

WORKING PAPER ON THE OPERATIONAL USE OF BIRD STRIKE INFORMATION
FROM A PILOT'S VIEW

It may come as a surprise to some that in fifteen years of active civilian flying in Europe I never came across a so-called "birdtam". Needless to say that after attending this meeting I will certainly be on the lookout for my first birdtam. However, after reading WP 34 and especially the Appendix, I wonder if I will be able to recognize it as such.

As you know, we civilian pilots, have to constantly interpret and digest a mass of information which is necessary to prepare and execute a flight. This material is mostly in connection with meteorological and technical factors which can directly affect the safe conduct of the flight. The quick assimilation of this information is only possible through the extensive use of abbreviations in such publications as NOTAM's - SNOWTAM's and SIGMET's, all of which have to be analysed before flight. To all this we are now adding a BIRDTAM, the necessity of which is of course recognized by the pilots. However we find it imperative that the presentation of the BIRDTAM be short, concise, standardized and, above all, in clear language.

The first part of this paper dealt with the pre-flight stage; now we will look at the aspect of bird avoidance with respect to the flight itself. We consider the take-off and initial climb up to 1500 feet to be the most critical phase with regards to bird strike. This is in fact the phase of flight where a bird collision could lead to the most severe consequences. During this stage there is practically no possibility for avoiding action except during taxi and up to V_1 .

The next most critical phase is considered to be the approach, a part of the flight where the pilot is committed to accurate and restrictive procedures. This leaves him with very little room for variation in speed, configuration and bird collision avoidance. The earlier a pilot is warned during his approach of bird hazards, the better he

will be able to cope with the situation. Below 1000 feet/ground the only possible avoiding action could be the initiation of a go-around.

In our opinion the bulk of the effort should be directed towards the development of better bird scaring methods as they are judged to be the most effective means of minimizing bird strike hazards during the two most critical flight phases.

CAPT. JACQUES SANCHE
IFALPA

Discussion on WP 38

Richards: I suppose that your results are valid mainly for the engines?

Sanches: We have not had time to make a study of that.

Thorpe: It will be necessary to concentrate even more on bird scaring equipment.

Sanches: All those actions should already be done e.g. removals of garbage dumps from the vicinity of airports.