

Federal Aviation Agency



AC NO: 150/5200-2 <i>Cancelled</i> AIRPORTS <i>See 5200-2A</i>
EFFECTIVE : 11/27/65

SUBJECT : BIRD STRIKE/INCIDENT REPORT FORM

1. **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 - b. Damages to aircraft caused by bird strikes have increased as piston aircraft have been replaced by faster jet aircraft.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.
3. **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. **AVAILABILITY OF FORMS.** 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.


Cole Morrow, Director
Airports Service

Attachment

ADDITIONAL COMMENTS

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

POSTAGE AND FEES PAID
FEDERAL 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 collect 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.

REMOVE THIS STUB BEFORE MAILING - NO POSTAGE IS REQUIRED

FEDERAL AVIATION AGENCY				Form Approved Budget Bureau No. 04-R136	
BIRD STRIKE/INCIDENT REPORT					
1. NAME OF OPERATOR			14. KIND OF BIRD (Owl, robin, etc. Bird remains (a feather or more) should be gathered and preserved by freezing or drying and submitted for identification to the U.S. National Museum, Room 414, 10th and Constitution Avenue, N. W., Washington, D.C. 20560, together with a copy of this report form. If a leg band is recovered, it should also be sent to the same address. These species data are extremely important.)		
2. AIRCRAFT TYPE (Make and model)					
3. POWERPLANT TYPE (Make and model)					
4. AIRCRAFT NATIONALITY AND REGISTRATION MARK N			15. SIZE OF BIRD		16. NUMBER OF BIRDS
5. DATE OCCURRED		6. TIME (GMT) OCCURRED	SMALL (Sparrow)		SINGLE BIRD
			MEDIUM (Owl)		
			LARGE		FLOCK
7. LOCATION OF INCIDENT			17. PERSONAL INJURY <input type="checkbox"/> NO <input type="checkbox"/> YES (Indicate extent of injury to either aircrew or passengers)		
<input type="checkbox"/> ON AIRPORT	NAME OF AIRPORT	RUNWAY NO.			
<input type="checkbox"/> CRUISING	LATITUDE	LONGITUDE			
8. ALTITUDE		9. AIRSPEED (In knots)	18. PART OF AIRCRAFT STRUCK		
10. FLIGHT PHASE AT TIME OF OCCURRENCE (Check one)			19. DAMAGE TO AIRCRAFT <input type="checkbox"/> NO <input type="checkbox"/> YES		
TAXIWAY	CRUISE	APPROACH	20. DESCRIPTION AND EXTENT OF DAMAGE (Give details about airframe and engine damage)		
TAKEOFF	HOLDING	LANDING			
CLIMB	LETDOWN	UNKNOWN			
11. FLIGHT CONDITIONS (Check appropriate categories)			21. COST OR ESTIMATED COST TO REPAIR		
IFR	VMC	BELOW CLOUDS	22. AIRCRAFT OUT-OF-SERVICE TIME		
VFR	ABOVE CLOUDS	BETWEEN CLOUD LAYERS			
IMC	IN CLOUDS	ICING CONDITIONS			
12. WEATHER CONDITIONS			23. EST. LOSS OF REVENUE		
CLEAR	RAIN	NIGHT	24. WAS A BIRD STRIKE/INCIDENT REPORT FORM PREVIOUSLY SUBMITTED; IF SO, WHEN		
PARTLY CLOUDY	SNOW	DAWN			
OVERCAST	DAY	DUSK			
13. DID STRIKE/INCIDENT OR DAMAGE CAUSE REVISED FLIGHT PLAN <input type="checkbox"/> NO <input type="checkbox"/> YES (Give details)			25. EXPLAIN ALL "YES" ANSWERS		
			A. WAS BIRD(S) SEEN PRIOR TO STRIKE		
			B. WAS EVASIVE ACTION TAKEN		
			C. HAD THE PILOT BEEN ALERTED TO THE PRESENCE OF BIRDS		
			EXPLANATION		
			REPORTED BY		
			TITLE		
			DATE		

FAA Form 3830 (10-65) USE PREVIOUS EDITION Use reverse side for additional comments 0052-651-9000 (8020)