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Federal Aviation Administration (FAA), DOT  
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Washington, DC 20591  
Sent to Federal Aviation Administration (FAA), DOT via [www.regulations.gov](http://www.regulations.gov)

Re: Bird/Other Wildlife Strike Report comments 2025-18486

To Whom it May Concern:

## **Greetings**

I would like to thank you for the opportunity to submit this comment regarding the collection of bird/other wildlife strikes on aircrafts. I believe it is necessary for this critical information to be acquired from these voluntary reports by the FAA to determine a large variety of different safety measures that we can utilize in tandem with the Wildlife Hazard Management program.

## **Background**

Pilots, airport operations staff, aircraft and airport maintenance personnel, air traffic controllers, wildlife biologists, and anyone else having knowledge of a strike can report incidents to the FAA, primarily using the online version of FAA Form 5200– 7. The data becomes part of the publicly available National Wildlife Strike Database used to enhance safety by airports, airlines, engine and airframe manufacturers, and the FAA. Approximately 19,739 pilots, airport operations staff, aircraft and airport maintenance personnel, air traffic controllers, wildlife biologists, and others with knowledge of a strike would be producing reports on the strikes. Since the FAA is required to collect wildlife strike data already, renewing this approval would be vital towards the safety measures they currently take.

The agency is requesting comments on a few different aspects of the request: (a) Whether the proposed collection of information is necessary for FAA's performance; (b) the accuracy of the estimated burden; (c) ways for FAA to enhance the quality, utility and clarity of the information collection; and (d) ways that the burden could be minimized without reducing the quality of the collected information.

## **Concern**

For aspect (a) I do believe that the collection of information is necessary for the FAA's performance due to the needs of pilots. According to the FAA, there have been about 292,000

reported wildlife strikes with civil aircraft in the USA between 1990 and 2023 (about 19,700 strikes at 780 U.S. airports in 2023). An additional 5,100 strikes have been reported by U.S. Air Carriers at foreign airports, 1990–2023. With this knowledge, those who may need to interact with aircraft would have updated information regarding typical flight paths, preventative maintenance procedures, and emergency maneuvers to name a few things that would benefit from this data collection. With the data retrieved and analyzed from these reports, pilots and other individuals involved in the use of aircraft within the FAA would be able to make our skies safer, which overall influences the safety capabilities for passengers. Ensuring the safety of those who are voluntarily using this mode of transportation is imperative towards the continuing usage of the aircraft due to the collective public interest of the overall safety of human kind. With this proposal also continuing the current research being conducted regarding specific animal paths, it becomes an important matter for the FAA to follow towards ensuring the safety of the animals that the aircraft may come into contact with, due to the financial and overall interest that occurs from the need to avoid contact with wildlife. With wildlife contact causing a large amount of delay and financial distress towards flights and aircraft safety, and wildlife's lack of complex thought processes similar to those of the human calculative nature, it is vital that we take the role in ensuring their safety.

For aspect (b) as an individual who fills out multiple surveys on a consistent basis, the only way for the filing of these reports to take five minutes maximum would be for an expert to fill out the report in a practiced manner. Though it would be optimal for a report to only take 5 minutes, a typical system needs multiple layers of security that would need to be signed into when using a digital format to ensure the necessary confidentiality is maintained. Though the reported average time it takes to correctly fill out the report is 5 minutes, that is taking a collection of data that may be majority reports from the minor incidents, where there is not as much information needed to be reported to input. The incidences of larger damages for contact typically takes a longer amount of time for individuals to fill out due to the amount of detail required to ensure proper reporting for those who analyze the data on the opposite end. Without individuals maintaining the consistency of details from each moment of contact with wildlife, the amount of information becomes faulty and unable to be used properly to ensure the proper methods can be taken towards preventative measures.

For aspect (c) The FAA can enhance the quality of the information collection in different digital ways. Without every pilot having an extensive knowledge of every species of wildlife that could potentially come in contact with their aircraft, it is not in the best interest to expect the pilots to know what creatures they should be writing their portion of their report about. Having a streamlined method to fill out the report, such as high quality cameras that consistently record the surroundings of the aircraft. These cameras should have the ability to record high quality images which show the different characteristics of the wildlife that came in contact with the aircraft. Once struck, pilots could indicate that there was a strike with a button in the cockpit, which would trigger an alert after the flight for the review team to look at the footage during the aircraft's maintenance checks. They could obtain the pictures of the strike, the location on the aircraft, and the species of the wildlife strike. This information, once recorded by the review team, would be used by the other personnel that needed the wildlife strike information.

For the (d) aspect, with the digitization of the process through the addition of cameras on the aircrafts, pilots may also be able to fill out a form midflight after they have handled the wildlife strike safely. That way, the review team is able to cross reference the information and evaluates whether the cameras are doing sufficient work. This also allows a way to ensure that

pilots remain engaged during the necessary portions of their flights. Pulling pilots away from a portion of their flying of the aircraft or monitoring of the aircraft's functions, puts all of the souls on board at risk of harm if an issue occurred without correction. It also lowers the amount of human error that may occur throughout the data collection across the different airlines. A large amount of the report requires a detailed explanation of the specific incident that occurred, and though it is typical of reports like so to have large input areas, requires pilots or others who come into contact with wildlife to report what has occurred in a large enough amount of detail that it would be better to immediately begin the report upon end of any life threatening occurrences that may follow the contact. This would ensure the most accurate reflection of the event from start to finish, lowering the amount of error that would occur with regurgitating the events should there be incidences that occur in between the end of the contact and the beginning of the filling out of the report. With different airlines having different aircraft maintenance personnel, it is also imperative that the different team for their assignment can evaluate the aircraft and inform the pilots as soon as possible to ensure the safety of the aircraft in a streamlined manner. Without a consistent method for reporting and analyzing the data in a manner that is easily accessible to those who may need to interact with the aircraft, additional delays occur on the productivity of those who may not know what is wrong with the aircraft prior to applying solutions to fix any problems on the vehicle.

## **Overview**

After careful consideration of the information provided by the FAA, it is clear that obtaining this data has been assisting researchers and those who interact with aircraft alike. With the increasing need to correctly survey the wildlife information that we may interact with, along with the need to ensure our aircraft are safe, it is highly recommended that the previous approval is renewed. There are multiple different methods that the FAA may utilize to ensure efficiency throughout the reporting process as the estimated time is unfortunately inaccurate to realistic actions of our pilots. Assigning a specific team to review the footage of the aircraft in the same manner that we have specific teams in place to evaluate the wellness of the aircraft, would be vital towards the simplification of the process. It would also minimize the amount of human error that may occur with the different pilots needing to report a large variety of different data.

Thank you for your time and consideration in this matter, and please do not hesitate to contact me for further questions regarding my opinion.

Sincerely,

Kamari Dawn

### **Works Cited**

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