS</u>. Copies of the attached form may be obtained, free of charge, from any FAA Area Office, General Aviation District Office, Flight Service Station, and Air Carrier District Office.

5. HOW TO OBTAIN THIS PUBLICATION. Obtain additional copies of this publication, AC 150/5200-2, Bird Strike/Incident Report Form, from the Federal Aviation Agency, Printing Branch, HQ-438, Washington, D.C. 20553.

Airports Service

Attachment

FEDERAL AVIATION AGENCY
Washington, D.C. 20553
Official Business

POSTAGE AND FEES PAID PEDERAL AVIATION AGENCY

FEDERAL AVIATION AGENCY AIRPORTS SERVICE, ATTN: AS-57 WASHINGTON, D.C. 20553



BIRD STRIKE/INCIDENT REPORT

The purpose of this report is to coffect pertinent bird/plane strike and near miss en route data. This information will be used to alleviate bird hazards and provide aircraft design data. This report is to be completed for near misses of en route as well as for all bird strikes; also, in cases when evidence of a bird strike is discovered on the ground.

Information requested in items 21, 22, and 23 is important. However, reporting on other items should not be delayed awaiting estimates of damage or revenue loss. As soon as this information is available, it should be sent in by completing items 1-7 and 21-24.

FAA Form 3830 (10-65) USE PREVIOUS EDITION

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L	NAME												14. KIND OF BIRO (Gull, robin, etc. Bird remains (a leather or more) should be gathered and preserved by freezing or drying and submitted for identification to the U.S. National Buseum, Room 414, 10th and Constitution Avenue, N. W., Weshington, D.C. 20560, together with a copy of this report form. If a lag band is recovered, if should also be sent to the same address. These species date are or							
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13	13, DID \$TRIKE/INCIDENT OR DAMAGE CAUSE REVISED FLIGHT PLAN NO YES (Give details)												E	XPLANATION						
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