

Referenced to Nigeria Regulations



Advisory Circular

NCAA-AC-ARD012-A

NIGERIA CIVIL AVIATION AUTHORITY (NCAA)
ISSUE NO 1

DATE: 17TH JULY, 2023

REPORTING WILDLIFE HAZARD EVENTS

Made this ^{17th} day of ^{July} 2023

Captain Musa Shuaibu Nuhu

Director General of Civil Aviation

1.0 GENERAL

The Nigeria 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.

2.0 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 Nig.CARs Part 12 Vol I. It also guides on how to report a wildlife hazard event, and what happens to the wildlife event report data.

3.0 APPLICABILITY

This AC applies to operators on Aerodrome Certification, Safety Assessments and Aerodrome Compatibility

4.0 REFERENCE

- (a) Nig.CARs. Part 12 Vol I,12.2.1 – Aerodrome Design and Operations Standards
- (b) NCAAA-AC-ARD002 – Certification of Aerodromes
- (c) NCAAA-AC-ARD012 – Wildlife Hazard Management

5.0 STATUS OF THIS AC

This AC is the first to be issued on this subject

AMENDMENT PROCEDURES

The Director, Aerodrome and Airspace Standards is responsible for the development, issuance and control of amendments to this document. The Document Controller is responsible for distribution of amended copies of the AC to Departmental staff and technical library and in making it available on NCAAA website: ncaa.gov.ng for public use.

Each page will show the document number, issue/amendment number, issue date and page number at the base of the page.

All amendments must be recorded in the Record of Amendments.

Any observation made or contribution to the content of this document by the user should be directed to the following address for consideration and adoption:

Nigeria Civil Aviation Authority
Corporate Headquarters
Nnamdi Azikiwe International Airport,
FCT, Abuja.



LIST OF EFFECTIVE PAGES

CHAPTER	PAGE	DATE OF ISSUE
APPROVAL PAGE	Cover	17 th July, 2023
AMENDMENT PROCEDURE	3	17 th July, 2023
RECORD OF AMENDMENT	4	17 th July, 2023
LIST OF EFFECTIVE PAGES	5	17 th July, 2023
TABLE OF CONTENT	6	17 th July, 2023
Section 1 – 1.5	7-9	17 th July, 2023
APPENDIX 1	10-11	17 th July, 2023
APPENDIX 2	12-13	17 th July, 2023

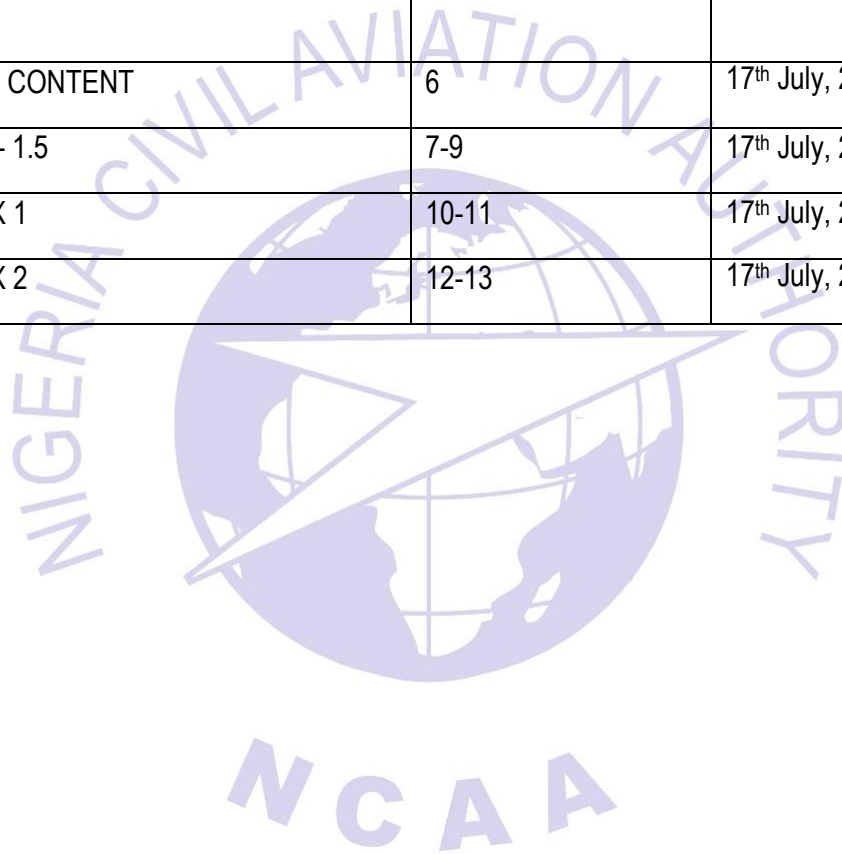
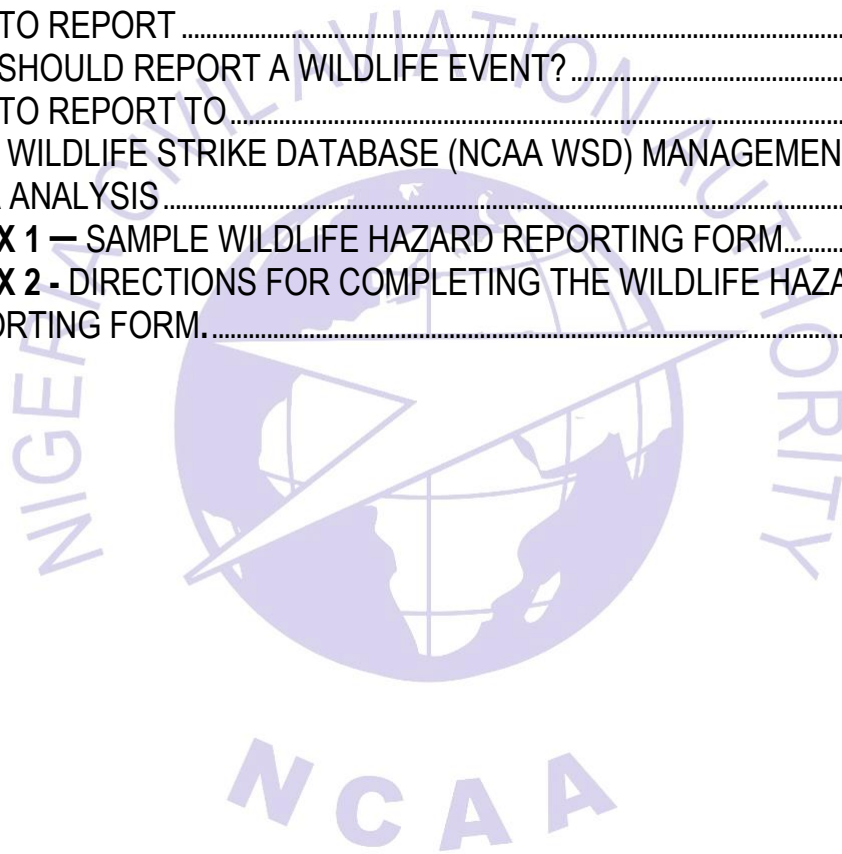


TABLE OF CONTENTS

1.0 GENERAL	2
2.0 PURPOSE	2
3.0 APPLICABILITY	2
4.0 REFERENCE	2
5.0 STATUS OF THIS AC	2
AMENDMENT PROCEDURES	3
RECORD OF AMENDMENTS	4
LIST OF EFFECTIVE PAGES	5
1.0 WHAT TO REPORT.....	7
1.1 WHEN TO REPORT A WILDLIFE.....	7
1.2 HOW TO REPORT.....	7
1.3 WHO SHOULD REPORT A WILDLIFE EVENT?.....	8
1.4 WHO TO REPORT TO.....	8
1.5 NCAA WILDLIFE STRIKE DATABASE (NCAA WSD) MANAGEMENT AND DATA ANALYSIS.....	9
APPENDIX 1 — SAMPLE WILDLIFE HAZARD REPORTING FORM	10
APPENDIX 2 - DIRECTIONS FOR COMPLETING THE WILDLIFE HAZARD REPORTING FORM	12



1.0 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.).

1.1 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).

1.2 HOW TO REPORT

Wildlife events shall be recorded using the NCAAA Wildlife reporting form (paper or electronic), Form: AC-ARD036 given in Appendix 1 of this AC.

All the reports must be sent by email within 72 hours to the following NCAAA email for reporting wildlife events info@ncaa.gov.ng and copy www.ncaa.gov.ng

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

1.3 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.

1.4 WHO TO REPORT TO

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

By mail addressed to:

Director General,

Nigeria Civil Aviation Authority,

Corporate Headquarters,
Nnamdi Azikiwe International Airport,
Federal Capital Territory, Nigeria.

Or,

by email sent to:

Email: info@ncaa.gov.ng and copy [www@ncaa.gov.ng](http://www.ncaa.gov.ng)

Or using the web-link:

Web Address: <https://www.ncaa.gov.ng>

1.5 NCAAWILDLIFE STRIKE DATABASE (NCAAWSD) 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 NCAA website. Annually, the NCAA 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 NCAA prepares and makes available a report summarizing wildlife hazard reports results online at <https://www.ncaa.gov.ng>.

Analyses of data from the NCAA 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.

<input type="checkbox"/> H. Landing Roll		<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>														
18. Engine (Number of Wildlife ingested):																				
19. 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) <input style="width: 100px;" type="text"/>	20. Sky Condition <input type="checkbox"/> No Cloud <input type="checkbox"/> Some Cloud <input type="checkbox"/> Overcast			21. Precipitation <input type="checkbox"/> Fog <input type="checkbox"/> Rain <input type="checkbox"/> Others																
22. Wildlife Species	23. Number of wildlife seen and/or struck <table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th style="width:25%;">Number of Wildlife</th> <th style="width:25%;">Seen</th> <th style="width:25%;">Struck</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">1</td> <td style="text-align: center;"><input type="checkbox"/></td> <td style="text-align: center;"><input type="checkbox"/></td> </tr> <tr> <td style="text-align: center;">2-10</td> <td style="text-align: center;"><input type="checkbox"/></td> <td style="text-align: center;"><input type="checkbox"/></td> </tr> <tr> <td style="text-align: center;">11-100</td> <td style="text-align: center;"><input type="checkbox"/></td> <td style="text-align: center;"><input type="checkbox"/></td> </tr> <tr> <td style="text-align: center;">more than 100</td> <td style="text-align: center;"><input type="checkbox"/></td> <td style="text-align: center;"><input type="checkbox"/></td> </tr> </tbody> </table>			Number of Wildlife	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"/>	24. Size of Wildlife(s) <input type="checkbox"/> Small <input type="checkbox"/> Medium <input type="checkbox"/> Large	
Number of Wildlife	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"/>																		
25. Pilot Warned of the presence of wildlife <input type="checkbox"/> Yes <input type="checkbox"/> No																				
26. Remarks <i>(Describe damage, injuries and other pertinent information)</i>																				
27. Consequential Events (Equipment, Operational, Organizational)																				
28. Damage/Cost Information																				
Aircraft Time out of Service	Estimate Cost of Repairs or Replacement in USD <i>(in thousands)</i>	Estimated other costs USD <i>(in thousands)</i> 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 Nigeria. If it is a 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).

