ENR 5.6 BIRD MIGRATION AND AREAS WITH SENSITIVE FAUNA

1. Bird Migration

1.1   General

Bird migrations generally occur in April (spring migration) and in September (autumn migration).

1.2   Spring migrating

The most important factors inducing heavy migration are a rise in temperature, light winds and southerly winds.

1.3   Autumn migration

The most important factor inducing heavy migration is a fall in temperature, high densities are also correlated with winds from N to NE, light winds , little cloud cover and high pressure.

1.4   *Number of birds*

TBD

1.5   Information on densities

TBD

1.6   Caution note

When an intensity of 5 or more is reported it is recommended that aircraft fly at heights above 1000 m AGL by day and above 1500 m AGL by night.

1.7   Reporting of bird strikes

1.7.1   To facilitate efforts to reduce bird hazards at and around airports, pilots and aircraft engineers are required to report all bird/other wildlife strikes or incidents where the a risk of bird strike has been present, within the space of the Hashemite Kingdom of Jordan, to Air Traffic Control to be forwarded to The National Bird Hazard Committee/ Flight Safety Directorate Or complete the form on JCARC website www.carc.gov.jo

1.7.2   A reporting form (CARC Form DASS-6) has been produced and may be obtained on request from the Duty officer, ground operations at each airport. A copy of the Bird/other wildlife strike reporting form is shown on page ENR 5.6-3. Directions to fill the form are shown on page ENR 5.6-4 and ENR 5.6-5.

1.7.3   In connection with incidents on or near an aerodrome, it is requested that pilots make sure that the birds, or as much of the remnants as possible, are collected and hand to the duty officer, ground operations at the airport, to be forwarded to the biologist concerned.

Any supplementary information on the circumstances under which the incident took place should also be added.

2. Areas with sensitive fauna

2.1 Many species of birds as well as mammals are sensitive to noise from aircraft and overflying their breeding and resting places may be critical. In accordance with the Regulations for Civil Aviation Regulatory commission, overflying of such areas at heights below 1000 ft (300M) shall be avoided.

2.2 The areas are shown on the index charts on pages ENR 6-8 to ENR 6-9

Bird/Other Wildlife Strike Report

BIRD/OTHER WILDLIFE STRIKE REPORT

1. Name of Operator	2. Aircraft Make/Model	3. Engine Make/Model
4. Aircraft Registration	5. Date of incident ———— / ———— / ———— Month Day Year	6. Local Time of incident □ Dawn □ Dusk ——— HR ——— MN □ Day □ Night □ AM □ PM
7. Airport Name	8. Runway Used	9. Location if En Route (Nearest town/reference and governorate)
10. Height (AGL)	11. Speed (IAS)	

12. Phase of Flight

- □ A. Parked
- □ B. Taxi
- □ C. Take-off Run
- □ D. Climb
- □ E. En Route
- □ F. Descent
- □ G. Approach
- □ H. Landing Roll

13. Part(s) of Aircraft Struck or Damaged

	Struck	Damaged		Struck	Damaged
A.Radome	□	□	H.Propeller	□	□
B.Windshield	□	□	I.Wing/Rotor	□	□
C.Nose	□	□	J.Fuselage	□	□
D.Engine No. 1	□	□	K.Landing Gear	□	□
E.Engine No. 2	□	□	L.Tail	□	□
F.Engine No. 3	□	□	M.Lights	□	□
G.Engine No. 4	□	□	N.Other		

(Specify if "N" is checked)

14. Effect of Flight

- □ None
- □ Aborted Take-Off
- □ Precautionary Landing
- □ Engines Shut Down
- □ Other: (Specify)

15. Sky Condition

- □ No Clouds
- □ Some Clouds
- □ Overcat

16. Precipitation

- □ Fog
- □ Rain
- □ Snow
- □ None

17. Bird/Other Wildlife Species

18. Number of Birds/Other Wildlife seen and/or struck

Number	Seen	Struck
1	□	□
2-10	□	□
11-100	□	□
more than 100	□	□

19. Size of Bired(s) seen and/or struk

- □ Small
- □ Medium
- □ Large

20. Pilot warned of Birds   □ Yes   □ No

21. Remarks (Describe damage, injuries and other pertinent information)

DAMAGE/ COST INFORMATION

22. aircraft time out of services: ———— hours	23. Estimated cost of repairs or replacement (JD) JD	24. Estimated other costs (JD) (e.g. loss of revenue, fuel, hotels): JD
Reported by (Optional)	Title	Date

Directions for CARC Form DASS-6
Bird / Other Wildlife Strike Report

1. **Name of Operator**
   This can be an airline (abbreviations are okay), business, government agency, or if a private pilot, his or her name.

2. **Aircraft make/model:**
   Abbreviations are okay, but try to include the model (e.g. B737-200).

3. **Engine Make/Model:**
   Abbreviations are allowed (e.g., PW 4060, gect7, LYC 580).

4. **Aircraft Registration:**
   This means the registration number for Jordanian aircraft.

5. **Date of Incident:**
   Give the local date, not the ZULU GMT date.

6. **Local Time of Incident:**
   Check the appropriate light conditions and fill in the hour and minute local time and check AM or PM or use the 24 clock and skip AM/PM.

7. **Airport Name:**
   Use the airport name or 3 letter code and location (city/country).

8. **Runway used:**
   Self explanatory.

9. **Location if En Route:**
   Put the name of the nearest city region, and country.

10. **Height AGL:**
    Put the feet (meters) 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 zero.

11. **Speed (IAS):**
    Speed at which the aircraft was traveling when the strike occurred.

12. **Phase of Flight:**
    Phase of flight during which the strike occurred.

13. **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 animal strike, causing the aircraft to flip over and damage parts not struck by animal).

14. **Effect on Flight:**
    You can check more than one, and if you check "Other" please in Comments (#21).

15. **Sky Condition:**
    Your may check the one that applies.

16. **Precipitation:**
    You may check more than one that applies.

17. Bird/Other 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.

18. Number of birds see and / or struck:
   Check the box in the Seen column with the correct number if you saw the birds/other 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.

19. Size of Bird(s) / Other wildlife:
   Check what you think is the correct size (e.g., sparrow = small, gulls = medium, geese = large).

20. Pilot Warmed of Birds:
   Check the correct box (even if it was an ATS warning or NOTAM).

21. 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).

22. Aircraft time out of service:
   Record how many hours the aircraft was out of service.

23. Estimated cost of repairs or replacement:
   This may not be known immediately, but the data can be sent at a later date or put down a contact name and number for this data.

24. Estimated other cost:
   Include loss of revenue, fuel, hotels, etc. (see directions for #23).

25. Reported by:
   Although this is optional, it is helpful if questions arise about the information on the form (a telephone number could also be included).

26. Title:
   This can be Pilot, Tower, Airport Operation, Airline Operations, Flight Safety, etc.

27. Date:
   Date the form was filled out.