



U. S. Department of Agriculture Animal and Plant Health Inspection Service Wildlife Services

Wildlife Strikes to Civil Aircraft in the United States



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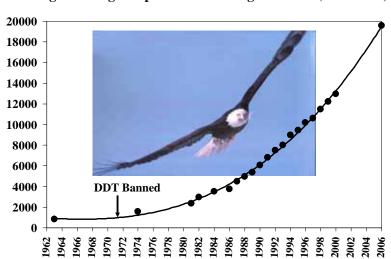
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Cover

An Embraer RJ 145 struck an American bald eagle at 600 feet AGL on final approach to an airport in Florida on 22 March 2006. The eagle penetrated the radome. Parts of the eagle also were ingested into one engine and struck the leading edge of wing. The aircraft landed safely and was taken out of service for inspection and repairs.



Nesting Bald Eagle Population in Contiguous USA (1963-2006)

The American bald eagle population has shown a remarkable recovery in the USA since the banning of DDT and other chlorinated-hydrocarbon pesticides in 1972. The nesting population of bald eagles in the 48 contiguous states has increased from less than 500 pairs in 1970 to an estimated 9,789 pairs (19,578 nesting adults) in 2006 (U.S. Fish and Wildlife Service, unpublished data).

Anyone with quality photographs of aircraft damage resulting from wildlife strikes or of wildlife at airports is encouraged to submit them to one of the authors for consideration in future wildlife strike publications.

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Acknowledgments

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Sponsorship and funds for the ongoing maintenance and analysis of the FAA Wildlife Strike Database are provided by the FAA, Office of Airport Safety and Standards, Washington, DC, and Airports Division, Airport Technology Branch, FAA William J. Hughes Technical Center, Atlantic City, NJ.

A short farewell from the senior author

A person much wiser than I once said, "If you cannot measure the problem, you cannot solve the problem." I leave to the reports' co-authors and my successors the responsibility of analyzing and publishing wildlife aircraft strike data for the civil aviation



This is my last annual report. I retired 3 August 2007. (Jomo Kenyatta International Airport, Nairobi, Kenya, September 2004)

community in the future — to help measure and to help solve the problem. Judging from the response to these reports, the civil aviation community has benefited from the past analyses and will continue to benefit from future efforts.

My last 12 years as the FAA's Staff Wildlife Biologist have been the highlight of my 33 years of Federal service; 29 of which were spent dealing with human-wildlife conflicts. Dealing with wildlife aircraft strike problems is truly a specialty (aviation safety) within a specialty (human-wildlife conflicts) within a specialty (wildlife management) and involves both human management and wildlife

management. Working to protect human health, safety, and property — while at the same time preserving the natural and varied wildlife habitats and wildlife populations for the benefit and enjoyment of all — is always challenging, interesting, and rewarding. In no other area of wildlife management is the price of failure as high as when dealing with wildlife on airports. The potential for catastrophic loss of human life and property is staggering. In the United States, we have been successful and lucky. Since 1960, 82 civil aircraft have been destroyed and 125 people have died as a result of wildlife strikes. Seventy-nine of those deaths occurred with the loss of two commercial aircraft in the 1960s. Only 9 of the 125 deaths have occurred since 1990, all involving strikes with General Aviation aircraft. I believe my work, and that of others like me, has contributed to this success. I hope this success, and luck, continue.

I'll not go gentle into that good night; nor rage against the dying of the light. It'll be as one door closing and another opening. My wife and will relocate to Indiana. I'll do some consulting work, grow a few grapes, sit in the shade of my vineyard, and enjoy the fruits of my labors.

Ed Cleary FAA Staff Wildlife Biologist

Preface



A Beechcraft King Air departing a General Aviation airport in the Midwestern USA on 4 October 2006 struck a flock of ring-billed gulls during the take-off run. The pilot aborted the take-off and brought the aircraft to a safe stop. The aircraft suffered damage to multiple parts, including the engine nacelle, wing-root, leading edge of wings, and lights. Over 30 dead gulls were removed from the runway. Gulls are the group of birds most commonly struck by civil aircraft in USA. At least fourteen species of gulls were involved in strikes from 1990–2006, and multiple birds were involved in 25% of these reported strikes (Table 13).

The civil and military aviation communities widely recognize the threat to human health and safety from aircraft collisions with wildlife (wildlife strikes) is increasing (Dolbeer 2000, MacKinnon et al. 2001). Globally, wildlife strikes have killed more than 200 people and destroyed over 186 aircraft since 1988 (Richardson and West 2000; Thorpe 2003; 2005; Dolbeer, unpublished data). Several factors contribute to this increasing threat:

1. Commercial air carriers are replacing their older three- or four-engine aircraft fleets with more efficient and quieter, two-engine aircraft. In 1969, 75 percent of the 2,100 USA passenger aircraft had three or four engines. In 1998, the USA passenger fleet had grown to about 5,400 aircraft, and only 30 percent had three or four engines. It is estimated that by 2008 the fleet will contain about 7,000 aircraft, and only 10 percent will have three or four engines (Cleary and Dolbeer 2005). This reduction in engine redundancy increases the probability of life-threatening situations resulting from aircraft collisions with wildlife, especially with flocks of birds. In addition, previous research has indicated that birds are less able to detect and avoid modern jet aircraft with quieter engines (Chapter 3, International Civil Aviation Organization)

1993) than older aircraft with noisier (Chapter 2) engines (Burger 1983, Kelly et al. 1999).

2. Many populations of wildlife species commonly involved in strikes have increased markedly in the last few decades. For example, from 1980 to 2005, the resident



A Canada goose feeds on bread at a park within ½ mile of an airport in the Great Lakes region of USA. Note the denuded vegetation and large accumulation of goose feces that has resulted from the public feeding birds in this park. Airports should work with local municipalities and nearby landowners to prohibit feeding of waterfowl and pigeons. Feeding waterfowl and pigeons near airports not only compromises aviation safety, but may create human health hazards associated with the feces (Photo by USDA).

- (non-migratory) Canada goose population in the USA and Canada increased at a mean rate of 7.9 percent per year. Other species showing significant mean annual rates of increase included red-tailed hawks (1.9 percent), wild turkeys (12.7 percent), turkey vultures (2.2 percent), double-crested cormorants (4.9 percent), and sandhill cranes (4.3 percent) (Sauer et al. 2006). Thirteen of the 14 bird species in North America with mean body masses greater than 8 pounds have shown significant population increases over the past three decades (Dolbeer and Eschenfelder 2003). The white-tailed deer population increased from a low of about 350,000 in 1900 to at least 17 million by 1997 (McCabe and McCabe 1997).
- 3. Air traffic has increased substantially since 1980. Passenger enplanements in the USA increased from about 310 million in 1980 to 734 million in 2006 (3.4 percent per year), and commercial air traffic increased from about 18 million aircraft movements in 1980 to over 28 million in 2006 (1.8 percent per year) (Federal Aviation Administration 2007). USA commercial air traffic is predicted to continue growing at a rate of at least 2 percent per year to over 37 million movements by 2020.

As a result of these factors, experts within the Federal Aviation Administration (FAA), U.S. Department of Agriculture (USDA), and U.S. Air Force expect the risk, frequency, and potential severity of wildlife-aircraft collisions to escalate over the next decade.

The FAA has initiated several programs to address this important safety issue. Among the various programs is the collection and analysis of data from wildlife strikes. The FAA began collecting wildlife strike data in 1965. However, except for cursory examinations of the strike reports to determine general trends, the data were never submitted to rigorous analysis. In 1995, the FAA, through an interagency agreement

with the USDA, Wildlife Services (USDA/WS) initiated a project to obtain more objective estimates of the magnitude and nature of the national wildlife strike problem for civil aviation. This project involves having specialists from the USDA/WS (1) edit all strike reports (FAA Form 5200-7, *Bird/Other Wildlife Strike Report*) received by the FAA since 1990 to ensure consistent, error-free data; (2) enter all edited strike reports in the FAA National Wildlife Strike Database; (3) supplement FAA-reported strikes with additional, non-duplicated strike reports from other sources; (4) provide the FAA with an updated computer file each month containing all edited strike reports; and (5) assist the FAA with



On final approach at sunset into an eastern USA airport on 1 October 2006, a Gulfstream V corporate jet struck a flock of 16 Canada geese at 50 feet AGL. The aircraft was able to land safely, but sustained \$5 million in damage to #1 engine and right wing. Aircraft was out of service for 1 week. The resident Canada goose population in USA increased from about 1 million to 3.5 million birds, 1990-2006.

the production of annual reports summarizing the results of analyses of the data from the National Wildlife Strike Database. Such analyses are critical to determining the economic cost of wildlife strikes, the magnitude of safety issues, and most important, the nature of the problems (e.g., wildlife species involved, types of damage, height and phase of flight during which strikes occur, and seasonal patterns). The information obtained from these analyses provides the foundation for refinements in the development. implementation, and justification of integrated research and management efforts to reduce wildlife strikes.

The first annual report on wildlife strikes to civil aircraft in the USA, covering 1994, was completed in

November 1995 (Dolbeer et al. 1995). Since then we have published subsequent reports covering the years 1993–1995, 1992–1996, 1991–1997, 1990–1998, 1990–1999, 1990–2000, 1990–2001, 1990–2002, 1990–2003, 1990–2004, and 1990–2005 (Cleary et al. 1996, 1997, 1998, 1999, 2000, 2002a, 2002b, 2003, 2004, 2005, 2006). This is the 13th report in the series and covers the 17-year period, 1990–2006.

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Wildlife Strikes to Civil Aircraft in the United States, 1990–2006



A great horned owl was ingested into the #2 engine of a Boeing-737 departing a western USA airport on 26 November 2006 at 0048 hours. The pilot had to shut the damaged engine down and make an emergency landing with 1 engine.

Introduction

This report presents a summary analysis of data from the FAA's National Wildlife Strike Database for the 17-year period 1990 through 2006. Unless noted, all totals are for the 17-year period, and percentages are of the total known. Because of the large amount of data, Tables 2 through 16 present 17-year totals only and do not display data for individual years from 1990 through 2006.

A sample of significant wildlife strikes to civil aircraft in the USA during 2006 is presented in Appendix A. These recent strike examples demonstrate the widespread and diverse nature of the problem.

Results

Number of Reported Strikes

For the 17-year period (1990–2006), 73,526 strikes were reported to the FAA. Birds were involved in 97.5 percent of the reported strikes, terrestrial mammals in 2.2 percent,

An American bald eagle perches on small hill at an eastern USA airport in April 2007. As with many other species of large birds whose populations have increased, bald eagles are adapting to urban areas and increasingly found in airport environments. The U. S. Fish and Wildlife Service declared in July 2007 the bald eagle to be no longer threatened or endangered in the USA. Photo by J. Smith, USDA

bats in 0.2 percent, and reptiles in 0.1 percent (Table 1).

The number of strikes annually reported quadrupled from 1,743 in 1990 to 7,089 in 2006 (Table 1, Figure 1). We suggest this increase in strike reports is the results of several factors: an increased awareness of the wildlife strike issue, an increase in aircraft operations, an increase in populations of hazardous wildlife species, and an increase in the number of strikes (Dolbeer 2000, Dolbeer and Eschenfelder 2003). The temporary plateau in reported strikes from 2000-2003 may be related to a slight (less than 6 percent) decline in air traffic after the events of September 2001.

Methods of Reporting Strikes

Most (65 percent) of the 73,526 strike reports were filed using the paper (50 percent) or electronic (15 percent) version of FAA Form 5200-7, *Bird/Other Wildlife Strike Report.* Since the online version of this form became available in April 2001, use of the electronic reporting system has climbed dramatically. In 2006, 47 percent of the strike reports were submitted electronically (Table 2).

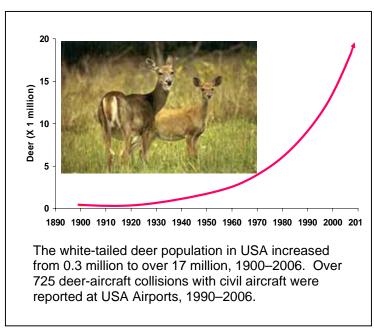
Source of Reports

Airline personnel and pilots filed 31 percent and 25 percent of the strike reports, respectively (Table 3). About 85 percent of the reported strikes involved commercial aircraft; the remainder involved business, private, and government aircraft (Table 4). Reports were received from all 50 states, from some USA territories, and from foreign countries when USA-registered aircraft were involved (Table 5). California, Florida, and Texas had the most (6,184, 4,710, and 4,608, respectively) bird strike reports. Eighteen other states each had more than 1,000 bird strikes reported. New York, California,

Illinois, New Jersey, Texas, Michigan, and Colorado each had 70 or more terrestrial mammal strikes. In all, strikes were reported at 1,569 airports (1,365 airports in the USA and 204 foreign airports where USA-registered aircraft were involved).

Timing of Occurrence of Strikes

Most bird strikes (51 percent) occurred between July and October (Table 6); 63 percent occurred during the day (Table 7); 60 percent occurred during the landing (descent, approach, or landing roll) phase of flight; and 37 percent occurred during takeoff and climb (Table 8). About 60 percent of the bird strikes occurred when the aircraft was at a height of 100 feet or less above ground level (AGL), 73 percent occurred at 500 feet or less AGL, and 93 percent occurred at or below 3,000 feet AGL (Table 9).



Most terrestrial mammal strikes (58 percent) occurred between July and November with 33 percent of deer strikes concentrated in October-November (Table 6). Most terrestrial mammal strikes (64 percent) occurred at night (Table 7), 55 percent occurred during the landing roll, and 34 percent occurred during the takeoff run. About 8 percent of the reported terrestrial mammal strikes occurred while the aircraft was in the air, e.g., when the aircraft struck deer with the landing gear (Table 8).

Aircraft Components Damaged

The aircraft components most commonly reported as struck by birds were the nose/radome, windshield, engine, wing/rotor, and fuselage (Table 10). Aircraft engines were the component most frequently reported as being damaged by bird strikes (32 percent of all damaged components). There were 9,448 strike events in which a total of 9,938 engines were reported as struck (8,979 events with one engine struck, 453 with two engines struck, 11 with three engines struck, and 5 with four engines struck). In 3,087 damaging bird strike events involving engines, a total of 3,185 engines were damaged (2,990 events with one engine damaged, 96 with two engines damaged, and 1 with three engines damaged).

Aircraft components most commonly reported as struck by terrestrial mammals were the landing gear, propeller, and wing/rotor. These same components ranked highest for the parts most often reported as damaged by mammals (Table 10).

Reported Damage and Effect-on-Flight

Of the 71,670 bird strikes reported, 58,303 provided some indication as to the nature and extent of any damage. Of these 58,303 reports, 49,884 (86 percent) indicated the strike did not damage the aircraft; 4,505 (8 percent) indicated the aircraft suffered minor damage; 2,249 (4 percent) indicated the aircraft suffered substantial damage; 1,650 (3 percent) reported an uncertain level of damage; and 15 reports (less than 1 percent) indicated the aircraft was destroyed as a result of the strike (Table 11).

Of the 1,569 terrestrial mammal strikes reported, 1,094 reports provided some indication as to the nature and extent of any damage. Of these 1,094 reports, 410 (37 percent) indicated the strike did not damage the aircraft; 303 (28 percent) indicated the aircraft suffered minor damage; 308 (28 percent) indicated the aircraft suffered substantial damage; 52 (5 percent) reported an uncertain level of damage; and 21 (2 percent) indicated the aircraft was destroyed as a result of the strike (Table 11). Not surprisingly, a much



A flock of European starlings descends toward a grassy area at an eastern USA airport in December 2006 to feed on insects and weed seeds. Maintaining grass at 6-10 inches may help deter starlings by making it more difficult to forage and to maintain inter-flock communication. Photo by J. Smith, USDA.

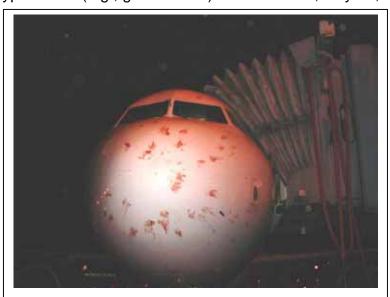
higher percentage of terrestrial mammal strikes (63 percent) resulted in aircraft damage than did bird strikes (14 percent). Deer (729 strikes) were involved in 46 percent of the 1,569 terrestrial mammal strikes.

In 13 percent and 55 percent of the bird and terrestrial mammal strike reports, respectively, an adverse effect-on-flight was reported (Table 12). Three percent of bird strikes resulted in an aborted takeoff compared to 18 percent of terrestrial mammal strikes.

Wildlife Species Involved in Strikes

Table 13 shows the number of reported strikes, strikes causing damage, strikes having a negative effect-on-flight, strikes involving more than 1 animal, the reported aircraft down time, and the reported costs by identified wildlife species for the 17-year period, 1990 through 2006.

Only 30,449 (42 percent) of the 71,670 bird strike reports provided information on the type of bird (e.g., gull or hawk). Furthermore, only 18,127 (60 percent) of these 30,449



An Airbus 320 on final approach at an eastern USA airport on 1 March 2006 flew through a large flock of European starlings at 100 feet AGL, resulting in multiple strikes to the front of aircraft including both engines. Over 270 starling carcasses were removed from the runway threshold. The #1 engine was removed to repair damage. The aircraft was out of service for 24 hours.

reports provided identification to species level (e.g., ring-billed gull or red-tailed hawk; Table 13). Thus, birds were identified to species level in only 25 percent of the 71,670 reported bird strikes. In all, 355 identified species of birds were struck; 161 identified species were reported as causing damage.

Gulls (22 percent), doves/pigeons (14 percent), raptors (13 percent), and waterfowl (9 percent) were the most frequently struck bird groups (Table 14). Gulls were involved in 2.4 times more strikes than waterfowl (6,587 and 2,775, respectively). Waterfowl, however, were involved in more damaging

strikes (1,255 or 31 percent of all damaging strikes in which the bird type was identified) than were gulls (1,059 or 26 percent of all damaging strikes in which the bird type was identified). Gulls were responsible for the greatest number of bird strikes (842 or 28 percent) that had a negative effect-on-flight.

The most frequently struck terrestrial mammals were Artiodactyls — primarily deer (49 percent) — and Carnivores — primarily coyotes (31 percent) (Tables 13, 14). Artiodactyls were responsible for 93 percent of the mammal strikes that resulted in damage and 82 percent of the mammal strikes that had a negative effect-on-flight. In all, 35 identified species of terrestrial mammals and 5 identified species of bats were reported struck; 18 identified species of terrestrial mammals and 1 identified species of bat caused damage (Table 13).

Human Fatalities and Injuries Due to Wildlife Strikes

For the 17-year period, reports were received of 7 wildlife strikes that resulted in 9 human fatalities (Table 15). Five of these strikes resulting in 7 fatalities involved unidentified species of birds. White-tailed deer and a brown-pelican each caused 1 fatality. Reports were received of 147 strikes that resulted in 185 human injuries. Waterfowl (36 strikes), vultures (21 strikes), and large mammals — primarily deer (20 strikes) caused 65 percent of the 119 strikes resulting in injuries in which the species was identified (Table 15).

Economic Losses Due to Wildlife Strikes

For the 17-year period, reported losses from bird strikes totaled 330,349 hours of aircraft downtime and \$257.6 million in monetary losses. Reported losses from terrestrial mammal strikes totaled 204,157 hours of aircraft downtime and \$35.5 million





Left. A member of the bird patrol team at Beijing International Airport, China uses a gong to scare flocks of migrating birds attempting to feed on the airport in January 2006. Photo by R. Dolbeer, USDA. **Right.** A wildlife control specialist at Nairobi International Airport, Kenya, uses a slingshot to repel birds, September 2004. Photo by E. Cleary, FAA. Such simple techniques deployed by trained and dedicated personnel can be effective in dispersing birds from an airport. U.S. air carriers reported 1,480 wildlife strikes at 204 foreign airports from 1990-2006

in monetary losses. Bat strikes resulted in 100 hours of aircraft downtime and \$3.2 million in losses. Reptile strikes resulted in 3 hours of aircraft downtime (Table 13).

Of the 13,150 reports that indicated the strike had an adverse effect on the aircraft and/or flight, 3,579 provided an estimate of the aircraft down time (Σ = 534,609 hours, avg. = 149.4 hours down time/incident, Table 16). Of the reports providing a damage cost estimate for the incident, 2,258 gave an estimate of the direct aircraft damage cost (Σ = \$260 million, avg. = \$115,000 damage/incident), and 883 gave an estimate of other monetary losses (Σ = \$36 million, avg. = \$41,000 lost/incident). Other monetary losses include such expenses as lost revenue, the cost of putting passengers in hotels, rescheduling aircraft, and flight cancellations.

Analysis of strike reports from USA airports and airlines indicated that less than 20 percent of all strikes were reported to the FAA (Cleary et al. 2005, Wright and Dolbeer 2005). Additionally, only 17 percent of reports indicating an adverse effect provided estimates of direct costs, and only 7 percent provided estimates of other (indirect) costs. Furthermore, many reports providing cost estimates were filed before aircraft damage and downtime had been fully assessed. As a result, the information on the number of strikes and associated costs compiled from the voluntary reporting program (summarized in Table 13) is believed to severely underestimate the magnitude of the problem.



This SA227 Metroliner struck a common goldeneye (a 2.2-lb duck) at 600 feet AGL on departure from a western USA airport on 2 March 2006. The bird penetrated right wing of aircraft. Pilot declared an emergency, returned to airfield and landed without incident. Aircraft required extensive repair. Feather remains were sent to the Smithsonian Institution where the species was identified.

Assuming (1) all 13,150 reported wildlife strikes that had an adverse effect on the aircraft and/or flight engendered similar amounts of downtime and/or monetary losses and (2) these reports are all of the damaging strikes that occurred, then at a minimum, wildlife strikes cost the USA civil aviation industry 115,545 hours per year of aircraft downtime and \$121 million in monetary losses (\$89 million per year in direct costs and \$32 million per year in associated costs, Table 16).

Further, assuming a 20-percent reporting rate, the annual cost of wildlife strikes to the USA civil aviation industry is estimated to be in excess of 577,725 hours of

aircraft downtime and \$603 million in monetary losses (\$455 million per year in direct costs and \$158 million per year in associated costs, Table 16).

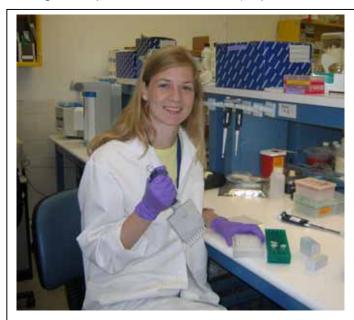
Conclusions

An analysis of 17 years of strike data reveals the magnitude and severity of the wildlife-aircraft strike problem for civil aviation in the USA. Wildlife strikes continue to pose a significant economic and safety risk. Management actions to reduce wildlife strikes are being implemented at many airports (e.g., Wenning et al. 2004, DeFusco et al. 2005), but much work remains to be done to reduce wildlife strikes.

To address the problem, airport managers first need to assess the wildlife hazards on their airports (Dolbeer et al. 2000). They then must take appropriate actions, under the guidance of professional biologists trained in wildlife damage management, to minimize

the problems. The aviation community must also widen its view of airport wildlife management needs to consider habitats and land uses in proximity to the airport. Wetlands, dredge spoil containment areas, waste-disposal facilities, and wildlife refuges can attract hazardous wildlife. Such land uses are often incompatible with aviation safety and should either be prohibited near airports or designed and operated in a manner that minimizes the attraction of hazardous wildlife.

The manual *Wildlife Hazard Management at Airports* (Cleary and Dolbeer 2005) provides guidance to airport personnel in developing and implementing wildlife hazard management plans. Adobe Acrobat[©] PDF versions of the manual are available online in English, Spanish, and French (http://wildlife-mitigation.tc.faa.gov/).



A molecular biologist at the Smithsonian Feather Lab uses DNA 'barcoding' to identify bird strike remains from blood or tissue samples. DNA analysis provides an additional means for accurate identification of bird strike remains, especially when no feathers are present in the sample. About half of the bird strike remains received at the Smithsonian are submitted for DNA testing with some 68% resulting in identification to the species level. Enhancements in field collecting techniques will improve the identification rate. Photo by C. Dove, Smithsonian

Finally, there is a need for increased and more detailed reporting of wildlife strikes. For example, our previous analyses (Cleary et al. 2005, Wright and Dolbeer 2005) indicated less than 20 percent of all wildlife strikes involving USA civil aircraft are reported. Further, only about 42 percent of all reported bird strikes for 1990 through 2006 provided information on the type of bird struck, and only about 25 percent of the reports identified the birds struck to species level. In addition, only 17 percent of strike reports indicating an adverse effect on the aircraft or flight provided at least a partial estimate of economic losses resulting from the strike.

Reporting a Strike and Identifying Species of Wildlife Struck

Pilots, airport operations, aircraft maintenance personnel, and anyone

else having knowledge of a strike should report the incident to the FAA using FAA Form 5200-7. Strikes can be reported electronically via the internet (http://wildlife-mitigation.tc.faa.gov/), or Form 5200-7 can be accessed and printed for mailing in reports.

It is important to include as much information as possible on FAA Form 5200-7. All reports are carefully screened to identify duplicate reports prior to being entered into the database. Reports of the same incident filed by different people are combined and

often provide a more complete record of the strike event than would be possible if just one report were filed.

The identification of the exact species of wildlife struck (e.g., ring-billed gull, Canada goose, mallard, mourning dove, or red-tailed hawk as opposed to gull, goose, duck, dove, or hawk) is particularly important. This species information is critical for biologists developing and implementing wildlife risk management programs at airports because a problem that cannot be measured or defined cannot be solved. Bird strike remains that cannot be identified by airport personnel can often be identified by a local biologist trained in ornithology or by sending feather and other remains in a sealed plastic bag (with FAA Form 5200-7) to the Smithsonian:

Material sent via Express Mail Service:	Material sent via U.S. Postal Service:
Feather Identification Laboratory	Feather Identification Laboratory
Smithsonian Institution	Smithsonian Institution, Division of Birds
NHB, E610, MRC 116	PO Box 37012
10 th & Constitution Ave. NW	NHB, E610, MRC 116
Washington DC 20560-0116	Washington DC 20013-7012
(Identify as "safety investigation material")	(Not recommended for priority cases)
Phone# 202-633-0787 or 202-633-0791	

Please send whole feathers whenever possible as diagnostic characteristics are often found in the downy barbules at the feather base. Wings, as well as breast and tail feathers, should be sent whenever possible. Beaks, feet, bones, and talons are also useful diagnostic materials. Even blood smears can provide material for DNA analysis. Do not send entire bird carcasses through the mail. However, photographs of the carcasses (from which the feathers or other parts will be removed and sent to Smithsonian) can be very useful supplemental documentation. Additional information on sending bird remains to the Smithsonian is available at http://wildlife-mitigation.tc.faa.gov.

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Tables

Table 1. Number of reported wildlife strikes to civil aircraft by wildlife group, USA, 1990–2006 (see Figure 1).

	Nur	nber of re	eported str	Comm	nercial aircra	ft only ¹		
			Terres- trial mam-	Rep-			Move- ments (x 1	Strikes/ 10,000 move-
Year	Birds	Bats	mals	tiles	Total	Total	million) ²	ments
1990	1,722	4	17	0	1,743	1,317	25.11	0.524
1991	2,127	3	36	0	2,166	1,648	24.82	0.664
1992	2,260	2	56	1	2,319	1,709	25.22	0.678
1993	2,284	6	53	0	2,343	1,670	25.61	0.652
1994	2,339	2	73	1	2,415	1,784	26.63	0.670
1995	2,497	5	69	8	2,579	1,874	27.13	0.691
1996	2,688	1	91	3	2,783	1,935	27.62	0.700
1997	3,351	1	92	14	3,458	2,456	27.80	0.883
1998	3,658	3	105	7	3,773	2,522	28.05	0.899
1999	5,002	7	89	1	5,099	3,851	28.81	1.337
2000	5,872	16	120	3	6,011	4,483	29.57	1.516
2001	5,645	8	136	8	5,797 ³	4,162	29.22	1.424
2002	6,044	19	119	15	6,197	4,401	27.65	1.592
2003	5,855	20	126	5	6,006	4,286	27.94	1.534
2004	6,398	27	118	6	6,549	4,689	28.94	1.620
2005	7,035	27	130	7	7,199	5,173	29.23	1.770
2006	6,893	48	139	9	7,089 ⁴	4,879	28.32	1.723
Total	71,670	199	1,569	88	73,526	52,839	467.67	1.130

¹ See Table 4.

² Departures and arrivals by air carrier, commuter, and air taxi service (FAA 2006).

³ The decline in reported strikes in 2001 was likely related to the decrease in air travel after 11 September. There was a 9-percent increase in the number of reported strikes for January–August 2001 compared to the same months in 2000; there was a 24 percent decline in reported strikes for September–December 2001 compared to the same months in 2000.

⁴ The slight decline in strikes reported to the FAA for 2006 may be due to a major air carrier's reduced strike reporting because of personnel reductions.

Table 2. Source of information for reported wildlife strikes to civil aircraft, USA, 1990–2006.

Source	17-year total	% of total known
FAA Form 5200-7 ¹ (Paper)	36,707	50
FAA Form 5200-7E ² (Electronic)	11,037	15
Airline report	11,203	15
Multiple ³	6,530	9
Airport report	3,860	5
Other ⁴	1,402	2
Preliminary Aircraft Incident Report	882	1
Engine manufacturer	818	1
Aircraft Incident Report	771	1
Aviation Safety Reporting System	179	<1
National Transportation Safety Board	71	<1
Aircraft Incident Preliminary Notice	66	<1
Total	73,526	100

¹ Bird/Other Wildlife Strike Report

² Electronic filing of reports (http://wildlife-mitigation.tc.faa.gov) began in April 2001. In 2001, 0.4 percent of reports were filed electronically compared to 20 percent in 2002, 28 percent in 2003, 32 percent in 2004, 38 percent in 2005, and 47 percent in 2006.

³ More than one type of report was filed for the same strike.

⁴ Various sources, such as news media and Commercial Incident Reports.

Table 3. Person filing report of wildlife strike to civil aircraft, USA, 1990–2006.

Total known	58,060	100
Other	1,794	3
Airport Operations	6,383	11
Tower	8,031	14
Carcass Found ¹	9,759	17
Pilot	14,302	25
Airline Operations	17,791	31
Person filing report	17-year total	% of total known

¹ Airport personnel found wildlife remains within 200 feet of a runway centerline that appeared to have been struck by aircraft and no strike was reported by pilot, tower, or airline.

Table 4. Number of reported wildlife strikes to civil aircraft by type of operator, USA, 1990–2006.

Type of operator	17-year total	% of total known
Commercial	52,839	85
Business	7,228	12
Private	1,850	3
Government/Police	378	<1
Total known	62,295	100
Unknown	11,231	
Total	73,526	

Table 5. Number of reported bird, bat, terrestrial mammal, and reptile strikes to civil aircraft by USA state, including the District of Columbia (DC), Puerto Rico (PR), USA-possessed Pacific Islands (PI), and the U.S. Virgin Islands (VI), 1990–2006.

	Reported strikes (17-year total)		otal)			Reported strikes (17-year total)			otal)			
State	Birds	Bats	T. mam- mals	Rep- tiles	Total		State	Birds	Bats	T. mam- mals	Rep- tiles	Total
AK	512	1	24	0	537		NC	1,246	2	28	0	1,276
AL	610	2	11	0	623		ND	212	0	11	0	223
AR	278	1	15	0	294		NE	741	5	14	0	760
AZ	1,081	23	49	0	1,153		NH	406	7	7	0	420
CA	6,184	0	85	0	6,269		NJ	1,913	2	80	9	2,004
CO	2,097	5	75	0	2,177		NM	166	0	15	0	181
CT	736	1	17	0	754		NV	354	0	4	0	358
DC	1,718	2	37	0	1,757		NY	3,912	4	113	21	4,050
DE	61	0	1	0	62		OH	2,268	4	69	0	2,341
FL	4,710	6	58	46	4,820		OK	604	0	26	2	632
GA	1,136	2	23	0	1,161		OR	1,165	1	8	0	1,174
HI	1,588	0	8	0	1,596		PA	2,410	4	65	0	2,479
IA	477	0	17	0	494		PI	135	0	0	0	135
ID	180	0	7	0	187		PR	125	2	0	5	132
IL	3,346	4	82	1	3,433		RI	313	1	9	0	323
IN	868	2	21	0	891		SC	330	0	17	0	347
KS	217	1	6	0	224		SD	121	0	11	0	132
KY	1,851	4	17	0	1,872		TN	2,051	1	19	0	2,071
LA	1,174	3	19	2	1,198		TX	4,608	60	77	0	4,745
MA	939	0	20	0	959		UT	911	2	14	0	927
MD	795	5	53	0	853		VA	945	0	55	0	1,000
ME	211	0	11	0	222		VI	89	0	0	0	89
MI	1,709	10	76	1	1,796		VT	69	0	2	0	71
MN	648	5	20	0	673		WA	1,075	1	13	0	1,089
MO	1,499	4	29	0	1,532		WI	580	1	46	0	627
MS	232	0	7	0	239		WV	169	0	49	0	218
MT	98	0	8	0	106		WY	64	0	5	0	69
					Total			61,937	178	1,553	87	63,755
					Foreign ²			1,465	7	8	0	1,480
					Unkno			8,268	14	8	1	8,291
						٦	Γotal	71,670	199	1,569	88	73,526

¹ Strikes were reported at 1,365 airports in the USA.

² Strikes to USA air carriers were reported at 204 foreign airports.

Table 6. Number of reported bird and terrestrial mammal strikes to civil aircraft by month, USA, 1990–2006¹.

	All birds		All terrestria	l mammals	Deer	only ²
Month	17-year total	% of total known	17-year total	% of total known	17-year total	% of total known
Jan	2,722	4	86	5	34	5
Feb	2,447	3	72	5	30	4
Mar	3,814	5	95	6	39	5
Apr	5,015	7	98	6	44	6
May	6,792	9	83	5	30	4
Jun	5,429	8	134	9	52	7
Jul	8,039	11	153	10	65	9
Aug	9,663	14	180	12	72	10
Sep	9,707	14	167	10	73	10
Oct	9,228	13	207	13	97	13
Nov	5,534	8	207	13	141	19
Dec	3,280	5	87	6	52	7
Total	71,670	100	1,569	100	729	100

¹ In addition, 199 strikes with bats were reported, of which 56 percent occurred in July–September; 88 strikes with reptiles were reported, of which 55 percent occurred in April–June.

² Deer strikes were comprised of 684 white-tailed deer, 34 mule deer, and 11 deer not identified to species. Other wild artiodactyls struck (but not included in this column of the table) were 9 wapiti (elk), 7 pronghorns, 3 moose, 2 caribou, 1 swine (feral hog), and 1 collared peccary (Table 13).

Table 7. Reported time of occurrence of wildlife strikes to civil aircraft, USA, 1990–2006¹.

	Birds 17-year % of total known		Terrestria	l mammals
Time of day			17-year total	% of total known
Dawn	2,116	4	33	3
Day	29,927	63	237	23
Dusk	2,585	5	102	10
Night	13,260	28	654	64
Total known	47,888	100	1,026	100
Unknown	23,782		543	
Total ¹	71,670		1,569	

¹ In addition, 199 strikes with bats were reported: time not reported (146), night (41), dusk (6), day (5), and dawn (1). Also, 88 strikes with reptiles were reported: time not reported (74), day (7), night (4), dusk (2), and dawn (1).

Table 8. Reported phase of flight at time of wildlife strikes to civil aircraft, USA, 1990–2006¹.

	Bii	rds	Terrestrial	mammals
Phase of flight	17-year total	% of total known	17-year total	% of total known
Parked	30	<1	1	<1
Taxi	215	<1	26	2
Takeoff run	10,381	19	397	34
Climb	9,737	18	26	2
En route	1,383	3	0	0
Descent	1,974	4	0	0
Approach	20,776	39	74	6
Landing roll	8,800	17	633	55
Total known	53,296	100	1,157	100
Unknown	18,374		412	
Total ¹	71,670		1,569	

¹ In addition, 199 strikes with bats were reported: phase of flight not reported (143), approach (36), climb (6), descent (4), landing roll (6), en route (1), and takeoff run (3). Also, 88 strikes with reptiles were reported: phase of flight not reported (66), taxi (5), takeoff run (8), approach (4), and landing roll (5).

Table 9. Number of reported bird strikes to civil aircraft by height (feet) above ground level (AGL), USA, 1990–2006¹.

	All reported strikes			Strike	Strikes with damage		
Height of strike (feet AGL)	17-year total	% of total known	% cum- ulative total	17-year total	% of total known	% cum- ulative total	
0	19,461	41	41	1,696	27	27	
1-100	8,714	19	60	1,051	17	44	
101-200	2,314	5	65	293	5	49	
201-300	1,489	3	68	195	3	52	
301-400	900	2	70	137	2	54	
401-500	1,628	3	73	244	4	58	
501-600	470	1	74	89	1	59	
601-700	368	<1	75	71	1	60	
701-800	751	2	77	157	2	62	
801-900	243	<1	78	65	1	63	
901-1,000	1,397	3	81	286	5	68	
1,001-2,000	3,450	7	88	810	13	81	
2,001-3,000	2,127	5	93	476	8	89	
3,001-4,000	1,109	2	95	204	3	92	
4,001-5,000	815	2	97	144	2	94	
5,001-10,000	1,495	3	>99	299	5	99	
10,001-20,000	294	<1	>99	93	1	>99	
20,001-30,000	13	<1	>99	8	<1	>99	
>30,000	1	<1	100	1	<1	100	
Total known	47,039	100		6,319	100	_	
Unknown height	24,631			2,124			
Total	71,670			8,443			

¹ A more detailed analysis of bird strikes by height AGL is provided by Dolbeer (2006).

Table 10. Civil aircraft components reported as being struck and damaged by wildlife, USA, 1990–2006.

	Birds (17-year total)			Terrestr	Terrestrial mammals (17-year total)			
Aircraft component	Number struck	% of total	Number damaged	% of total	Number struck	% of total	Number damaged	% of total
Windshield	11,337	17	586	6	6	<1	13	1
Engine(s) ¹	9,938	15	3,185	32	118	8	127	10
Nose	9,240	14	567	6	72	5	73	6
Radome	8,380	13	987	10	12	1	13	1
Wing/rotor	8,160	12	2,253	23	176	11	185	14
Fuselage	8,785	13	355	4	98	6	112	9
Other	3,926	6	751	8	181	12	174	14
Landing gear	3,072	5	311	3	604	39	297	23
Propeller	1,825	3	178	2	206	13	196	15
Tail	932	1	397	4	44	3	57	4
Light	509	<1	398	4	24	2	31	2
Total ²	66,104	100	9,968	100	1,541	100	1,278	100

¹ For birds, 9,938 engines were reported as struck in 9,448 strike events (8,979 events with one engine struck, 453 with two engines struck, 11 with three engines struck, and 5 with four engines struck). In 3,087 bird strike events, a total of 3,185 engines were damaged (2,990 events with one engine damaged, 96 with two engines damaged, and 1 with three engines damaged). For terrestrial mammals, 118 engines were reported as struck in 111 strike events (104 events with one engine struck and 7 with two engines struck). In 112 terrestrial mammal strike events, a total of 127 engines were reported as damaged (97 events with one engine damaged and 15 with two engines damaged). Some engines were damaged without being struck when the landing gear collapsed.

² In addition, bat strikes had 61 and 7 components reported as struck and damaged, respectively: radome/nose (12, 0), windshield (17, 0), engine (7, 3), propeller (1, 0), wing/rotor (8, 3), fuselage (7, 0), tail (2, 0), other (4, 0), landing gear (2, 0), and light (1, 1). For reptiles strikes, there were 18 and 5 components reported struck and damaged, respectively: windshield (1, 1), wing/rotor (1, 1), fuselage (1, 1), landing gear (13, 0), tail (1, 1), and other (1, 1).

Table 11. Number of civil aircraft with reported damage resulting from wildlife strikes, USA, 1990–2006.

	Reported strikes						
	Birds		Terrestrial mammals		Total ¹		
Damage category ²	17-year total	% of total known	17-year total	% of total known	17-year total	% of total known	
None	49,884	86	410	37	50,367	85	
Damage	8,419	14	684	63	9,111	15	
Minor	4,505	8	303	28	4,811	8	
Uncertain	1,650	3	52	5	1,703	3	
Substantial	2,249	4	308	28	2,561	4	
Destroyed	15	<1	21	2	36	<1	
Total known	58,303	100	1,094	100	59,478	100	
Unknown	13,367		475		14,048		
Total	71,670		1,569		73,526		

¹ Included in totals are 199 and 88 strikes involving bats and reptiles, respectively. For bats, 60 reports indicated no damage, 132 failed to report if damage occurred, 3 reported minor damage, 1 reported uncertain level of damage, and 3 reported substantial damage. For reptiles, 13 reports indicated no damage, 74 failed to report if damage occurred, and 1 reported substantial damage.

² The damage codes and descriptions follow the *International Civil Aviation Organization Bird Strike Information System (1989):* Minor = the aircraft can be rendered airworthy by simple repairs or replacements and an extensive inspection is not necessary; Uncertain = the aircraft was damaged, but details as to the extent of the damage are lacking; Substantial = the aircraft incurs damage or structural failure that adversely affects the structure strength, performance, or flight characteristics of the aircraft and that would normally require major repair or replacement of the affected component (specifically excluded are bent fairings or cowlings; small dents or puncture holes in the skin; damage to wing tips, antenna, tires, or brakes; and engine blade damage not requiring blade replacement); Destroyed = the damage sustained makes it inadvisable to restore the aircraft to an airworthy condition.

Table 12. Reported effect-on-flight (EOF) of wildlife strikes to civil aircraft, USA, 1990–2006.

Total	71,670		1,569		73,526						
Unknown	29,004		697		29,915						
Total known	42,666	100	872	100	43,611	100					
Other	1,035	2	229	26	1,270	3					
Engine shutdown	300	<1	24	3	324	<1					
Aborted takeoff	1,343	3	156	18	1,499	3					
Precautionary landing	2,849	7	72	8	2,924	7					
Negative effect	5,527	13	481	55	6,017	14					
None	37,139	87	391	45	37,594	86					
Effect-on-flight ²	Birds mammals % of % of 17-year total total known total known		17-year total	% of total known							
	Dire	do	Terre		Tota	₂₁ 1					
		Reported strikes									

¹ Included in totals are 199 and 88 strikes involving bats and reptiles, respectively. For bats, 48 reports indicated no effect-on-flight, 149 failed to report if an effect-on-flight occurred, and 2 reported a precautionary landing. For reptiles, 16 reports indicated no effect-on-flight, 65 failed to report if an effect-on-flight occurred, 1 reported a precautionary landing, and 6 reported "other".

² Effect-on-flight: None = flight continued as scheduled, although delays and other cost caused by inspections or repairs may have been incurred after landing; Aborted takeoff = pilot aborted the takeoff; Precautionary landing = pilot landed at other-than-destination airport after strike; Engine shut down = pilot shut down the engine or the engine stopped running because of strike; Other = miscellaneous effects, such as reduced speed because of shattered windshield, emergency landing at destination airport, or crash landing; Unknown = report did not give sufficient information to determine an effect-on-flight (Dolbeer et al. 2000).

Table 13. Total reported strikes, strikes causing damage, strikes having a negative effect-on-flight (EOF), strikes involving more than 1 animal, aircraft downtime, and costs by identified wildlife species for civil aircraft, USA, 1990–2006 (page 1 of 15).

	17-year totals								
	Numb	per of rep	oorted str	ikes	Reported loss	economic ses ¹			
Wildlife group or species	Total	With dam- age	With neg. EOF	With multiple animals ²	Aircraft down time (hrs)	Reported costs (\$)			
<u>Birds</u>									
Loons	13	9	6		2,807	1,754,200			
Loons	3	3	2		557	251,200			
Common loon	10	6	4		2,250	1,503,000			
Grebes	38	5	4	4	82	209,470			
Grebes	7			1					
Eared grebe	6	1		1	10	100,000			
Western grebe	9	2	2	2					
Pied-billed grebe	8		1						
Horned grebe	5	2	1		72	109,470			
Red-necked grebe	2								
Clark's grebe	1								
Albatrosses/shearwaters	38	6	5		147	62,500			
Laysan albatross	26	6	4		147	62,500			
Black-footed albatross	1								
Bonin petrel	1		1						
Wedge-tailed shearwater	7								
Townsend's shearwater	2								
Fork-tailed storm-petrel	1								
Tropicbirds	9	6	5		124	45,800			
Tropicbirds	5	5	4		124	40,200			
White-tailed tropicbird	1								
Red-tailed tropicbird	3	1	1			5,600			
Pelicans	45	21	16	4	422	151,123			
Pelicans	2	1			80				
Australian pelican	1	1	1						
Brown pelican	39	17	14	4	318	51,123			
American white pelican	3	2	1		24	100,000			
Red-footed booby	1								
Cormorants	50	21	14	10	238	2,202,370			
Cormorants	1								
Great cormorant	2	1		2					
Dcrested cormorant	46	20	14	8	238	2,202,370			
Pelagic cormorant	1								

Table 13. Continued (page 2 of 15).

	17-year totals								
	Num	ber of rep	oorted str	ikes		economic ses ¹			
Wildlife group or species	Total	With dam- age	With neg. EOF	With multiple animals ²	Aircraft down time (hrs)	Reported costs (\$)			
Anhinga	11	4	4	2	116	4,300			
Frigatebirds	11	4	2		21	18,400			
Frigatebirds	2	1	1		18	13,500			
Great frigatebird	7	2	1		3	4,900			
Magnificent frigatebird	2	1							
Herons/bitterns	294	55	38	12	3,229	3,204,815			
Herons	42	13	8	4	99	3,200			
Great blue heron	172	37	28	4	2,540	3,162,415			
Blkcrowned night-heron	22	2		2	14	31,000			
Little blue heron	2								
Green heron	5								
Yelcrowned night heron	3								
American bittern	5	3	2		576	8,200			
Yellow bittern	43			2					
Egrets	437	51	61	118	3,657	5,309,940			
Egrets	259	30	38	75	3,455	3,465,140			
Cattle egret	130	13	17	36	81	4,000			
Great egret	34	6	6	6	97	1,840,800			
Snowy egret	14	2		1	24				
Storks/ibises	27	6	4	4	1				
White stork	1	1							
Wood stork	6	1							
Ibises	10	1	2	1					
Glossy ibis	1			1					
White ibis	4	1	1						
White-faced ibis	4	2		2					
Roseate spoonbill	1		1		1				
Waterfowl	2,775	1,255	601	1,036	89,587	90,199,134			
Ducks, geese, swans	128	64	29	53	763	763,275			
Ducks	618	211	96	210	4,666	3,877,292			
American wigeon	20	11	5	7	327	888,089			
Northern pintail	39	26	15	19	1,289	1,139,044			
Green-winged teal	15	5	5	3	180	355,250			
Blue-winged teal	11	7	2	7	105	601,440			
European wigeon	1			1					
Mallard	377	98	51	87	8,154	4,741,261			
Common eider	2	2	1	1					

Table 13. Continued (page 3 of 15).

	17-year totals									
	Numi	ber of rep	oorted str		Reported	economic ses ¹				
Wildlife group or species	Total	With dam- age	With neg. EOF	With multiple animals ²	Aircraft down time (hrs)	Reported costs (\$)				
Ring-necked duck	5	3	2	2	72	9,568				
Greater scaup	4	1	1	1						
Wood duck	14	6	2	2	102	77,704				
Muscovy duck	1	1			120	443,332				
Common goldeneye	1	1	1			2,000				
Red-breasted merganser	1	1		1						
Hooded merganser	3	1		1						
Common merganser	1	1	1		72	2,500				
Northern shoveler	17	9	2	8	624	1,043,300				
Gadwall	14	2	1	4						
Canvasback	7	3		3	60	45,000				
American black duck	17	4	1	7	36	1,500				
Mottled duck	7	2	3	2	24	,				
Lesser scaup	11	8	5	5	984	101,000				
Ruddy duck	11	3			24	8,446				
Redhead	2	1		1		,				
Bufflehead	2									
Long-tailed duck	1	1								
Philippine duck	1	1	1	1	96	9,456,000				
Bkbellied whistling duck	1									
Cinnamon teal	1									
Geese	330	191	83	116	17,121	2,211,396				
Snow goose	61	46	21	32	3,605	16,821,986				
Canada goose	1,018	526	266	446	50,519	46,258,003				
Brant	13	6	3	6	40	1,271				
Grtr. white-fronted goose	7	6	1	5	268	755,887				
Emperor goose	1	1				-				
Swans	2	1								
Mute swan	4			1						
Tundra swan	5	4	2	3	336	144,790				
Trumpeter swan	1	1	1	1		450,000				
Raptors	3,998	706	473	149	66,823	30,086,519				
Hawks, eagles, vultures	28	15	6	1	255	9,050				
Vultures	227	133	64	25	19,392	8,977,465				
Black vulture	32	17	16	5	4,681	1,115,987				
Turkey vulture	256	137	90	10	17,488	2,555,178				
Osprey	115	28	17	2	2,198	229,803				

Table 13. Continued (page 4 of 15).

			17-	ear totals	.	
	Numl	per of rep	orted str		Reported	economic ses ¹
Wildlife group or species	Total	With dam- age	With neg. EOF	With multiple animals ²	Aircraft down time (hrs)	Reported costs (\$)
White-tailed kite	9	3	1	<u> </u>	40	5,000,000
Black kite	2	1	1			2,000,000
Swallow-tailed kite	1	_				
Eagles	6	3	2	1		
Bald eagle	84	36	20	8	5,300	301,724
Wbreasted sea eagle	1	1	1			
Golden eagle	4	1	1		72	1,000
Hawks	862	171	116	24	8,715	924,539
Red-tailed hawk	744	129	98	11	7,693	5,236,930
Rough-legged hawk	12				1,000	-,,
Red-shouldered hawk	13	1	2		41	900
Swainson's hawk	32	3	3	1	4	
Sharp-shinned hawk	7			-	-	
Cooper's hawk	13	1				
Ferruginous hawk	4	_				
Broad-winged hawk	5					
Harris' hawk	1					
Common buzzard	1				24	
Northern harrier	53	1	1	1		200,000
Lappet-faced vulture	1	1	1		240	4,000,000
Falcons	31	2	3	1	80	30,000
Peregrine falcon	102	7	2	4	30	235,500
Gyrfalcon	1					,
Merlin	28		2		3	130
Crested caracara	3	1	1			
Prairie falcon	7					
American kestrel	1,312	14	25	55	567	1,268,313
Eurasian kestrel	1					
Gallinaceous birds	127	33	28	23	975	527,287
Grouse	6	2		2	2	•
Greater sage grouse	5	3	4	1	337	256,077
Sharp-tailed grouse	1	1	1		24	500
Ptarmigans	6	4	1	2	57	57,500
Black francolin	2					·
Quails	8		2	2		
Northern bobwhite	6	2	3	1	73	800
Scaled quail	3					
Ring-necked pheasant	48	10	8	5	15	2,000

Table 13. Continued (page 5 of 15).

	17-year totals								
	Numl	per of rep	orted str		Reported	economic ses ¹			
Wildlife group or species	Total	With dam- age	With neg. EOF	With multiple animals ²	Aircraft down time (hrs)	Reported costs (\$)			
Gray partridge	5	2	1	3	24	120			
Chukar	1								
Grey francolin	1								
Guineafowl	1	1		1					
Wild turkey	34	8	8	6	443	210,290			
Cranes	77	27	21	25	2,316	382,760			
Cranes	12	3	5	2	31	250,000			
Sandhill crane	65	24	16	23	2,285	132,760			
Rails/gallinules	58	12	4	4	831	882,476			
Rails	1	1		1		,			
Sora	1								
Common moorhen	2	1	1		24	990			
American coot	47	10	3	3	807	881,486			
Purple gallinule	2					•			
Virginia rail	2								
Clapper rail	3								
Shorebirds	1,713	58	81	334	1,175	2,823,556			
Shorebirds	16			8					
American oystercatcher	17			2					
		0	- 1	10	0.4				
Plovers	43	3	4	. •	24				
Plovers European golden-plover	43	3	4		24				
		3	2	7	24				
European golden-plover	3	2				38,622			
European golden-plover American golden-plover	3 27		2	7	2	38,622			
European golden-plover American golden-plover Black-bellied plover	3 27 29		2	7 5	2	38,622			
European golden-plover American golden-plover Black-bellied plover Snowy plover	3 27 29 1	2	2 2	7 5 1	2 12	·			
European golden-plover American golden-plover Black-bellied plover Snowy plover Killdeer	3 27 29 1 842	2 27	2 2 32	7 5 1 112	2 12 230	2,332,453			
European golden-plover American golden-plover Black-bellied plover Snowy plover Killdeer Pacific golden-plover	3 27 29 1 842 350	2 27	2 2 32	7 5 1 112 57	2 12 230	2,332,453			
European golden-plover American golden-plover Black-bellied plover Snowy plover Killdeer Pacific golden-plover Semipalmated plover	3 27 29 1 842 350	2 27 1 1	2 2 32 4	7 5 1 112 57 10	2 12 230 15	2,332,453			
European golden-plover American golden-plover Black-bellied plover Snowy plover Killdeer Pacific golden-plover Semipalmated plover Northern lapwing	3 27 29 1 842 350 17	2 27 1	2 2 32 4	7 5 1 112 57 10	2 12 230 15	2,332,453 1,200			
European golden-plover American golden-plover Black-bellied plover Snowy plover Killdeer Pacific golden-plover Semipalmated plover Northern lapwing Southern lapwing	3 27 29 1 842 350 17 1	2 27 1 1	2 2 32 4 1 1	7 5 1 112 57 10 1 57	2 12 230 15	2,332,453 1,200 8,000			
European golden-plover American golden-plover Black-bellied plover Snowy plover Killdeer Pacific golden-plover Semipalmated plover Northern lapwing Southern lapwing Sandpipers Upland sandpiper Spotted sandpiper	3 27 29 1 842 350 17 1 1 139 61	2 27 1 1 1 1 8	2 2 32 4 1 1 18	7 5 1 112 57 10 1 57 6 2	2 12 230 15 25	2,332,453 1,200 8,000 106,560			
European golden-plover American golden-plover Black-bellied plover Snowy plover Killdeer Pacific golden-plover Semipalmated plover Northern lapwing Southern lapwing Sandpipers Upland sandpiper	3 27 29 1 842 350 17 1 1 139 61 4	2 27 1 1 1 1 8 4	2 2 32 4 1 1 18	7 5 1 112 57 10 1 57 6 2	2 12 230 15 25	2,332,453 1,200 8,000 106,560			
European golden-plover American golden-plover Black-bellied plover Snowy plover Killdeer Pacific golden-plover Semipalmated plover Northern lapwing Southern lapwing Sandpipers Upland sandpiper Spotted sandpiper Willett Common snipe	3 27 29 1 842 350 17 1 1 139 61 4 4	2 27 1 1 1 8 4	2 2 32 4 1 1 18 5	7 5 1 112 57 10 1 57 6 2 2 2	2 12 230 15 25	2,332,453 1,200 8,000 106,560			
European golden-plover American golden-plover Black-bellied plover Snowy plover Killdeer Pacific golden-plover Semipalmated plover Northern lapwing Southern lapwing Sandpipers Upland sandpiper Spotted sandpiper Willett Common snipe American woodcock	3 27 29 1 842 350 17 1 1 139 61 4 4 21	2 27 1 1 1 8 4	2 2 32 4 1 1 18 5	7 5 1 112 57 10 1 57 6 2 2 2 2	2 12 230 15 25 168 12	2,332,453 1,200 8,000 106,560 1,000			
European golden-plover American golden-plover Black-bellied plover Snowy plover Killdeer Pacific golden-plover Semipalmated plover Northern lapwing Southern lapwing Sandpipers Upland sandpiper Spotted sandpiper Willett Common snipe American woodcock Dunlin	3 27 29 1 842 350 17 1 1 139 61 4 21 16	2 27 1 1 1 8 4	2 2 32 4 1 1 18 5	7 5 1 112 57 10 1 57 6 2 2 2 2 2	2 12 230 15 25	2,332,453 1,200 8,000 106,560 1,000			
European golden-plover American golden-plover Black-bellied plover Snowy plover Killdeer Pacific golden-plover Semipalmated plover Northern lapwing Southern lapwing Sandpipers Upland sandpiper Spotted sandpiper Willett Common snipe American woodcock	3 27 29 1 842 350 17 1 1 139 61 4 4 21	2 27 1 1 1 8 4	2 2 32 4 1 1 18 5	7 5 1 112 57 10 1 57 6 2 2 2 2	2 12 230 15 25 168 12	2,332,453 1,200 8,000 106,560 1,000			

Table 13. Continued (page 6 of 15).

	17-year totals								
	Num	ber of rep	oorted str		Reported	economic ses ¹			
Wildlife group or species	Total	With dam- age	With neg. EOF	With multiple animals ²	Aircraft down time (hrs)	Reported costs (\$)			
Pectoral sandpiper	2	1		1		(.)			
Sanderling	8		1	6					
Buff-breasted sandpiper	7			2					
Ruddy turnstone	4								
Least sandpiper	21		3	10	3				
Semipalmated sandpiper	12			4					
Lesser yellowlegs	2			1					
Short-billed dowitcher	3	1		1					
Hudsonian godwit	1	1	1	1	96	23,495			
Solitary sandpiper	2	-		1					
Greater yellowlegs	1			-					
Long-billed dowitcher	2								
Red knot									
White-rumped sandpiper	1								
Whimbrel	5	1	1	1	24				
Long-billed curlew	3	•	<u> </u>						
American avocet	3			2					
Black-necked stilt	1			1					
Gulls	6,587	1,059	842	1,631	44,497	24,784,666			
Gulls	4,959	875	680	1,343	34,273	18,463,891			
Herring gull	547	65	61	71	579	1,442,845			
Mew gull	23	4	2	3	2	1,200			
Ring-billed gull	632	64	59	136	3,642	2,644,380			
Glaucous-winged gull	38	12	6	8	290	346,545			
Great black-backed gull	58	7	5	4	27	250,000			
Franklin's gull	27	3	3	14	18	139,000			
Laughing gull	197	12	13	32	715	529,000			
Bonaparte's gull	16	2	2	5		65,000			
Lesser black-backed gull	1					,-			
Western gull	51	7	4	7	92	540,857			
California gull	33	7	6	6	4,859	361,948			
Heermann's gull	1	-		1	-,				
Thayer's gull	3			-					
Yellow-legged gull	1	1	1	1					
Terns	92	4	3	24	4				
Terns	37	2		12					
Caspian tern	14			1					
Common tern	10			1					

Table 13. Continued (page 7 of 15).

			17-	ear totals	}	
	Numl	ber of rep	oorted str	rikes		economic ses ¹
Wildlife group or species	Total	With dam- age	With neg. EOF	With multiple animals ²	Aircraft down time (hrs)	Reported costs (\$)
Gull-billed tern	1	u.ge			(1110)	(4)
Fairy tern	1					
White tern	1		1	1		
Arctic tern	3	1		2		
Roseate tern	1					
Forster's tern	4		1	1	4	
Least tern	6			2		
Black noddy	3			2		
Brown noddy	5		1	1		
Royal tern	1					
Sooty tern	1					
Black skimmer	4	1		1		
Pigeons/doves	4,241	307	348	1,191	16,875	9,602,036
Pigeons, doves	11	1	1	8	24	400
Pigeons	25	4	4	12	32	46,050
Doves	650	39	65	200	284	282,460
Rock pigeon	1,313	162	144	482	13,589	4,885,599
Rock (Racing) pigeon	14	3	2	6	72	
Mourning dove	2,062	94	127	468	2,740	4,113,122
Spotted dove	49	3	3	4	132	274,405
Zebra dove	83	1	2	11	2	
Inca dove	14					
Philippine turtle dove	4					
White-winged dove	10					
Common ground-dove	6					
Parrots	8			1		
Parrots	5			1		
Budgerigar	2					
Black-hooded parakeet	1					
Cuckoos	8	1		2		
Cuckoos	1			1		
Yellow-billed cuckoo	6	1		1		
Common cuckoo	1					
Owls	871	69	43	6	1,438	3,988,878
Owls	223	27	14	3	958	296,875
Barn owl	397	21	15	2	238	1,885,900
Snowy owl	43	4	4		46	27,500
Short-eared owl	90	2	3		14	1,045

Table 13. Continued (page 8 of 15).

	17-year totals							
	Numl	per of rep	Reported	economic ses ¹				
Wildlife group or species	Total	With dam- age	With neg. EOF	With multiple animals ²	Aircraft down time (hrs)	Reported costs (\$)		
Long-eared owl	7	2	1					
Northern saw-whet owl	3							
Burrowing owl	42	1			1			
Barred owl	4	1	1					
Northern pygmy-owl	1							
Eastern screech owl	2	1			24	7,558		
Great horned owl	59	10	5	1	157	1,770,000		
Nightjars	117	2		8				
Nightjars	2	1						
Whip-poor-will	2							
Common poorwill	4							
Lesser nighthawk	4							
Chuck-wills-widow	1							
Common nighthawk	104	1		8				
Swifts	81	2	1	6				
Swifts	7	1		2				
Chimney swift	62	1	1	4				
Vaux's swift	5							
White-throated swift	7							
Anna's hummingbird	1							
Belted kingfisher	7							
Woodpeckers	37	2	4	1	1	15,000		
Woodpeckers	7	_	1	-	-	10,000		
Northern flicker	21	2	<u> </u>					
Yellow-bellied sapsucker	4		1	1				
Hairy woodpecker	3		•					
Red-naped sapsucker	1		1			15,000		
Downy woodpecker	1		1		1	10,000		
Flycatchers	70	1	3	6	1	9,800		
Tyrant flycatchers	6	•		1	1			
Eastern wood-pewee	3			<u>'</u>	'			
Great crested flycatcher	1							
Eastern kingbird	6	1	1			9,800		
Scissor-tailed flycatcher	24	•	2	2		0,000		
Acadian flycatcher	1							
Say's phoebe	1							
Western kingbird	23			2				
Ash-throated flycatcher	1							

Table 13.. Continued (page 9 of 15).

	17-year totals								
	Numl	per of rep	orted str	ikes	Reported loss	economic ses ¹			
Wildlife group or species	Total	With dam- age	With neg. EOF	With multiple animals ²	Aircraft down time (hrs)	Reported costs (\$)			
Western wood-pewee	1								
Sulphur-bellied flycatcher	1								
Eastern phoebe	1								
Yellow-bellied flycatcher	1			1					
Larks	508	8	10	139	11	504,625			
Larks	5			1					
Eurasian skylark	10			1					
Horned lark	493	8	10	137	11	504,625			
Swallows	1,281	16	32	354	141	40,597			
Swallows	403	4	24	135	25	•			
Purple martin	59	2		15	2				
Bank swallow	60	2	1	31	2				
Barn swallow	487	5	2	97	99	27,282			
Cliff swallow	145	3	2	30	9	13,250			
Tree swallow	109		3	46	4	65			
Violet-green swallow	8								
N. rough-winged swallow	10								
Starlings	1,722	81	106	694	1,255	4,222,474			
European starling	1,686	80	105	684	1,253	4,222,474			
Mynas	4			2	·				
Common myna	32	1	1	8	2				
Crows/jays/magpies	460	50	45	70	6,578	1,438,158			
Crows	206	21	20	32	905	144,000			
American crow	205	19	18	30	5,562	1,265,113			
Carrion crow	1	1							
Hooded crow	1	1	1						
Northwestern crow	1			1					
Blue jay	8								
Ravens	6	3	2	2	2	90			
Common raven	16	3	2	1	108	28,400			
Yellow-billed magpie	8			2					
Black-billed magpie	8	2	2	2	1	555			
Chickadees	13	1		3					
Chickadees	4	1		2					
Black-capped chickadee	9			1					
Wrens	38	1	1	8					
Wrens	36	1	1	8					
Carolina wren	1								

Table 13. Continued (page 10 of 15).

	17-year totals							
	Numl	ber of rep	orted str		Reported	economic ses ¹		
Wildlife group or species Rock wren	Total	With dam- age	With neg. EOF	With multiple animals ²	Aircraft down time (hrs)	Reported costs (\$)		
Mimics	57	1	2	1		120		
Brown thrasher	5					120		
Northern mockingbird	39	1	2			120		
Gray catbird	13	!		1				
Thrushes	264	21	17	25	1,571	2 292 010		
Thrushes	14	3	1	23	7	2,282,910		
Western bluebird	2	3	ı		3	25,500		
Swainson's thrush	8	2	1	1	3	2 000 000		
	222	16		21	1,545	2,000,000		
American robin Hermit thrush		16	13	21	1,545	257,130		
Eastern bluebird	6				14			
Gray-cheeked thrush	1							
Varied thrush	5		1		2			
Wood thrush	3		<u>1</u> 1	1		280		
Vireos	7		<u> </u>	1		200		
Vireos	1							
Yellow-throated vireo	1							
Warbling vireo	1			1				
Red-eyed vireo	3			I				
Cassin's vireo	1							
Warblers	47	1		2				
Wood warblers	17	ı						
Canada warbler	2							
Yellow-breasted chat	3							
Pine warbler	1							
Black and white warbler	2							
Northern parula warbler	1							
Ovenbird	2							
Wilson's warbler	1							
Common yellowthroat	2							
Yellow-rumped warbler	3			1				
Blackpoll warbler	1			1				
American redstart	2			'				
Yellow warbler	1	1						
Northern waterthrush	2	-						
Nashville warbler	3							

Table 13. Continued (page 11 of 15).

	17-year totals								
	Numl	per of rep	orted str		Reported	economic ses ¹			
Wildlife group or species	Total	With dam- age	With neg. EOF	With multiple animals ²	Aircraft down time (hrs)	Reported costs (\$)			
Townsend's warbler	1								
Palm warbler	2								
Magnolia warbler	1	_			101	222 152			
Meadowlarks	575	8	15	72	191	203,452			
Meadowlarks	80	1	3	5	10				
Eastern meadowlark	295	3	5	28	4				
Western meadowlark	200	4	7	39	177	203,452			
Blackbirds/orioles	1,258	87	92	359	1,454	1,016,475			
Blackbirds	998	73	75	308	583	862,725			
Red-winged blackbird	75	1	5	12	6	750			
Yellow-headed blackbird	6	1	1	1					
Brewer's blackbird	17								
Brown-headed cowbird	50	1	1	18	1				
Bobolink	3		1						
Orioles	5								
Baltimore oriole	4			1					
Grackles	48	5	2	11	720	108,000			
Common grackle	39	4	5	7	123	45,000			
Boat-tailed grackle	4	1	1		20				
Great-tailed grackle	6			1					
Scarlet tanager	2	1							
Western tanager	1		1		1				
Finches	101	1	8	19	52	5,000			
Finches	42		5	11	4				
Lapland longspur	4			2					
Smith's longspur	1								
Dark-eyed junco	6	1	2	1	48	5,000			
Rose-breasted grosbeak	1								
Pine siskin	1								
Purple finch	1								
American goldfinch	17		1						
House finch	21			3					
Dickcissel	1								
White-winged crossbill	1								
Red avadavat	2			1					
Red-crested cardinal	2			1					
Northern cardinal	1								

Table 13. Continued (page 12 of 15).

	17-year totals							
	Numl	per of rep	Reported	economic ses ¹				
Wildlife group or species	Total	With dam- age	With neg. EOF	With multiple animals ²	Aircraft down time (hrs)	Reported costs (\$)		
Buntings	102	3	12	62	21			
Snow bunting	81	2	12	58	19			
Indigo bunting	1							
Lazuli bunting	1							
Lark bunting	19	1		4	2			
Sparrows	1,982	36	81	514	581	13,640		
Sparrows	1,864	33	80	503	578	8,140		
Swamp sparrow	1							
Savannah sparrow	53	1		3		1,000		
Fox sparrow	7	1				4,100		
White-throated sparrow	11	1	1	1				
Golden-crowned sparrow	1							
Field sparrow	1							
Lark sparrow	3							
Whte-crowned sparrow	4							
Grasshopper sparrow	5							
Java sparrow	1							
Vesper sparrow	3			1				
Chipping sparrow	2			1				
Lincoln's sparrow	2							
Song sparrow	21			5	3	400		
Sage sparrow	2							
American tree sparrow	1							
Towhee	4							
Rufous-sided towhee	3							
Green-tailed towhee	1							
Mannikins	74		1	38	3	2,000		
Mannikins	19			9		·		
Nutmeg mannikin	25			15	1			
Chestnut mannikin	30		1	14	2	2,000		
Misc. Perching birds	114	8	3	18	53	87,100		
Perching birds	42	7	2	5	49	87,100		
Red-vented bulbul	1			1				
Golden-crowned kinglet	1							
Wrentit	1							
American pipit	9			1				
Cedar waxwing	15		1	3	4			

Table 13. Continued (page 13 of 15).

Table 13. Continued (page	10 01 10)	•		ear totals		
	Num	ber of re	Reported	economic ses ¹		
Wildlife group or species	Total	With dam- age	With neg. EOF	With multiple animals ²	Aircraft down time (hrs)	Reported costs (\$)
Loggerhead shrike	3					
Japanese white-eye	1					
Common waxbill	1					
Warbling silverbill	1			1		
House sparrow	39	1		7		
Total known birds	30,449	4,049	3,037	6,980	247,278	186,081,781
Total unknown birds	41,221	4,394	2,490	4,502	83,071	71,469,387
Unknown birds - ? size	19,867	2,254	1,082	1,217	25,044	28,586,229
Unknown birds - large	1,574	689	329	184	22,215	22,791,762
Unknown birds - medium	5,483	908	487	795	28,217	9,311,663
Unknown birds - small	14,297	543	592	2,306	7,595	10,779,733
Total birds	71,670	8,443	5,527	11,482	330,349	257,551,168
<u>Flying mammals</u> (bats)						
Old world fruit bats	4	1	2	1	72	3,069,400
Red bat	9	1		1	1	2,000,100
Hoary bat	2					
E. small-footed myotis	1					
Little brown bat	11					
Free-tailed bats	8			1		
Brazilian free-tailed bat	11					
Total known bats	46	2	2	3	73	3,069,400
Unknown bats	153	5		16	27	106,440
Total bats	199	7	2	19	100	3,175,840
Terrestrial mammals	_					
Marsupials (opossum)	48	_	_		_	
Xenarthyras (armadillo)	15	1	2		8	700
Lagomorphs	147	4	6	2	6	24,384
Black-tailed jackrabbit	63	2	1			24,384
White-tailed jackrabbit	6			1		

Table 13. Continued (page 14 of 15).

	17-year totals							
	Numl	ber of rep	Reported los	economic ses ¹				
Wildlife group or species	Total	With dam- age	With neg. EOF	With multiple animals ²	Aircraft down time (hrs)	Reported costs (\$)		
Rabbits	41	1	2	1				
Eastern cottontail	37	1	3		6			
Rodents	107	2	2	1	3			
Pocket gophers	1							
Prairie dog	11		1	1				
Woodchuck	70	2	1		3			
Woodrats	2							
Muskrat	9							
Black rat	2							
Norway rat	3							
N. American porcupine	9							
Carnivores	477	40	73	3	12,986	3,035,576		
Canids	3		1					
Coyote	222	24	46	1	10,716	2,699,640		
Domestic dog	26	8	14		96	300,000		
Foxes	50	4	3		10	750		
Red fox	41		4					
Common gray fox	4	1	1		2	186		
Raccoon	39	2	3	1	2,160	35,000		
White-nosed coati	1							
Ringtail	1							
Skunks	21		1		2			
Striped skunk	50			1				
River otter	2	1						
Badger	2							
House cat	13							
Small Indian mongoose	2							
Artiodactyls	760	626	389	74	190,146	32,379,697		
Deer	11	11	7		696	197,000		
White-tailed deer	684	559	341	64	160,041	25,679,698		
Mule deer	34	29	20	3	6,504	663,695		
Wapiti (elk)	9	9	6	2	11,560	5,496,204		
Moose	3	1	3					
Caribou	2	2	1					
Cattle	8	8	6	2	6,215	187,000		

Table 13. Continued (page 15 of 15).

	17-year totals								
	Num	ber of re		Reported economic losses ¹					
Wildlife group or species	Total	With dam- age	With neg. EOF	With multiple animals ²		Reported costs (\$)			
Pronghorn	7	6	5	2	5,130	156,100			
Swine (pig)	1								
Collared peccary	1	1		1					
Perissodactyls (horses)	3	3	3		1,008	23,849			
Total known terrestrial									
mammals	1,557	676	475	80	204,157	35,464,206			
Unknown terrestrial mammals	12	6	6	1					
Total terrestrial mammals	1,569	682	481	81	204,157	35,464,206			
mammais	1,303	002		01	204,137	33,404,200			
Reptiles									
Turtles	67		2	1					
Turtles	39		2	1					
Florida soft shell turtle	4								
Eastern box turtle	4								
Common snapping turtle	3								
Diamondback terrapin	16								
Painted turtle	1								
American alligator	14	1	2		3				
Green iguana	7		3						
Total reptiles	88	1	7	1	3				
Total known (all species)	32,140	4,728	3,521	7,064	451,511	224,615,387			
Total unknown	41,386	4,405	2,496	4,519	83,098	71,575,827			
Grand total	73,526	9,133	6,017	11,583	534,609	296,191,214			

¹ These reported economic losses by species and species groups should be considered as relative indices of losses and not as actual estimated losses. Only about 20 percent of strikes involving civil aircraft are reported, and only about 44 percent of reported strikes identify the wildlife species or species group responsible. Furthermore, less than 25 percent of reported strikes indicating damage also provided an estimate of the cost of damage or the downtime (see Table 16). Finally, even when cost estimates were provided, many reports were filed before aircraft damage had been fully assessed. See Table 16 for a more detailed projection of actual economic losses.

² More than one animal was struck by the aircraft.

Table 14. Number of reported strikes, strikes with damage, and strikes having a negative effect-on-flight (EOF) for the four most commonly struck bird groups and three most commonly struck terrestrial mammal groups, civil aircraft, USA, 1990–2006.

	Reported	d strikes	Strikes w	rith EOF		
Species group ¹	17-year total	% of total known	dam 17-year total	% of total known	17-year total	% of total known
<u>Birds</u>						
Gulls	6,587	22	1,059	26	842	28
Pigeons/ doves	4,241	14	307	8	349	11
Raptors	3,998	13	706	17	473	16
Waterfowl	2,775	9	1,255	31	601	20
All other known	12,848	42	722	18	772	25
Total known birds	30,449	100	4,049	100	3,037	100
Unknown birds	41,221		4,394		2,490	
Total birds	71,670		8,443		5,527	
Terrestrial mamma	als					
Artiodactyls	760	49	626	93	389	82
Carnivores	477	31	40	6	73	15
Lagomorphs	147	9	4	<1	6	1
All other known	173	11	6	<1	7	1
Total known mammals Unknown	1,557	100	676	100	475	100
mammals	12		6		6	
Total mammals	1,569		682		481	

¹ See Table 13 for listing of species within each species group.

Table 15. Number of strikes to civil aircraft causing human fatality or injury and number of injuries and fatalities by wildlife species, USA, 1990–2006.

Species of wildlife	No. of strikes	No. of humans	Species of wildlife	No. of strikes	No. of humans
Strikes causing fa		110	Strikes causing injuries (continue		
Unknown bird	5	7	Misc. water birds	11	11
White-tailed deer	1	1	American coot	2	2
Brown pelican	1	1	Anhinga	1	1
Total	7	9	Dcrsted cormorant	1	1
			Egrets	1	1
Strikes causing in	juries	<u> </u>	Great frigatebird	1	1
Waterfowl	36	40	Horned grebe	1	1
Canada goose	14	16	Red-tailed tropicbird	1	1
Ducks	11	13	Sandhill crane	1	1
Geese	6	6	Tropicbirds	1	1
Mallard	2	2	Western grebe	1	1
Lesser scaup	1	1	Birds of prey	10	16
Long-tailed duck	1	1	Red-tailed hawk	3	4
Snow goose	1	1	Hawks	2	3
Vultures	21	23	Osprey 2		2
Turkey vulture	9	11	American kestrel	1	5
Vultures	9	9	Golden eagle	1	1
Black vulture	3	3	Owls	1	1
Large mammals	20	29	Doves/pigeons	5	8
White-tailed deer	16	23	Rock pigeon	2	2
Cattle	2	3	Doves	1	1
Mule deer	1	2	Mourning dove	1	1
Horse	1	1	Spotted dove	1	4
Gulls	12	19	Misc. birds/mammals	4	6
Gulls	8	9	Domestic dog	1	2
Ring-billed gull	2	8	Rabbits	1	1
Herring gull	2	2	Sharp-tailed grouse	1	2
			Sparrows	1	1
			Unknown bird	28	33
			Total	147	185

Table 16. Number of reported wildlife strikes indicating damage or a negative effect-on-flight (EOF) and reported losses in hours of downtime and U.S. dollars for civil aircraft, USA, 1990–2006.

		Number	of reports					_		
					Reported time	Cost in millions of dollars (\$) (Number of reports)				
	Total reports	Reports indicating adverse effect	Reports indicating aircraft damage	Reports indicating negative EOF	(hours) aircraft out of service (No. of reports)	Direct cost	Other cost	Total cost		
17-yr total	73,526	13,150	9,111	6,017	534,609 (3,579)	260.006 (2,258)	36.185 (883)	296.191		
17-yr avg.	4,325	774	536	354	31,448 (211)	15.294 (133)	2.129 (52)	17.423		
Mea	an losses	per incident	reported		149.4	0.115	0.041	0.156		
Estim	Estimated annual losses									
Minimum¹					115,545	89.071	31.699	120.774		
	Maxii	mum²			577,725	445.355	158.497	603.720		

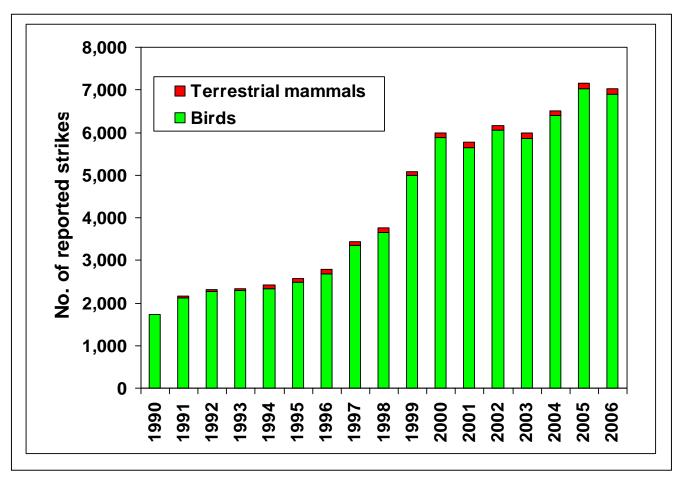
¹ Minimum values are based on the assumption that all 13,150 reported strikes indicating an adverse effect (negative EOF and/or damage) to aircraft (mean of 774/year) incurred similar amounts of damage and/or downtime and that these reports are all of the adverse-effect strikes that occurred.

² Maximum values are based on the assumption the 13,150 reported strikes indicating an adverse effect represent only 20 percent of the total strikes that occurred (Cleary et al. 2005, Wright and Dolbeer 2005).

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Figures

Figure 1. Number of reported bird (N = 71,670) and terrestrial mammal (N = 1,569) strikes to civil aircraft, USA, 1990–2006. Additionally, 199 and 88 strikes involving bats and reptiles, respectively, were reported for this 17-year period (see Table 1).



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Appendix

Appendix A. Selected Significant Strikes to Civil Aircraft in the United States, 2006



Prairie dogs not only create habitat for burrowing owls and other wildlife at airports, but their burrowing also can undermine runway edges and damage underground electrical cables. Photo by E. Cleary, FAA

The U.S. Department of Agriculture, through an interagency agreement with the Federal Aviation Administration, compiles a database of all reported wildlife strikes to U.S. civil aircraft and to foreign carriers experiencing strikes in the USA. We have compiled 73,526 strike reports from 1,365 USA airports and 204 foreign airports for 1990-2006 (7,089 in 2006), but estimate that this represents only about 20% of the strikes that have occurred (Wright and Dolbeer 2005). The following examples from the database in 2006 are presented to show the serious impact that strikes by birds or other wildlife can have on aircraft. These examples, from throughout the USA, demonstrate the widespread and diverse nature of the problem. The examples are not intended to highlight or criticize individual airports because strikes have occurred on almost every airport in the USA. Some of the strike examples reported here occurred off airport property during approach or departure. For more information on wildlife strikes or to report a strike, visit http://wildlife-mitigation.tc.faa.gov.

Date: 7 January 2006

Aircraft: B-757

Airport: Portland Intl. (OR)

Phase of Flight: Takeoff

Effect on Flight: Precautionary landing

Damage: Engine

Wildlife Species: Great blue heron

Comments from Report: Bird was ingested during takeoff. Engine was shut down and a one-engine landing was made. Fan section of the engine was replaced. ID by Smithsonian, Division of Birds. Time out of service was 15 hours. Cost was \$244,000.

Date: 9 January 2006

Aircraft: C-310

Airport: near St Charles, MO
Phase of Flight: En route (1,500' AGL)
Effect on Flight: Precautionary landing

Damage: Wing, fuel tank

Wildlife Species: Mallard

Comments from Report: Bird hit aircraft about 10 miles west of St. Charles County Smartt Airport. The pilot said there were no problems controlling the plane after impact. A fire in the right wing tip tank was noticed by the pilot after landing. The fire department arrived about 20 minutes later but did not have foam and the fire burned for 20 more minutes until an explosion caused the fire to go out. NTSB report found the strobe light assembly electrical short caused the fire. ID by Smithsonian, Division of Birds.

Date: 21 January 2006

Aircraft: C-210

Airport: Orlando Executive (FL)
Phase of Flight: Approach (2,000' AGL)
Effect on Flight: Precautionary landing

Damage: Windshield Wildlife Species: Black vulture

Comments from Report: Bird crashed through the windshield. The instructor was cut by Plexiglas on head and face. Aircraft landed safely. Time out of service was 24 hours. Cost was \$3,500.

Date: 1 February 2006

Aircraft: Bombardier de Havilland Dash 8

Airport: Boise Air Terminal (ID)
Phase of Flight: Approach (1,500' AGL)

Effect on Flight: None Damage: Tail

Wildlife Species: Bald eagle

Comments from Report: Bird strike took out the leading edge of the tail. Aircraft was

ferried out for repairs. ID by Smithsonian, Division of Birds.

Date: 17 February 2006

Aircraft: B-757-200

Airport: Daniel Oduber Quiros Intl. (Costa Rica)

Phase of Flight: Takeoff

Effect on Flight: Precautionary landing

Damage: Engine

Wildlife Species: Crested caracara

Comments from Report: Bird strike took out the #1 engine. Aircraft landed without

incident. ID by Smithsonian, Division of Birds. (U.S. carrier)

Date: 28 February 2006

Aircraft: C-172

Airport: near Titusville, FL

Phase of Flight: En route

Effect on Flight: Emergency landing off airport

Damage: Windshield Wildlife Species: Ring-billed gull

Comments from Report: While on traffic enforcement detail, the windshield was shattered by a gull. The pilot was forced to make an emergency landing in a cow pasture. During the landing, the aircraft clipped a fence. Pilot was taken to the hospital, treated and released. ID by Smithsonian, Division of Birds from photograph.

Date: 1 March 2006

Aircraft: Airbus 320

Airport: Washington Dulles Intl (DC)

Phase of Flight: Approach (100' AGL)
Effect on Flight: Flight cancelled

Damage: Engine

Wildlife Species: European starlings

Comments from Report: Over 270 carcasses were removed from the runway threshold. One brown-headed cowbird was in the group. Many parts of the aircraft were struck and both engines ingested birds. Damage was found in the #1 engine and it was removed. The flight was cancelled. Aircraft was out of service for 24 hours. Costs totaled \$1.3 million.

Date: 2 March 2006

Aircraft: SA-227 Metroliner
Airport: Salt Lake City Intl. (UT)

Phase of Flight: Climb (600' AGL)

Effect on Flight: Emergency landing at airport

Damage: Wing

Wildlife Species: Common goldeneye

Comments from Report: Right wing of aircraft was penetrated and badly dented. Pilot declared an emergency, returned to airfield and landed without incident. Aircraft

needed extensive repair. ID by Smithsonian, Division of Birds.

Date: 8 March 2006

Aircraft: C-172

Airport: near Mina, NV

Phase of Flight: En route (2,500' AGL)

Effect on Flight: Emergency landing at airport Damage: Windshield, wings, tail, fuselage

Wildlife Species: Unknown birds

Comments from Report: Bird strike caused the windshield to implode, the doors blew open and the plane went into a spin and a spiral. Aircraft recovered at 500ft AGL. Pilot was able to land safely at KTPH. Wings were damaged by the force of the plane in the spin. Aircraft was out of service for 7 months. Costs estimated at \$15,700 plus medical bills for cuts and hypothermia which burned the lungs, throat and eyes of one of the passengers. Injuries reported for three people.

Date: 22 March 2006

Aircraft: Airbus 319

Airport: General Mitchell Intl. (WI)

Phase of Flight: Approach

Effect on Flight: Engine shut down

Damage: Engine

Wildlife Species: Canada geese

Comments from Report: While on 2 mile final, 1 or 2 large birds were ingested. The engine shut down and the pilot called an emergency. Fire trucks inspected and followed aircraft to gate. Pilots did not know they had hit birds as it was dark. There was major damage to the core and the engine was replaced. ID by the Smithsonian, Division of Birds. Cost of repair was \$2,675,600.

Date: 15 April 2006

Aircraft: CL-RJ 200

Airport: Detroit Metropolitan Airport (MI)

Phase of Flight: Climb (500' AGL)
Effect on Flight: Precautionary landing

Damage: Engine

Wildlife Species: Northern pintail

Comments from Report: Just after takeoff, aircraft had multiple bird strikes along left side. Left engine ingested a bird and vibration occurred along with burning smell. An emergency was declared and the aircraft landed safely back at the airport. One type of duck found along runway was a scaup. Remains from engine were identified by the Smithsonian, Division of Birds. Time out of service was 43 hours and cost of repairs was \$71,000.

Date: 17 April 2006

Aircraft: Learjet 60

Airport: Palm Beach Intl. (FL)
Phase of Flight: Climb (2,000' AGL)
Effect on Flight: Engine shut down

Damage: Engine Wildlife Species: Black vulture

Comments from Report: Black vulture was ingested and the engine was shut down in flight. An uneventful landing was made on one engine. Engine was damaged beyond repair. ID by the Smithsonian, Division of Birds. Time out of service was 3 days and cost of new engine was \$750,000.

Date: 18 April 2006

Aircraft: B-737-300

Airport: Cincinnati/Northern Kentucky Intl. (KY)

Phase of Flight: Landing roll

Effect on Flight: None
Damage: Engine
Wildlife Species: Unknown

Comments from Report: Medium sized black bird was ingested during landing roll. Two fan blades damaged. Remains exited thru bypass section. Borescope inspection found distress and engine was removed. Cost of repairs estimated at \$1.1 million.

Date: 24 April 2006

Aircraft: C-560

Airport: Little Rock Adams Field (AR)

Phase of Flight: Approach (800' AGL)

Effect on Flight: None
Damage: Wing
Wildlife Species: Unknown

Comments from Report: Large area of wing leading edge dented. Removed and replaced outer section of wing leading edge. Aircraft out of service for 1 week. Cost \$19,000 for repairs.

Date: 6 May 2006

Aircraft: A-319

Airport: Portland Intl. (OR)

Phase of Flight: Takeoff

Effect on Flight: Precautionary landing

Damage: Engine

Wildlife Species: Red-tailed hawk

Comments from Report: The #1 engine ingested a hawk during takeoff causing vibration. An Alert 1 landing was made. Three fan blades were replaced. Flight was cancelled. Cost of repairs was \$83,200.

Date: 14 May 2006

Aircraft: B-747

Airport: Sydney Intl. (Australia)

Phase of Flight: Takeoff

Effect on Flight: Aborted takeoff Damage: Engine, radome

Wildlife Species: White-breasted sea eagle

Comments from Report: Bird was ingested during takeoff causing the engine to surge. Takeoff was aborted. There was extensive fan blade damage. Replaced #1 engine 1st stage fan blades and radome. Flight was cancelled. (U.S. carrier)

Date: 16 May 2006

Aircraft: Bell 206

Airport: Near Sweetwater, TX
Phase of Flight: En route (3,000' AGL)
Effect on Flight: Emergency Landing

Damage: Windshield, rotor, antennas

Wildlife Species: Ducks

Comments from report: During a patient transfer to Abilene Regional Hospital, a helicopter hit a flock of 5-6 ducks, breaking the windshield. A large piece of the windshield fell in the pilot's lap. Because of severe vibration, an emergency was declared and the aircraft landed at the nearest airport. Remains were found in the cowling, cross tubes, flight steps and antennas. The main rotor blade was damaged by the windshield. Time out of service was 1 week. Cost of repairs was estimated at \$48,100.

Date: 18 May 2006

Aircraft: DA-10

Airport: John H. Batten (WI)

Phase of Flight: Takeoff

Effect on Flight: Aborted takeoff

Damage: Engine Wildlife Species: Gull

Comments from Report: Front fan on the right engine was damaged. Twelve fan blades were replaced. Aircraft was out of service for 6 days. Costs totaled \$60,000.

Date: 22 May 2006

Aircraft: A-320

Airport: John F. Kennedy Intl. (NY)

Phase of Flight: Takeoff

Effect on Flight: Aborted takeoff

Damage: Engine Wildlife Species: Osprey

Comments from Report: Bird was ingested into left engine. Several blades were

damaged.

Date: 23 May 2006

Aircraft: BE-60

Airport: Camdenton Memorial (MO)

Phase of Flight: Takeoff

Effect on Flight: Aborted takeoff, departed end of rwy Damage: Aircraft damaged beyond repair

Wildlife Species: White-tailed deer

Comments from Report: Just prior to rotation at 110 kts, the aircraft hit a deer with the nose, then left main gear causing it to twist. Pilot pulled the power to idle, swerved sharply left and ran off the runway down an embankment. Damaged parts included, nose, radome, radar, both engines and propellers, and landing gear. Cost of aircraft was \$175,000.

Date: 26 May 2006

Aircraft: BE-55

Airport: Near Casa Grande, AZ
Phase of Flight: En route (2,500' AGL)
Effect on Flight: Emergency landing

Damage: Windshield Wildlife Species: Red-tailed hawk

Comments from Report: The hawk shattered the windshield and hit the pilot in the right eye, knocking his headset and glasses off. The pilot had difficulty seeing due to swollen right eye and need for glasses in his left eye. Wind and engine noise made it almost impossible to hear the tower when he called for an emergency landing. Pilot was treated and released from the hospital.

Date: 26 May 2006

Aircraft: MU-2

Airport: Houston-Hobby (TX)
Phase of Flight: Approach (100' AGL)
Effect on Flight: Engine shut down

Damage: Engine

Wildlife Species: Rock pigeons

Comments from Report: Bird hit the #2 engine, propeller, wing, fuselage and tail. Cost to repair engine was \$200,000. Other costs totaled \$5,000.

Date: 18 June 2006

Aircraft: MD-11

Airport: Subic Bay Intl. (Philippines)

Phase of Flight: Climb (400' AGL)

Effect on Flight: None Damage: Engine

Wildlife Species: Fruit bat suspected

Comments from Report: Maintenance found 8 damaged fan blades and fan case liner segment damage. Engine was borescoped. Aircraft was out of service for 27 hours.

Cost of repairs was \$99,800. (U.S. carrier)

Date: 22 June 2006

Aircraft: C-172

Airport: Mount Olive Muni (NC)

Phase of Flight: Takeoff

Effect on Flight: Aborted takeoff

Damage: Nose, propeller, landing gear, engine

Wildlife Species: White-tailed deer

Comments from Report: Deer ran into front of plane. It was not seen until the shadows appeared in the landing lights. Aircraft was out of service for 2 weeks. Cost of repairs was \$8,000, other costs totaled \$1,000.

Date: 26 June 2006

Aircraft: B-757

Airport: Dallas-Fort Worth (TX)

Phase of Flight: Takeoff

Effect on Flight: Engine shut down, precautionary landing

Damage: Engine Wildlife Species: Rock pigeon

Comments from Report: Initial inspection showed 9 bent compressor blades. Aircraft

was taken out of service for closer inspection.

Date: 03 August 2006

Aircraft: Cessna Citation 560

Airport: Angola Tri-State Airport (IN)

Phase of Flight: Takeoff

Effect on Flight: Aborted takeoff, ran off end of runway

Damage: Engine, brake line Wildlife Species: Canada goose

Comments from Report: Left engine ingested birds causing an uncontained failure. Aircraft went off the runway during the aborted takeoff. Top cowling and fan were replaced. ID by the Smithsonian, Division of Birds. Aircraft was out of service for 13 days and costs were estimated at \$750,000.

Date: 13 August 2006

Aircraft: B-737-800

Airport: Salt Lake City Intl. (UT)
Phase of Flight: Climb (1,300' AGL)
Effect on Flight: Precautionary landing
Damage: Nose, engine, cowling
Wildlife Species: American white pelican

Comments from Report: Bird was hit while turning over the Great Salt Lake. Pilot saw about 8 birds flying in front of the aircraft. One hit the AOA sensor then hit the #2 engine cowling causing a large gash. A fan blade was also damaged. ID by the Smithsonian, Division of Birds. Aircraft was out of service for 12 hours and costs were estimated at \$100,000.

Date: 18 August 2006

Aircraft: CL-RJ 200

Airport: Salt Lake City Intl. (UT)

Phase of Flight: Climb (500' AGL)
Effect on Flight: Precautionary landing

Damage: Both engines
Wildlife Species: Northern pintail

Comments from Report: Pilot saw 2 birds on takeoff/climb and felt them hit the engines. Engines began to vibrate. Aircraft landed without incident and was towed to the hanger. ID by the Smithsonian, Division of Birds. Time out of service was over 24 hours and costs to repair engines totaled \$811,825.

Date: 6 September 2006

Aircraft: Cessna 206

Airport: The Eastern Iowa Airport (IA)

Phase of Flight: Climb (2,130' AGL)
Effect on Flight: Precautionary landing

Damage: Wing, light Wildlife Species: Red-tailed hawk

Comments from Report: Bird strike pushed the leading edge of the left wing into the spar. ID by the Smithsonian, Division of Birds. Time out of service was one month.

Costs totaled \$61,500.

Date: 1 October 2006

Aircraft: Gulfstream V
Airport: Martin State (MD)
Phase of Flight: Approach (50' AGL)

Effect on Flight: None

Damage: Engine, wing Wildlife Species: Canada goose

Comments from Report: Ingestion caused need to rebuild the #1 eng. Right wing was also damaged. Time out of service was one week. Costs totaled \$5 million.

Date: 1 November 2006

Aircraft: B-767

Airport: San Francisco Intl. (CA)

Phase of Flight: Climb (35' AGL)
Effect on Flight: Precautionary landing

Damage: Engine

Wildlife Species: White-tailed kite

Comments from Report: Bird hit spinner cap. Eleven nonconsecutive fan blade tips damaged. ID by the Smithsonian, Division of Birds. Time out of service was 24 hours. Costs totaled \$500,000.

Date: 26 November 2006

Aircraft: B-737-500

Airport: Denver Intl. (CO)

Phase of Flight: Takeoff

Effect on Flight: Precautionary landing

Damage: Engine

Wildlife Species: Great horned owl

Comments from Report: Aircraft made an emergency landing after ingesting a "coyote" into the #2 engine. The engine was shut down due to severe vibration. All first stage fan blades were replaced. Cost estimated at \$50,000. Aircraft out of service for 13 hours. The remains looked more like feathers than fur according to WS biologist. Correct ID by Smithsonian, Division of Birds.

Date: 8 December 2006

Aircraft: B-767

Airport: John F. Kennedy Intl. (NY)

Phase of Flight: Climb (1,000' AGL)

Effect on Flight: Precautionary landing

Damage: Engine

Wildlife Species: Great blue heron

Comments from Report: Captain saw 2 birds on take off. Aircraft returned to JFK on Alert 3-3. One badly damaged great blue heron was recovered from the runway. Carcass appears to have gone through the #2 engine. The engine was replaced and passengers were put on a replacement aircraft.

Date: 14 December 2006

Aircraft: Hughes 369
Airport: Near Fresno, CA

Phase of Flight: En route

Effect on Flight: Precautionary landing

Damage: Windshield

Wildlife Species: Gull

Comments from Report: Bird strike occurred about 6 miles away from Fresno Airport. The sheriff was in pursuit of a theft in progress. The gull shattered the windshield on the observer's side. The observer had minor bruises and was flown to a medical center. Then the aircraft was put on a flatbed and taken to the Fresno Airport. Gull was either a ring-billed or California based on photo.

Date: 26 December 2006

Aircraft: Airbus 320 Airport: Long Beach (CA)

Phase of Flight: Climb

Effect on Flight: Engine shut down, Precautionary landing

Damage: Engine Wildlife Species: Unknown

Comments from Report: Bird was ingested into the number 1 engine. Pilot heard a loud noise during take off and shut the engine down. They landed about ½ hour later after burning off fuel. Emergency crews were standing by but were not needed. Bird carcasses were found on the airfield. Cost for repair was \$15,500. Time out of service was 14 hours.

Date: 29 December 2006

Aircraft: Vans RV-4

Airport: Grants Pass Airport (OR)
Phase of Flight: Climb (1,220' AGL)

Effect on Flight: Impacted terrain during landing attempt Damage: Prop, wing, fuselage, landing gear, tail

Wildlife Species: Canada goose

Comments from Report: Bird hit the propeller and the aircraft began to shake violently. Pilot returned to the airport and was coming in high and fast on final approach, so he attempted a go-around. He lost control of the aircraft and hit the ground 500 feet beyond the departure end of the runway. Both passenger and the pilot received serious injuries. Cost was reported as \$30,000.

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