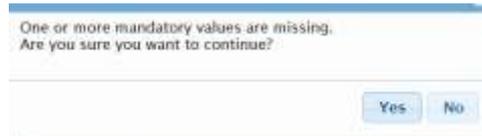


[www.aviationreporting.eu](http://www.aviationreporting.eu)

## Short guide of how to fill in the report in case a wildlifestrke occurred

- The following description guides you through a report of a new occurrence by on-line reporting, based on behalf of an organisation; basic information of other reporting forms can be found in here –

Your informations can be given in the white or pink shaded fields; all mandatory fields are shaded in pink.  
In case mandatory informations are unknown to the sender and the button „next“ is selected, you will be asked „One or more mandatory values are missing. Are you sure you want to continue?“  
By selecting „yes“, you will be transferred to the following page.



One or more mandatory values are missing.  
Are you sure you want to continue?

Yes No

While working on the report, you can move back and forth with the buttons „previous“ and „next“.



 AVIATION SAFETY REPORTING

 **I report on my personal behalf**  
Submit a report as a private individual. On personal behalf can also be used for submitting a report anonymously.  
By reporting on personal behalf you are submitting a single but new report every time you use this function. You will not have the possibility to submit updates for the same report, for instance by using the same off-line form again. Such updates will be considered equivalent to submitting a new report. Reporting on personal behalf will not provide an ESY file (what's this?).

 **I report on behalf of my organisation**  
Submit a report for an organisation, or when their services are contracted by an organisation. If your organisation runs its own internal reporting system then you are encouraged to report via that system and not via this site.  
Reporting for an organisation does not allow to report anonymously; your credentials will be asked for during confirmation of the information entered. If foreseen, you may receive via e-mail an ESY file (what's this?) that you can use for posting updates to the same report submitted via this site.

**Related sites**  
[European Aviation Safety Policy](#)  
[EASA website](#)

**Related information**  
[Why Safety Reporting?](#)  
[More about Just Culture](#)

1. Select the field:
  - „I report on my personal behalf“
    - ▶ few informations of the occurrence must be given -> insufficient in regard to air safety analysis; better to choose:
  - „I report on behalf of my organisation“
    - ▶ detailed descriptions can be given here

## Report on behalf of my organisation

Select the competent authority that shall receive your report



### 2. Select the competent authority that shall receive your report:

a)

- German aircraft
- incident happened in Germany
- ➔ the responsible authority is the „Luffahrtbundesamt (LBA“) as per LuftVO (EU) 376/2014
  - ▶ German flag
- ➔ copy of the report to DAVVL e.V. (not possible by the system): Email: [birdstrike@davl.de](mailto:birdstrike@davl.de) (NfL1-703-16)

b)

- non-German aircraft
- incident happened in Germany
- ➔ two necessary reports, one to the aircraft's registration country, one to the „Luffahrtbundesamt“ as per NfL2-437-18
  - ▶ German flag and aircraft's country flag, one by one
- ➔ copy of the report to DAVVL e.V. (not possible by the system): Email: [birdstrike@davl.de](mailto:birdstrike@davl.de) (NfL1-703-16)

▶ Please note that in step „reporting history and attachments“, all authorities you sent the report to shall be pointed up

## Report to Germany on behalf of my organisation

There are two ways to report an occurrence: you can a) download a form, fill it and submit it via an upload, or b) you submit your report immediately using an on-line form.

In both cases it is important to be aware of the rules related to personal data protection and the use of occurrence reports.

### Off-line reporting

[Use the off-line reporting form](#)

### On-line reporting

Supported  
browsers

[Report a new occurrence](#)

[Update a reported occurrence](#)

Use the ESY file that you have received via e-mail

### Important!

[Protection of personal data](#)

[More information on the benefits of reporting](#)

### 3. Choice between off-line and on-line reporting:

Off-line reporting form needs to be downloaded, filled in and re-loaded, so it is much more comfortable to use the

on-line reporting form

→ If you want to update an incurrence you already reported: use the E5Y file that you have received via e-mail

**Report to Germany on behalf of my organisation**

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**New Occurrence Notification - Select Report Form** 

**FLIGHT OPERATIONS**

AERODROME & GROUND HANDLING

ATM/ANS

TECHNICAL

GENERAL AVIATION

Select this form if you are reporting an occurrence where the main area of concern, or the major or most relevant event, is related to Flight Operations of aircraft in commercial aviation operations.

This form includes specific flight operation elements as well as sections addressing Airborne Conflicts (Airprox), Birdstrikes and Dangerous Goods.

Flight operations occurrences involving technical failures can also be reported here.

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*Note: If the main area of concern or the major or most relevant event is not about Flight operations, then select one of the other forms.*

4. Select „flight operations“ (includes sections of birdstrikes)

**Report to Germany on behalf of my organisation**

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**First some general questions** 

**Check when the answer is yes**

Was an aircraft involved in the occurrence ?

Did the occurrence involve more than one aircraft ?

Did the occurrence happen at or around an aerodrome ?

Was there an ATM contribution ?

Was there damage to the aircraft or other objects/structures ?

Did the occurrence result in fatalities and/or injuries ?

Did the occurrence involve an airprox ?

Did the occurrence involve a runway incursion ?

Was an aircraft hit by a bird or other animal ?

Were dangerous goods involved in the occurrence ?

Were the weather conditions relevant ?

**Identify this report for future updates**

Reporting entity

Entity name

Report identification

*If you identify your organisation and your report using the above fields you can submit a follow-up of the submitted report by resubmitting the .ESY file you receive in the confirmation mail (after submitting this report).*

*Before submitting this report you will be able to review your occurrence data.*

5. First some general questions:

- Check when the answer is „yes“:
  - was an aircraft involved in the occurrence? ▶ step 7, 8  
(as an aircraft is involved in the incident, the mark is already set)
  - did the occurrence involve more than one aircraft? ▶ step 7, 8
  - did the occurrence happen at or around an aerodrome? ▶ step 9
  - was there an ATM contribution? ▶ step 10
  - was there damage to the aircraft or other subjects/structures? ▶ step 11
  - did the occurrence result in fatalities and/or injuries? ▶ step 12
  - did the occurrence involve an airprox? ▶ step 13  
(can only be selected when more than one aircraft is involved)
  - did the occurrence involve a runway incursion? ▶ step 14
  - was an aircraft hit by a bird or other animal (mandatory, as wildlifestrrike) ▶ step 15

- were dangerous goods involved in the occurrence? ▶ step 16
- were the weather conditions relevant? ▶ step 17
- Please don't forget to identify yourself

### Report to Germany on behalf of my organisation

#### General information about the occurrence

**When**

UTC date <input type="text"/>	Local date <input type="text"/>
UTC time <input type="text"/>	Local time <input type="text"/>

**Where**

State/area of occ <input type="text"/>	Latitude of occ <input type="text"/>
Location name <input type="text"/>	Longitude of occ <input type="text"/>

**What**

Headline

Narrative language

Narrative

6. General information about the occurrence:

- when: please advise when the occurrence took place (UTC date and time); in case you discovered the wildlifestrrike after the flight, please advise the actual date)
- where: please advise the state and location, if possible
- what: headline: „Birdstrike“ or „Wildlifestrrike“ shall be mentioned;
- narrative language: language of the reporter's description of the event
- narrative: a detailed description of the incident is desirable

### Report to Germany on behalf of my organisation

#### Aircraft involved in the occurrence

**Aircraft identification 1 (main aircraft)**

State of registry <input type="text"/>	Aircraft registration <input type="text"/>
Aircraft category <input type="text"/>	<input type="text"/>
Manufacturer/model <input type="text"/>	<input type="text"/>
Serial number <input type="text"/>	Call sign <input type="text"/>

**Aircraft identification 2**

State of registry <input type="text"/>	Aircraft registration <input type="text"/>
Aircraft category <input type="text"/>	<input type="text"/>
Manufacturer/model <input type="text"/>	<input type="text"/>
Serial number <input type="text"/>	Call sign <input type="text"/>

**Aircraft identification 3**

7. Information about the main aircraft:

Aircraft identification I (page is only generated when more than one aircraft is involved; depends on what you have chosen at step 5; if not applicable, continue with the next page)

- State of registry: please select the state of aircraft's registration
- Aircraft registration: e.g. D-XXXX
- Manufacturer/model: please select from the list; if not mentioned, select „other“ and use the „additional text“ to advise the manufacturer/model
- Serial number: please advise the serial number of the aircraft
- Call sign: please advise aircraft's call sign

## Report to Germany on behalf of my organisation

### Information about the main aircraft

**Aircraft identification**

State of registry  > Aircraft registration

Manufacturer/model  >

Serial number  Year built

**Aircraft description**

Aircraft category  >

Mass group  Propulsion type

Wake turb. category  Number of engines

Landing gear type  Maximum t/o mass  kg

**Flight details**

Last departure point  >

Planned destination  >

Flight phase

### 8. Information about the main aircraft:

#### Aircraft identification:

- State of registry: please select the state of aircraft's registration
- Aircraft registration: enter aircraft's registration, e.g. D-XXXX
- Manufacturer/model: please select from the list; if not mentioned, select „other“ and use the „additional text“ to advise the manufacturer/model
- Serial number: please advise the serial number of the aircraft

#### Aircraft description:

- Aircraft categorie: please select at least a categorie from step 1 (e.g. fixed wing, rotorcraft)
- Mass group: please advise if possible
- Propulsion type: please advise if possible

#### Flight details:

- Last departure point: Airport of departure shall be mentioned, if not possible, please use the additional text
- Planned destination: Airport of destination shall be mentioned; if not possible, please use the additional text
- Flight phase: Enter the phase of flight in which the event occurred; very important for the analysis; in case the airplane has been on ground when the occurrence happened, a second field „Occ. on ground“ appears; please select „yes/no/unknown“
- Operator: self-explanatory
- Operation type: self-explanatory
- Call sign: self-explanatory

## Report to Germany on behalf of my organisation

### The occurrence happened at or around the aerodrome



<b>Aerodrome description</b>			
Location indicator	<input type="text"/>		
Location on aerodrome	<input type="text"/>		
Aerodrome status	<input type="text"/>	Aerodrome latitude	<input type="text"/>
Aerodrome type	<input type="text"/>	Aerodrome longitude	<input type="text"/>
Elevation above MSL	<input type="text"/> ft		
<b>Runway</b>		<b>Helicopter landing area</b>	
Runway identifier	<input type="text"/>	Landing area type	<input type="text"/>
Surface type	<input type="text"/>	Area configuration	<input type="text"/>
		Surface type	<input type="text"/>

9. The occurrence happened at or around the aerodrome

- Self-explanatory; depends of what you have chosen in step 5.(page is only generated when more than one aircraft is involved; depends on what you have chosen at step 5; if not applicable, continue with the next page)

## Report to Germany on behalf of my organisation

### There was an ATM contribution



<b>Air navigation service provider</b>			
ATS Unit name	<input type="text"/>		
ATM contribution	<input type="text"/>	Effect on ATM service	<input type="text"/>
Sector name	<input type="text"/>	RTF frequency	<input type="text"/> kHz
Services provided	<input type="text"/>		
<b>Airspace</b>			
Airspace type	<input type="text"/>	FIR/UIR name	<input type="text"/>
Airspace class	<input type="text"/>	Special activities	<input type="text"/>
Airspace name	<input type="text"/>		

10. There was an ATM contribution

- Self-explanatory; depends of what you have chosen in step 5.  
(page is only generated when more than one aircraft is involved; depends on what you have chosen at step 5; if not applicable, continue with the next page)

### Report to Germany on behalf of my organisation



**Damage sustained by an aircraft or other objects/structures**

**Damage**

Damage on aircraft		Damage on aerodrome	
Third party damage		Object damaged	

11. Damage sustained by an aircraft or other objects/structures  
 Self-explanatory; depends of what you have chosen in step 5.  
 (page is only generated when more than one aircraft is involved; depends on what you have chosen at step 5; if not applicable, continue with the next page)

### Report to Germany on behalf of my organisation



**Injuries or incapacitation sustained in the occurrence (more than one aircraft involved)**

**Injuries**

Injury level

	Fatal	Serious	Minor	Total
Total on ground				
Total on all aircraft				

**Incapacitation**

Persons incapacitated

Person incapacitated	Reason for incapacity

12. Injuries and incapacitation sustained in the occurrence (more than one aircraft involved)  
 Self-explanatory; depends of what you have chosen in step 5.  
 (page is only generated when more than one aircraft is involved; depends on what you have chosen at step 5; if not applicable, continue with the next page)

## Report to Germany on behalf of my organisation

**The occurrence involved an Airprox** 

**Aircraft separation**

Horizontal rel mvmt  Military a/c involved

Rate of closure  kt

**Distances**

	Prescribed	Recorded	Estimated
Minimal horizontal	<input type="text"/> NM	<input type="text"/> NM	<input type="text"/> NM
Minimal vertical	<input type="text"/> ft	<input type="text"/> ft	<input type="text"/> ft

**Aircraft n1**  **Aircraft n2**

**Information**

Other aircraft seen  Other aircraft seen

Traffic info quality  Traffic info quality

**Movement**

Vertical profile of separation  Vertical profile of separation

13. The occurrence involved an airprox.

Self-explanatory; depends of what you have chosen in step 5

(page is only generated when more than one aircraft is involved; depends on what you have chosen at step 5; if not applicable, continue with the next page)

## Report to Germany on behalf of my organisation

**The occurrence involved a runway incursion** 

**Runway incursion**

Entity involved  Type of vehicle

Vehicle controlled

14. The occurrence involved a runway incursion

Self-explanatory; depends of what you have chosen in step 5

(page is only generated when more than one aircraft is involved; depends on what you have chosen at step 5; if not applicable, continue with the next page)

## Report to Germany on behalf of my organisation

The occurrence involved a birdstrike or collision with wildlife 

**Bird/wildlife strike information**

Parts struck	Windshield	Parts damaged	
Birds/wildlife seen	<input type="radio"/> 1 <input checked="" type="radio"/> 2-10 <input type="radio"/> 11-100 <input type="radio"/> More <input type="radio"/> Unknown	Birds/wildlife struck	<input type="radio"/> 1 <input type="radio"/> 2-10 <input type="radio"/> 11-100 <input type="radio"/> More <input checked="" type="radio"/> Unknown
Bird size	Large	Pilot advised of birds	No
Species description	DUCKS, GEESE, SWANS - CANADA GOOSE		

15. The occurrence involved a birdstrike or collision with wildlife;

- Self-explanatory;
  - To have a guideline regarding bird size: a pigeon/dove is a medium-sized bird, please classify the seen bird accordingly
  - in case you were advised of birds, please additionally advise the source (e.g. tower, bird tam)
  - species description: please try to point out the animal group at least

## Report to Germany on behalf of my organisation

The occurrence involved dangerous goods 

**Dangerous goods**

Dang goods involved Yes

Dangerous good

Origin of goods

Shipper name

Air Waybill/ Consignment

**Packaging**

Total number of packages

Type of inner packaging

Type of outer packaging

Subsidiary risk

Number of inner packages

Quantity per inner pack.

Packing group/ Class 7

16. The occurrence involved dangerous goods

Self-explanatory; depends of what you have chosen in step 5.  
(page only generated when more than one aircraft is involved; depends on what you have chosen at step 5; if not applicable, continue with the next page)

## Report to Germany on behalf of my organisation

**The weather was relevant to the occurrence** 

**Conditions and visibility**

Weather relevant: Yes

Weather conditions: [dropdown]

Light conditions: [dropdown]

Cloud amount: [dropdown]

Height of cloud base: [input] ft

Visibility: [input] m

Visibility restrictions: [input]

Air temperature: [input] C

Dew point: [input] C

**Winds**

Wind speed: [input] kt

Speed measured at: [dropdown]

Wind gusts: [input] kt

Maximum gust: [input] kt

Wind direction: [input] Degree(s)

Rel wind direction: [dropdown]

Turbulence intensity: [dropdown]

**Precipitation and other weather phenomena**

Weather phenomenon type: [input]

Phenomenon intensity: [dropdown]

**Weather report**

17. The weather was relevant to the occurrence  
 Self-explanatory; depends of what you have chosen in step 5.  
 (page only generated when more than one aircraft is involved; depends on what you have chosen at step 5; if not applicable, continue with the next page)

## Report to Germany on behalf of my organisation

**The classification of the occurrence** 

**Classification**

Occurrence class: Incident

Detection phase: Take-Off

Occurrence categories: WILD: Collision Wildlife  
BIRD: Birdstrike

**Event types and phase of flight**

Event type 1: Operational - Aircraft Flight Operations - Wildlife and Birdstrikes - Birdstrike

Phase: [input]

Event type 2: Consequential Events - Flight Operations Outcome Events - Effect on Operations - Aircraft Return

Phase: [input]

Event type 3: Consequential Events - Flight Operations Outcome Events - Effect on Operations - Aircraft Change

Phase: [input]

**Risk**

Risk classification: [input]

Risk methodology: [input]

Risk assessment: [input]

18. The classification of the occurrence:
- Occurrence class: „Incident“
  - Detection phase: to be mentioned
  - Occurrence category: „Birdstrike“ or „Collision wildlife“ should be mentioned
  - Event type 1: „Operational“ – subitems to be mentioned (Aircraft Flight Operations -> Wildlife and Birdstrikes -> to be selected: - Bird ingestion/Birdstrike in Engine, - Birdstrike, - Near Birdstrike, - Near Wildlife Strike, - Wildlife Strike)
  - Event type 2 (if happened); e.g. „Consequential Events -> Flight Operations Outcome Events -> Effect on Operations -> aircraft return (in case there were any consequences)
  - Event type 3 (if happened): procedure similar to event type 2; e.g. Consequential Events - Flight Operations Outcome Events - Effect on Operations - Aircraft Change
  - Risk classification -> not a mandatory field for a wildlifestrrike (must be filled in for any other occurrence; if the analysis is not possible in time, an update 30 days after announcement of the occurrence is necessary at the latest)

## Report to Germany on behalf of my organisation

**Analysis and follow-up actions** 

**Assessment**

Analysis / follow up

Corrective actions

19. Analysis and follow-up actions;

- not mandatory for a wildlifestrike incident (must be filled in for any other occurrence; if the analysis is not possible in time, an update 30 days after announcement of the occurrence is necessary at the latest)

## Report to Germany on behalf of my organisation

**Reporting history and attachments** 

**Report Management**

Reporting entity

Report identification

Report status  Tracking sheet number

Report version

Parties informed

Other report inform.

20. Reporting history and attachments;

- self-explanatory; Please advise all parties informed -> double-entry reports must be avoided

## Report to Germany on behalf of my organisation

### Review your occurrence



#### Occurrence

Dang goods involved Yes

Weather relevant Yes

21. Review your occurrence:  
Self-explanatory

## Report to Germany on behalf of my organisation

Thank you for preparing this occurrence report.

Provide your contact details. You will receive a PDF copy of the submitted report at the given e-mail address. Make sure this is a valid e-mail address and that it is enabled for reception.

=> **If you are aware that the occurrence you are reporting could be a serious incident or accident then, in addition to reporting via this site, you are also legally obliged to notify the *Safety Investigation Authority* in the *State of Occurrence*. Regulation (EU)996/2010 refers.**

More information and lists of Authorities are available on **ENCASIA website** ([link](#)) for EU Member States and on **ICAO website** ([link](#)) for Third Countries.

Press 'Submit' to complete this session and send the report.

Organisation	<input type="text"/>
Name	<input type="text"/>
Telephone	<input type="text"/>
Email	<input type="text"/>

22. Your contact details are required before submitting the report to the responsible party; these data won't be published (only for further questions if necessary)

**Please don't forget:**

**copy of the report to DAVVL e.V. (not possible by the system):  
Email: [birdstrike@davvl.de](mailto:birdstrike@davvl.de) (NfL1-703-16)**