

## SUPPORTING STATEMENT

OMB-Renewal of 2120-0045  
Federal Aviation Administration Form 5200-7  
Bird/Other Wildlife Strike Report

### **JUSTIFICATION:**

**1. Explain the circumstances that make the collection of information necessary. Identify any legal or administrative requirements that necessitate the collection.**

Since 1970, the Federal Aviation Administration (FAA) Administrator has had authority to issue airport-operating certificates to airports receiving certain air carriers and to establish minimum safety standards for the operation of those airports. This authority is currently found in Section 44706, Airport operating certificates, of Title 49, United States Code, Public Law 103-272, 109 Stat. 745 (July 5, 1994). FAA has used this authority to issue requirements for the certification and operation of certain land airports. These requirements are contained in Title 14 Code of Federal Regulations, Part 139 (14 CFR 139), Certification of Airports, as amended.

An area of considerable concern involving aviation safety in the airport environment is the catastrophic damage that can be caused by aircraft-wildlife collisions. FAA Form 5200-7 (Bird/Other Wildlife Strike Report) is used by the aviation public to report technical and repair costs data on accidents/incidents resulting from collisions between aircraft and wildlife. Data collected on FAA Form 5200-7 is necessary to monitor compliance with 14 CFR 139.337 – Wildlife Hazard Management. Additionally, it is essential that the FAA have adequate information on how wildlife activities are affecting aviation in order to continue research and test programs to improve present aircraft and engine airworthiness standards and to allow the FAA to provide helpful guidance on this subject. This collection supports the Department of Transportation's strategic goal of safety.

The International Civil Aviation Organization (ICAO) has made it a standard for member states to establish procedures for recording and reporting bird strikes and forwarding those reports to ICAO for inclusion in the ICAO Bird Strike Information System (IBIS) database (Annex 14, to the Convention on International Civil Aviation, § 9.4.1.a and 9.4.2). This collection supports the Department of Transportation's strategic goal of safety.

**2. Indicate how, by whom, and for what purpose the information is to be used.**

The data collection is used by the FAA and ICAO to develop standards to cope with bird and other wildlife hazards to aircraft, injury to personnel, and for wildlife habitat control methods on or adjacent to airports.

The information collected is authenticated and stored electronically in the FAA National Wildlife Strike Database. This database is accessible to international, national, state, and local governments and both public and private organizations and individuals, for use in addressing the wildlife aircraft strike issue.

**3. Describe whether, and to what extent, the collection of information involves the use of automated, electronic, mechanical, or other technological collection techniques or other forms of information technology.**

The FAA has introduced automation into the collection of this data. Electronic (web) filing of reports (<http://wildlife.faa.gov>) began in April 2001. In 2001, 0.4 percent of reports were filed electronically; this quickly grew to 20% in 2002. The number of electronically filed strike reports has increased annually in 2003, (28%); 2004 (32%); 2005 (38%); 2006 (46%); 2007 (62%) and has continued to increase to 92% in 2014 (Explanation of percentage in Q.19 and Table 4). In accordance with the Government Paperwork Elimination Act, the form used to report this information is available online and is 100% submitable electronically.

In addition, the FAA developed mobile application software that allows strike reporting from a smart phone. An extension to the mobile application software also placed a Quick Response (QR) Code for smart phones on the bottom of the 2011 “Report Wildlife Strikes” poster which allows anyone to report a wildlife strike via the web or their personal data devices. As a result, electronic filings have dramatically increased every year after.

**4. Describe efforts to identify duplication. Show specifically why any similar information already available cannot be used or modified for use for the purpose(s) described in 2 above.**

Data collected, except for basic identification data, is unique to this report.

The information recorded and submitted under the Wildlife Aircraft Strike Hazard Reduction Program is unique to the purpose and not duplicated elsewhere. Data is shared with several other international, federal, and state agencies such as: the International Civil Aviation Organization; the U. S. Department of Agriculture – Wildlife Services, U.S. Department of Defense–US Air Force, the U.S. Fish and Wildlife Service, Transport Canada, Central Science Laboratory, U.K., various state aviation authorities and state wildlife management authorities, as well as private industry to eliminate redundancy.

**5. If the collection of information has a significant impact on a substantial number of small businesses or other small entities (item 5 of OMB Form 83-1), describe the methods used to minimize burden.**

This collection does not affect small businesses.

**6. Describe the consequences to Federal program or policy activities if the collection is not conducted or is conducted less frequently.**

The collection is conducted as required when an incident occurs. Reduction in collection would degrade the statistical use of the data and therefore degrade safety.

**7. Explain any special circumstances that require the collection to be conducted in a manner inconsistent with 5 CFR 1320.5(d) (2) (i)- (viii).**

Collection is consistent with the guidelines.

**8. Describe efforts to consult with persons outside the agency to obtain their views on the availability of data, frequency of collection, the clarity of instructions and recordkeeping, disclosure, or reporting format (if any) and on the data elements to be recorded, disclosed, or reported.**

The FAA consults with the International Civil Aviation Organization (ICAO), the Interagency Bird Hazard Committee, Bird Strike Committee–USA, Bird Strike Committee–Canada, Bird Strike Committee–Mexico, and International Birdstrike Committee about the types and quantity of data required to maintain safety standards. In addition, the need for data is coordinated with the U. S. Department of Agriculture –Wildlife Services, US DoD (U.S. Air Force, and U.S. Navy), the U.S. Fish and Wildlife Service, various state aviation authorities and state wildlife management authorities, and local governments as well as both public and private organizations and individuals.

FAA form 150-5200-7 *Bird/Other Wildlife Strike Report* is modeled on ICAO's *Bird Strike Reporting Form* and *Supplemental Bird Strike Reporting Form* and was coordinated with industry and government users.

A Federal Register 60-day notice for public comments was published on May 3, 2016, (81FR26616). No comments were received.

**9. Explain any decision to provide any payment or gift to respondents, other than remuneration of contractors or grantees.**

Payments and/or gifts are not provided to any respondents, other than remuneration of contractors or grantees.

**10. Describe any assurance of confidentiality provided to respondents and the basis for the assurance in statute, regulation, or agency policy.**

No assurance of confidentiality is given.

**11. Provide additional justification for any questions of a sensitive nature such as sexual behavior and attitudes, religious beliefs, and other matters that are commonly considered private. This justification should include the reasons why the agency considers the questions necessary, the specific uses to be made of the information, the explanation to be given to persons from whom the information is requested, and any steps to be taken to obtain their consent.**

Name and basic contact information is collected, along with data regarding the incident. No additional personal information is collected.

**12. Provide estimates of the hour burden for the collection of information.**

With the requested information in hand, voluntary completion of FAA Form 5200-7 takes 0.08 hrs or less. Because reporting is voluntary, there is no requirement for the person filing the report to provide 100% of the information requested in the form. They are requested to provide only that information readily available to them. Duplicative reporting often results in additional information from a single strike incident that may not have been provided within any singular source. Although multiple reports from a single incident result in an increased work load of the USDA Wildlife Services and Smithsonian FIL, improved information of each strike incident is beneficial. It also confirms that our Outreach/ Education efforts are effective in increasing strike reporting awareness throughout the industry. Strike reports are submitted through various methods. The following table shows reports for 2015.

Source	Total
FAA Form 5200-7E (Electronic) <sup>2</sup>	10,956
FAA Form 5200-7 (Paper) <sup>2</sup>	267
Air Transport report	315
Multiple <sup>3</sup>	1,066
Airport report	62
Other <sup>4</sup>	26
Daily Report (FAA)	271

Mandatory Occurrence Report	829
Preliminary Aircraft Incident Report	0
Engine manufacturer	0
Aircraft Incident Report	1
Aviation Safety Reporting System	0
National Transportation Safety Board	1
Aircraft Incident Preliminary Notice	0
Transport Canada	1
U.S. Air Force (BASH)	0
<b>Total</b>	<b>13,795</b>

**13. Provide an estimate of the total annual cost burden to respondents or recordkeepers resulting from the collection of information.**

Respondents voluntarily complete either an electronic or paper version of Bird/Other Wildlife Strike Report and submit it to the FAA when an incident occurs. The paper version is franked and pre-addressed to the FAA. The FAA strongly encourages pilots, airport operations, aircraft maintenance personnel, Air Traffic Control personnel, engine manufacturers, Biologists or anyone else who has knowledge of a strike to report it to the National Wildlife Strike Database (NWSD). The FAA makes available an online reporting system at the Airport Wildlife Hazard Mitigation web site (<http://www.faa.gov/go/wildlife>) or via mobile devices at <http://www.faa.gov/mobile>. Anyone reporting a strike can also print the FAA's Bird/Other Wildlife Strike Report Form (Form 5200-7) at the end of AC No: 150/5200-32B Reporting Wildlife Aircraft Strikes or download it from the web site to report strikes. Paper copies of Form 5200-7 may also be obtained from the

appropriate Airports District Offices (ADO), Flight Standards District Offices (FSDO), and Flight Service Stations (FSS) or from the Airman's Information Manual (AIM). Paper forms are pre-addressed to the FAA. No postage is needed if the form is mailed in the United States. Bird strike identification using feathers, DNA, or other body parts or materials from birds involved in bird-aircraft strikes is provided free-of-charge to all U.S. airport operators, all U.S. aircraft owners/operators (regardless of where the strike happened), and to any foreign air carrier if the strike occurred at a U.S. airport. All specimens are mailed to the Smithsonian Institution's Feather Identification Laboratory (FIL).

**14. Provide estimates of annualized cost to the Federal Government.**

Through an Interagency Agreement the FAA has contracted with the U. S. Department of Agriculture - Wildlife Services, National Wildlife Research Center, to edit all strike reports (FAA Form 5200-7) sent to the FAA since 1990 to ensure consistent, error-free data; 2) enter all edited strike reports since 1990 in the FAA National Wildlife Strike Database; 3) supplement FAA-reported strikes with additional, non-duplicated strike reports from other sources; 4) provide FAA with an updated computer file each quarter containing all edited strike reports; and 5) assist the FAA with the production of annual reports summarizing the results of the analyses. The annual cost of this contract is \$150,000.

The information collected is authenticated and stored electronically on the FAA National Wildlife Strike Database. On a controlled basis, this database is accessible to international, national, state, and local governments and both public and private organizations and individuals, for use in addressing the wildlife aircraft strike issue. The annual cost of this contract is \$100,000

Through an Interagency Agreement between the FAA and the Smithsonian Institution, the Smithsonian provides identification of wildlife strike remains for any USA registered aircraft owner/operator, regardless of where the strike occurred, or to any air carrier, if the strike occurred at a USA airport. There is no charge to the respondent for this service. The annual cost of this contract is \$150,000.

**15. Explain the reasons for any program changes of adjustments reported in items 13 or 14 of the OMB Form 83-I.**

Since the submission of this form is voluntary, the number of responses may shift upward or downward during the report period. This adjustment has resulted in an increase in the burden hours during this report period.

**16. For collections of information whose results are planned to be published, outline plans for tabulation and publication. Address any complex analytical techniques that will be used. Provide the time schedule for the entire project, including beginning and ending dates of the**

**collection of information, completion of report, publication dates, and other actions.**

The data is analyzed to:

1. identify trends in wildlife strike incidents;
2. identify airports with wildlife control problems;
3. monitor the effectiveness of wildlife strike control problems;
4. determine the economic cost of wildlife strikes;
5. determine the magnitude of safety issues;
6. and most importantly, determine the nature of the problems (e.g., wildlife species, aircraft and engine types, airports, seasonality) so that corrective actions can be taken.

This data is published in annual reports summarizing the results of the analyses. Copies of the annual report – *Wildlife Strikes to Civil Aircraft in the United States*,– are publicly available in both electronic and paper versions.

Because of the nature of the problem, there are no plans to discontinue collection, analysis, and publication of the data.

**17. If seeking approval to not display the expiration date for OMB approval of the information collection, explain the reasons that display would be inappropriate.**

Approval not to display the expiration date for OMB approval is not sought.

**18. Explain each exception to the certification statement identified in item 19, “Certification for Paperwork Reduction Act Submissions,” of OMB Form 83-I.**

There are no exceptions.

Table 4. Methods of reporting and source of information for reported wildlife strikes to civil aircraft, USA, 2014.

Source	Total	% of total
FAA Form 5200-7E (Electronic)	10,173	74
FAA Form 5200-7 (Paper)	285	2
Air Transport report	464	3
Multiple <sup>1</sup>	1,501	11
Airport report	70	<1
Other <sup>2</sup>	23	<1
Daily Report (FAA)	158	1
Mandatory Occurrence Report	994	7
Preliminary Aircraft Incident Report	0	0
Engine manufacturer	0	0
Aircraft Incident Report	0	0
Aviation Safety Reporting System	0	0
National Transportation Safety Board	0	0
Aircraft Incident Preliminary Notice	0	0
Transport Canada	0	0
U.S. Air Force (BASH)	0	0
<b>Total</b>	<b>13,668</b>	<b>100</b>

<sup>1</sup> More than one type of report was filed for the same strike.

<sup>2</sup> Various sources such as news media and Commercial Incident Reports.