

B.S.C.E.

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BIRD STRIKE COLLISION RISK

Pilot's point of view

CREW INFORMATION AND RADIO-COMMUNICATIONS

The information procedures, as recommended by the BSCE seem to be satisfactory. However, some problems remain as far as their implementation is concerned.

ATIS

It can be an efficient information mean if only transmitted during the most critical periods. However, because of the intermittence, suddenness and difficult forecasting of the bird strike risk, this broadcasting must be considered as a warning rather than a direct mean of information.

RADIO-COMMUNICATION

Regarding bird strike risk, the difficulty lies in the fact that the information being punctual, the risk varying, it has to be transmitted at the best time, generally when the crew load is maximum. The initiative must proceed from the controller. He got to inform the pilot at the most convenient time of the potential risk to allow the pilot to decide of the best procedure to be applied. The ideal scheme would be: specialists on the airfield to inform the controller who will then get in touch with the pilot. We think that controllers should be trained to that objective.

FLIGHT PROCEDURES

Flight procedures regarding bird hazards have to be understood as the preferential use of such or such method in the line of the procedures daily performed by pilots.

Considering :

- The complexity of the procedures in use
- The necessity to comply with noise abatement procedures very often
- The workload already supported by pilots

the aim of this proposal is not, except in particular cases, to develop new procedures for bird avoidance. Consequently, all recommendations from the BSCE should aim at suggesting, from the serie of present procedures, the ones which are the most efficient to lessen bird strike.

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Examples :

- Switch on, or off, landing lights at take-off, .
- Power reduction or not at take-off,
- Approach on increased path on VFR conditions
- Modification of take-off or approach tracks.

AIRCRAFT CERTIFICATION

The certification of modern aircraft is considered in a new and different way. Some national regulations applied to new engines can be considered as excellent. But those engines only stowed new aircraft.

The statistical studies on bird collisions show that the simultaneous strike of several engines is very frequent. Consequently, in addition to the classical certification, the certification should study cases of performance shut down on two or more engines at the same time.

Example : a power decrease of 50% on two engines simultaneously could be studied as an hypothesis.

The increase of helicopter performances implies the revision of certification regulations for such aircraft, especially windshield, rotors and nacelles.

J.C. SONNETTE

Airline pilot, Vice Chairman of
"Communication on flight procedures Working Group"