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WWW Integration of FAA and SWA Birdstrike Reporting Systems

Stanley D. Clark

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WWW Integration of FAA and SWA Birdstrike Reporting Systems

By Capt Stanley D. Clark

The Federal Aviation Agency (FAA) Birdstrike Reporting System has historically been a manual, “pen and paper” system since its inception. Because it has been so labor-intensive, birdstrike reporting by Southwest Airline Pilots could best be described as “sporadic” as long as the FAA system operated outside the internal airline system. By using web-based reporting systems, with imbedded checks and balances, Southwest Airlines has achieved a dramatic increase in birdstrikes reported to the FAA.

Development Process

Pilots are required to fill out FAA Form 5200-7 (exhibit 1) after encountering a birdstrike. As you know, this form is lengthy and complex, and it is common knowledge that Pilots abhor paperwork. As a result, it is safe to assume that numerous birdstrikes went unreported, at least to the FAA.

Southwest Airlines Flight Operations Manual (FOM) procedures require the Captain, upon discovering and/or encountering a birdstrike, to: notify Dispatch; call maintenance to inspect, clean and fix any damage to the aircraft; make an aircraft logbook entry; fill out and forward an Irregularity Report (IR) (exhibit 2) to Company management; fill out and forward the FAA Birdstrike Report to Company management; and finally, mail the Birdstrike report to the FAA. A lot of steps to follow and a lot of paperwork to fill out!

The Company would process the IR but first had to wait for the IR to arrive. The Captain would hand-deliver the IR/Birdstrike Report Form to the in-box of the Pilot Base Coordinator. They would almost never mail it; that would cost money. The Base Coordinators would retype the data from the paper form into the Script Irregularity Reporting program used to track IR's by SWA. (Script was a very basic database management program.) The paper IR, along with the Birdstrike Report form, would then go to the Pilot Base Chief Pilot for his review. Once reviewed there, the paperwork would be sent to Dallas via the SWA internal mail system.

At SWA Headquarters, Flight Operations reviewed it, then forwarded a copy of the FAA Birdstrike Report form to the SWA Safety Office to record the event. Needless to say, this was a long and complicated process that required weeks to complete. There were many points along the way where the report could be lost, delayed or left incomplete. It required everyone at each step to do their part, all dependent on the Captain completing two separate FAA Birdstrike reports: one for the company; and, one for the FAA.

In October 2000, individual Pilot Base web sites were developed for SWA Pilots. The first Pilot Base was BWI, then MDW and then MCO. Within a year all seven Pilot Base web sites were on-line. The sites were developed using Microsoft FrontPage. The Pilot Base sites started out small with just local information and hotels. As they became more well-know, they slowly grew in depth and scope (exhibit 3). By summer 2001, I

developed an Irregularity Report form (exhibit 4) for the Base web sites that emailed a copy of the IR directly to the Pilot Base Coordinators and Chief Pilots. The Pilot Base Coordinators were then able to “cut and paste” IR’s into the Script system, saving a significant amount of time. By January 2003 all IR’s were required to be submitted through the Pilot Base Web sites. Unfortunately the FAA Birdstrike Report form had to still be manually filled out and dropped off to the Pilot Base Coordinator and sent into the FAA. Birdstrike reporting rates did increase a little bit.

In the spring of 2004, Capt Becky Howell (SWA Capt and SWAPA Safety Rep) asked me to take a look at the online FAA Birdstrike Report form. She also referred me to the form’s developer, Allen Newman of Embry-Riddle Aeronautical University (Prescott). Allen had developed an online Birdstrike Report form for the FAA. Once submitted, the online form would email all required information to the FAA. After my review of this form, I realized I could adapt this form to fill out an online report and email the results both to SWA and the FAA. Allen created a new Birdstrike Report form for SWA so that the form would have a selectable base option and created the code to process the data that I sent him. I created a mail list for each Pilot Base, built a birdstrike web page for each Pilot Base site and we were in business. The Pilot could fill out an IR report; submit it, and receive a confirmation page (exhibit 5). The confirmation page displayed a “birdstrike button”; if the IR was for a birdstrike the Pilot would toggle it and would then be taken to the special SWA FAA Birdstrike Report form (exhibit 6). Once filled in, the Pilot would click “submit” and automatically send emails to the FAA, his Pilot Base Coordinator, his Pilot Base Chief Pilot, himself, and the SWA Birdstrike Coordinator. With this development, Birdstrike reports were totally electronic for the first time! If a birdstrike occurred during the day, the Captain could have all of his reporting requirements completed that night while the details were still fresh in his mind.

In January 2006 the Southwest Irregularity Reporting System (SOPI) (exhibit 7) was deployed, putting the IR submission process on-line. IR’s were now submitted through the Company SWALife web portal, and initiated. The SOPI system included an improved review process for IRs and replaced the slow, labor intensive system that previously was in place. The Pilot could now go on-line and directly submit his IRs through the SOPI system. Pilot Base Coordinators are no longer required to “cut and paste” from the email IR inputs. Furthermore, SOPI permitted management at both the Pilot Base and Headquarters levels to review the IR’s as they progress through the system.

However, one facet not taken into consideration was the Birdstrike Report. In September 2005, when the impact of this oversight was realized, SWA Flight Operations requested that I develop a “work around” solution. Although the email IR system was removed from the Pilot Base web sites in January 2006, the Birdstrike Report remained on the Pilot Base sites. Within the SOPI system, if a Pilot selected the “Birdstrike” category for an IR, a “pop up note” appeared directing the Pilot to their Pilot Base web site. This “work around” remained until January 2007.

A redesign of the SWALife Flight Operations Tab was begun in mid-2006. This redesign included absorption of the individual Pilot Base web sites. The Flight Ops tab was to

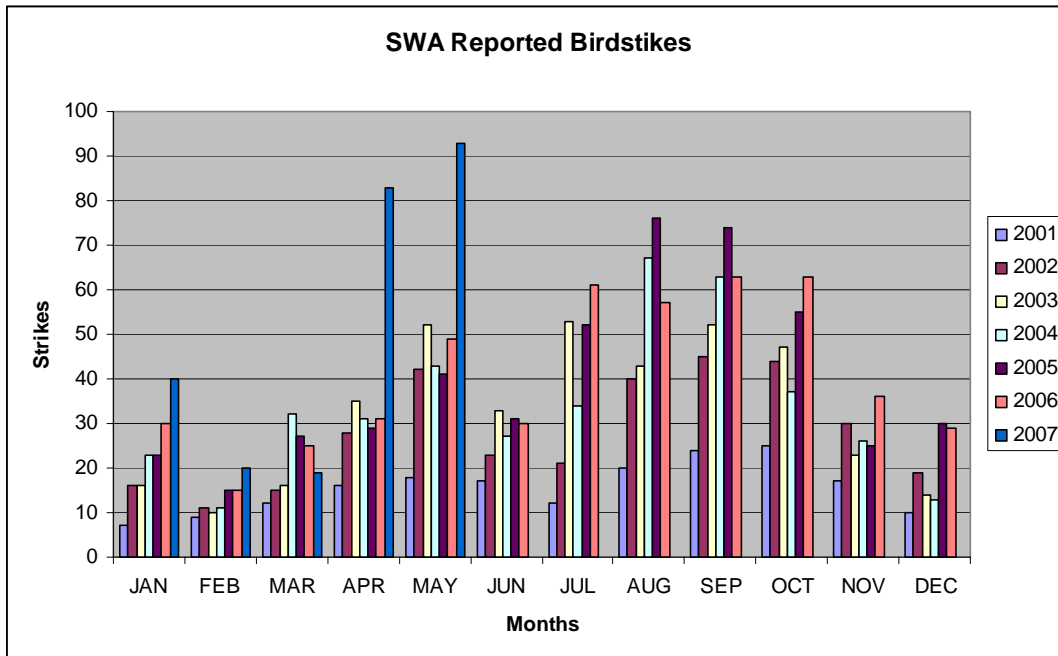
offer “one-stop shopping” for all Pilot information and reports. The migration was completed in January 2007. Since the individual Pilot Base web sites would be eliminated, the FAA Birdstrike Report form obviously needed to be integrated into the SOPI system. Once again, we turned to Allen to “massage” the back end of his on-line form. Instead of the form residing on our website, we created a call from his site where the new form would reside. If the Pilot selects Birdstrike (exhibit 8) for a category, a new box appeared asking for the FAA Birdstrike Confirmation number. A link was also created to the Birdstrike Report form on the Phoenix servers. The Pilot would select Birdstrike, then select the link, and fill out the FAA form. Once the FAA form was completed, a FAA Birdstrike confirmation number was generated. The Pilot would then “copy and paste” this number into the SOPI IR form. The FAA servers would automatically transmit emails to the FAA Birdstrike office; the Pilot’s Chief Pilot; the SWALife Birdstrike Manager; and back to the Pilot.

Results

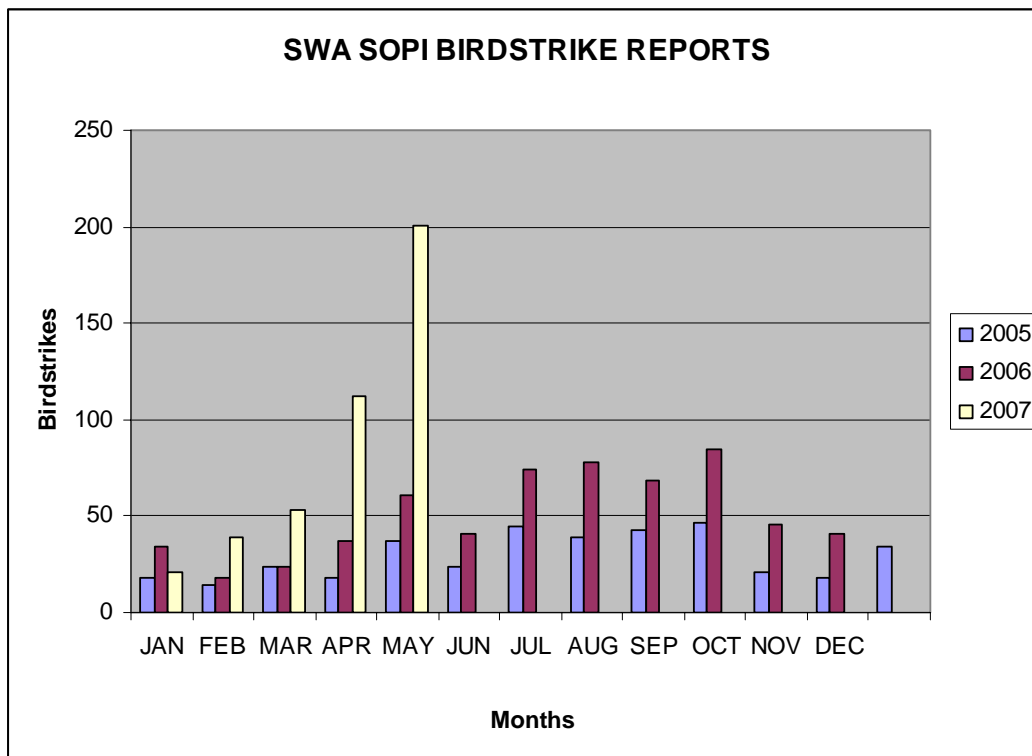
From the chart below, it is clear that the number of birdstrike reports have increased over time. From January 2001- July 2004, birdstrikes reports were submitted manually. From July 2004 - Jan 2006, IR and birdstrike reports were made through the individual Pilot Base web sites. In Jan 2006 IRs and Birdstrike reports were separated: IRs submitted on SWALife the birdstrike reports via the Pilot Base web sites.

Finally, in Feb 2007, both IRs and birdstrike reports could both be submitted through SWALife -- a “one-stop shopping” reality for Pilots. The results are clearly evident in the sharp increase in the number of reported birdstrikes beginning in April 2007. This increase can largely be attributed to a programming change in SOPI that prevented submission of a Birdstrike IR without containing the FAA birdstrike report confirmation number.

SWA Pilot Birdstrike Reports Received by the FAA



SWA Pilot Birdstrike Reports Received by SOPI



The current system incorporated by SWA is a notable success and reporting has increased dramatically. We still have improvements to make. The first is to automatically complete data input from the SOPI IR form on the FAA Birdstrike Report form when the same data elements are required. The second is to add an automatic cross-check between the aircraft maintenance logbook and the SOPI IRs submitted for birdstrikes. Simply said, Pilot participation increases when the system makes it easier for them to comply.

Exhibit 1

Form Approved OMB NO. 2120-0045

BIRD / OTHER WILDLIFE STRIKE REPORT																																																			
U.S. Department of Transportation Federal Aviation Administration																																																			
1. Name of Operator	2. Aircraft Make/Model	3. Engine Make/Model																																																	
4. Aircraft Registration	5. Date of Incident _____ / _____ / _____ <small>Month Day Year</small>	6. Local Time of Incident <input type="checkbox"/> Dawn <input type="checkbox"/> Dusk <input type="checkbox"/> HR <input type="checkbox"/> MIN <input type="checkbox"/> Day <input type="checkbox"/> Night <input type="checkbox"/> AM <input type="checkbox"/> PM																																																	
7. Airport Name	8. Runway Used	9. Location if En Route (Nearest Town/Reference & State)																																																	
10. Height (AGL)	11. Speed (IAS)																																																		
12. Phase of Flight <input type="checkbox"/> A. Parked <input type="checkbox"/> B. Taxi <input type="checkbox"/> C. Take-off Run <input type="checkbox"/> D. Climb <input type="checkbox"/> E. En Route <input type="checkbox"/> F. Descent <input type="checkbox"/> G. Approach <input type="checkbox"/> H. Landing Roll	13. Part(s) of Aircraft Struck or Damaged																																																		
	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 40%;"></th> <th style="width: 10%;">Struck</th> <th style="width: 10%;">Damaged</th> <th style="width: 40%;"></th> <th style="width: 10%;">Struck</th> <th style="width: 10%;">Damaged</th> </tr> </thead> <tbody> <tr> <td>A. Radome</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td>H. Propeller</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> </tr> <tr> <td>B. Windshield</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td>I. Wing/Rotor</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> </tr> <tr> <td>C. Nose</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td>J. Fuselage</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> </tr> <tr> <td>D. Engine No. 1</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td>K. Landing Gear</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> </tr> <tr> <td>E. Engine No. 2</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td>L. Tail</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> </tr> <tr> <td>F. Engine No. 3</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td>M. Lights</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> </tr> <tr> <td>G. Engine No. 4</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td>N. Other: (Specify)</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> </tr> </tbody> </table>		Struck	Damaged		Struck	Damaged	A. Radome	<input type="checkbox"/>	<input type="checkbox"/>	H. Propeller	<input type="checkbox"/>	<input type="checkbox"/>	B. Windshield	<input type="checkbox"/>	<input type="checkbox"/>	I. Wing/Rotor	<input type="checkbox"/>	<input type="checkbox"/>	C. Nose	<input type="checkbox"/>	<input type="checkbox"/>	J. Fuselage	<input type="checkbox"/>	<input type="checkbox"/>	D. Engine No. 1	<input type="checkbox"/>	<input type="checkbox"/>	K. Landing Gear	<input type="checkbox"/>	<input type="checkbox"/>	E. Engine No. 2	<input type="checkbox"/>	<input type="checkbox"/>	L. Tail	<input type="checkbox"/>	<input type="checkbox"/>	F. Engine No. 3	<input type="checkbox"/>	<input type="checkbox"/>	M. Lights	<input type="checkbox"/>	<input type="checkbox"/>	G. Engine No. 4	<input type="checkbox"/>	<input type="checkbox"/>	N. Other: (Specify)	<input type="checkbox"/>	<input type="checkbox"/>		
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14. Effect on Flight <input type="checkbox"/> None <input type="checkbox"/> Aborted Take-Off <input type="checkbox"/> Precautionary Landing <input type="checkbox"/> Engines Shut Down <input type="checkbox"/> Other: (Specify)	15. Sky Condition <input type="checkbox"/> No Cloud <input type="checkbox"/> Some Cloud <input type="checkbox"/> Overcast	16. Precipitation <input type="checkbox"/> Fog <input type="checkbox"/> Rain <input type="checkbox"/> Snow <input type="checkbox"/> None																																																	
17. Bird/Other Wildlife Species	18. Number of birds seen and/or struck		19. Size of Bird(s) <input type="checkbox"/> Small <input type="checkbox"/> Medium <input type="checkbox"/> Large																																																
	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 20%;">Number of Birds</th> <th style="width: 15%;">Seen</th> <th style="width: 15%;">Struck</th> </tr> </thead> <tbody> <tr> <td>1</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> </tr> <tr> <td>2-10</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> </tr> <tr> <td>11-100</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> </tr> <tr> <td>more than 100</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> </tr> </tbody> </table>	Number of Birds		Seen	Struck	1	<input type="checkbox"/>	<input type="checkbox"/>	2-10	<input type="checkbox"/>	<input type="checkbox"/>	11-100	<input type="checkbox"/>	<input type="checkbox"/>	more than 100	<input type="checkbox"/>	<input type="checkbox"/>																																		
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more than 100	<input type="checkbox"/>	<input type="checkbox"/>																																																	
20. Pilot Warned of Birds <input type="checkbox"/> Yes <input type="checkbox"/> No																																																			
21. Remarks (Describe damage, injuries and other pertinent information)																																																			
DAMAGE / COST INFORMATION																																																			
22. Aircraft time out of service: _____ hours	23. Estimated cost of repairs or replacement (U.S. \$): \$ _____	24. Estimated other Cost (U.S. \$ (e.g. loss of revenue, fuel, delay): \$ _____																																																	
Reported by (Optional)	Title	Date																																																	
Paperwork Reduction Act Statement: The information collected on this form is necessary to allow the Federal Aviation Administration to assess the magnitude and severity of the wildlife-aircraft strike problem in the U.S. The information is used in determining the best management practices for reducing the hazard to aviation safety caused by wildlife-aircraft strikes. We estimate that it will take approximately 6 minutes to complete the form. The information collected is voluntary. Please note that an agency may not conduct or sponsor, and a person is not required to respond to, a collection of information unless it displays a currently valid OMB control number. The OMB control number associated with this collection is 2120-0045.																																																			

Exhibit 3

MCO Pilot Base Home - Windows Internet Explorer

C:\Documents and Settings\Stan\My Documents\My Web Sites\MCO Pilot Base\default.asp

Google

MCO Pilot Base Home

Norton

Fraud monitoring is on

Options

mcpilotbase.com

Home

In This Site

- Home
- Welcome to MCO
- MCO Flight Ops
- MCO Minutes
- Plane Smart Business
- Crashpads
- Overnights
- Trans/Noteds
- Flight Surgeons
- Adopt A Pilot
- Ronald House
- SWA Forms
- Uniforms/Supplies
- Links
- SWAPA @ MCO
- Feedback
- Note to Chief
- Hotel Issues Report
- IR/Strike Online
- ASAP Report
- Military Leave Notice
- Gate Services FB
- Customer Inquiry
- LUV Report
- Off Line Letter Req
- Pilot Hiring
- Retirements

Home

Welcome to the MCO Pilot base website. This site is published to provide local information for the flight crewmembers of the Orlando pilot domicile of Southwest Airlines.



Your feedback will help us build this site with the information that YOU want. Please email any suggestions or comments to techsupport@mcpilotbase.com.

Thanks, and FLY SAFE.

- If you need Bid services because your computer was destroyed: 1-800-BID FAST or 1-800 395-3636...1-800 LOVE SWA
- [MCO Coordinator Corner](#) - the latest happenings at MCO
- Next Ronald McDonald dinner is 19 Oct at 1800.
- Third Quarter incentive passes are in!
- Nov/Dec monthly parking passes are now available.
- [Online report submission is live](#). You may now file your [Bird Strike Reports](#), [Gate Services Feedback](#), [Military Leave Requests](#), [Off Line Letter Verification Request](#), [Note to the Chief](#) and [Hotel Issue Reports](#) online. Select one of the links to the left to be directed to secure login for report submission. To login, enter your employee number as your user ID and enter the password which can be obtained by calling your crewbase coordinator.

In This Section

- Contact Info
- FAQ
- What's New
- *Please sign up for [Adopt-A-Pilot](#) by Nov 10!
- *Verizon Employee Discount Form available on the [Forms](#) page
- *New FO and Capt Upgrade Rosters. See [Coordinator's Corner](#) for details



  

My Computer 100%

start

Birdstrike Paper... Documents A... Internet D... Desktop 75% 10:09 PM

Exhibit 4



SOUTHWEST AIRLINES

IRREGULARITY REPORT

Flight Operations Department

This form will be sent to MCO Chief Pilots. Use your own base web site to send a report to your Chief Pilot.

Flight #:	<input type="text" value="NNN"/>	Aircraft #:	<input type="text" value="N737SW"/>
Irregularity/Event Date:	<input type="text" value="mm/dd/yy"/>		
Scheduled Departure City:	<input type="text" value="NA"/>		
Scheduled Arrival City:	<input type="text" value="NA"/>		
Divert City:	<input type="text" value="NA"/>	<input type="text" value="NA"/>	
Event Type/Nature:	<input type="text"/>		
Event Location (if not in flight):	<input type="text" value="NA"/>		
Categories:	<input type="text" value="NA"/>		

Detailed Explanation:
(you can cut and paste this narrative from your favorite word processor)

Name:	<input type="text"/>
Employee Number:	<input type="text" value="NNN"/>
Base:	<input type="text" value="MCO"/>
Position/Title:	<input type="text" value="Capt"/>
Report Date:	<input type="text" value="mm/dd/yy"/>
Email Address:	<input type="text"/>

If you want a print out of this page please hit the print button first before submitting it! Your only guarantee that that this form was sent to the Chief Pilots is the back copy of the email that you should receive after submitting this report. Make sure your EMAIL address is correct!

Done

Exhibit 5

Norton  Fraud monitoring to you  Options 

In This Site

- Home
- Welcome to MCO
- MCO Flight Ops
- MCO Minutes
- Crestpads
- Overnights
- Hotels & Trans
- Flight Surgeons
- Adopt-A-Pilot
- Ronald House
- SWA Forms
- Inform/Supplies
- Links
- SWAPA @ MCO
- Feedback
- Note to Chat
- Hotel Issues Report
- IR/BirdStrike Queue
- ASAP Report
- Military Leave Notice
- Gate Services ID
- Customer Inquiry
- Lux Report
- OT Line Letter Req
- Pilot Hiring
- Referrals

SOUTHWEST AIRLINES
Irregularity Report Confirmation

Thank you for submitting your Irregularity Report online. We thank you for taking the time to help us be a better company. A copy of this report has been sent to your email address.

If this is a **Bird Strike Report** please click on the button below to fill out the FAA Report. The online Bird Strike Report will be sent to the FAA and to SWA fulfilling all reporting requirements!

Bird Strike

IAW READ BEFORE FLY REF #A-05-16, if this is a **Turbulence Report** concerning the lack of accurate or useful TP information for your flight please save and forward your Irregularity Report (copy), Flight Release and Flight specific Weather Packet to Bob Torti (boardmail DAL 8TC, 214-792-1415). Your thoughts, suggestions and opinions will be addressed immediately.

Sincerely,

MCO Chief Pilot Staff

info@swa.com
©2008 Shredder Enterprises

In This Section

Up 



Exhibit 6

BIRD/OTHER WILDLIFE STRIKE REPORT

Form Approved OMB NO. 2120-0046

1. Name of Operator	2. Aircraft Make/Model	3. Engine Make/Model																																																
4. Aircraft Registration	5. Date of Incident mm dd yyyy	6. Local Time of Incident <input type="checkbox"/> Dawn <input type="checkbox"/> Dusk <input type="checkbox"/> Hr <input type="checkbox"/> Min <input type="checkbox"/> Day <input type="checkbox"/> Night <input type="checkbox"/> Alt <input type="checkbox"/> Flt																																																
8A. Flight Number	8B. Wildlife/Bird Remains: <input type="checkbox"/> Collected <input type="checkbox"/> to Smithsonian																																																	
7. Airport Name	9. Runway Used	6. Location if En Route <small>(Insert Form Reference & State)</small>																																																
10. Height (AGL) ft	11. Speed (AS) kt	13. (Cost)																																																
12. Phase of Flight <input type="checkbox"/> A. Parked <input type="checkbox"/> B. Taxi <input type="checkbox"/> C. Take-off Run <input type="checkbox"/> D. Climb <input type="checkbox"/> E. En Route <input type="checkbox"/> F. Descent <input type="checkbox"/> G. Approach <input type="checkbox"/> H. Landing Roll	13. Parts of Aircraft Struck or Damaged <table style="width: 100%; border-collapse: collapse;"> <tr> <td></td> <td style="text-align: center;">Struck</td> <td style="text-align: center;">Damaged</td> </tr> <tr> <td>A. Radome</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> </tr> <tr> <td>B. Windshield</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> </tr> <tr> <td>C. Nose</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> </tr> <tr> <td>D. Engine #1</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> </tr> <tr> <td>E. Engine #2</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> </tr> <tr> <td>F. Engine #3</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> </tr> <tr> <td>G. Engine #4</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> </tr> <tr> <td>Bird(s) Ingested?</td> <td colspan="2"><input type="checkbox"/> (Check for Yes)</td> </tr> </table>		Struck	Damaged	A. Radome	<input type="checkbox"/>	<input type="checkbox"/>	B. Windshield	<input type="checkbox"/>	<input type="checkbox"/>	C. Nose	<input type="checkbox"/>	<input type="checkbox"/>	D. Engine #1	<input type="checkbox"/>	<input type="checkbox"/>	E. Engine #2	<input type="checkbox"/>	<input type="checkbox"/>	F. Engine #3	<input type="checkbox"/>	<input type="checkbox"/>	G. Engine #4	<input type="checkbox"/>	<input type="checkbox"/>	Bird(s) Ingested?	<input type="checkbox"/> (Check for Yes)		<table style="width: 100%; border-collapse: collapse;"> <tr> <td>H. Propeller</td> <td style="text-align: center;">Struck</td> <td style="text-align: center;">Damaged</td> </tr> <tr> <td>I. Wing/Rotor</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> </tr> <tr> <td>J. Fuselage</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> </tr> <tr> <td>K. Landing Gear</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> </tr> <tr> <td>L. Tail</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> </tr> <tr> <td>M. Lights</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> </tr> <tr> <td>N. Other</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> </tr> </table> <small>(Specify if "N" Other's checked)</small>	H. Propeller	Struck	Damaged	I. Wing/Rotor	<input type="checkbox"/>	<input type="checkbox"/>	J. Fuselage	<input type="checkbox"/>	<input type="checkbox"/>	K. Landing Gear	<input type="checkbox"/>	<input type="checkbox"/>	L. Tail	<input type="checkbox"/>	<input type="checkbox"/>	M. Lights	<input type="checkbox"/>	<input type="checkbox"/>	N. Other	<input type="checkbox"/>	<input type="checkbox"/>
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K. Landing Gear	<input type="checkbox"/>	<input type="checkbox"/>																																																
L. Tail	<input type="checkbox"/>	<input type="checkbox"/>																																																
M. Lights	<input type="checkbox"/>	<input type="checkbox"/>																																																
N. Other	<input type="checkbox"/>	<input type="checkbox"/>																																																
14. Effect on Flight <input type="checkbox"/> None <input type="checkbox"/> Aborted Take-Off <input type="checkbox"/> Precautionary Landing <input type="checkbox"/> Engine Shutdown <input type="checkbox"/> Other (Specify)	16. Sky Condition <input type="checkbox"/> No Cloud <input type="checkbox"/> Some Cloud <input type="checkbox"/> Overcast	18. Precipitation <input type="checkbox"/> Fog <input type="checkbox"/> Rain <input type="checkbox"/> Snow <input type="checkbox"/> None																																																
17. Bird/Other Wildlife Species	18. Number Seen and/or Struck <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center;">Number</td> <td style="text-align: center;">Seen</td> <td style="text-align: center;">Struck</td> </tr> <tr> <td style="text-align: center;">1</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> </tr> <tr> <td style="text-align: center;">2 - 10</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> </tr> <tr> <td style="text-align: center;">11 - 100</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> </tr> <tr> <td style="text-align: center;">more than 100</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> </tr> </table>	Number	Seen	Struck	1	<input type="checkbox"/>	<input type="checkbox"/>	2 - 10	<input type="checkbox"/>	<input type="checkbox"/>	11 - 100	<input type="checkbox"/>	<input type="checkbox"/>	more than 100	<input type="checkbox"/>	<input type="checkbox"/>	19. Size of Bird(s) <input type="checkbox"/> Small <input type="checkbox"/> Medium <input type="checkbox"/> Large																																	
Number	Seen	Struck																																																
1	<input type="checkbox"/>	<input type="checkbox"/>																																																
2 - 10	<input type="checkbox"/>	<input type="checkbox"/>																																																
11 - 100	<input type="checkbox"/>	<input type="checkbox"/>																																																
more than 100	<input type="checkbox"/>	<input type="checkbox"/>																																																
20. Pilot Warned of Birds/Wildlife? Yes <input type="checkbox"/> No <input type="checkbox"/>																																																		
21. Remarks <small>(Describe damage, injuries and other pertinent information)</small>																																																		
DAMAGE/COST INFORMATION																																																		
22. Aircraft time out of service:	23. Estimated cost of repairs or replacement (US \$)	24. Estimated other cost (US \$) <small>(e.g., loss of revenue, fuel, etc.)</small>																																																
Reported by	Title	Date (mm/dd/yyyy)																																																
Phone	Email	BWA Base Reporting MCO																																																

FAA Form 5200-7 (Electronic) Revised 9-22-2002

After submittal, just before the return links at the bottom of the screen, a link is provided for a formatted review of your submitted Strike Report. Please select that link to print a hard copy for future reference.

When reporting bird aircraft strikes, please submit bird remains for identification. Place the feathers and other material in a clean plastic zip-lock bag, and send routine cases to: Dr. Carla Dove, Smithsonian Institution, PO Box 37012, NMNH, E-510, MRC 116, Washington DC, 20013-7012. For priority cases, overnight ship to Dr. Carla Dove, Smithsonian Institution, 10th and Constitution Ave, NW, Washington, DC 20560-0116. This service is provided without charge to all United States registered aircraft owners/operators, regardless of where the strike occurred, and to all aircraft owners/operators when the strike occurred at a US airport. Be sure and include the Strike Report Number (from the formatted printout mentioned above), phone number and email address on the 5200-7 so you can be notified of the identification. Please contact the Feather Identification Lab for any other questions regarding collecting or sending remains at 202-633-0801.

Thank You.

Submit Strike Report
Clear Form

In This Site

- Home
- Welcome to MCO
- MCO Flight Ops
- MCO Minutes
- Plane Smart Business
- Crashpads
- Overnights
- TransHotels
- Flight Surgeons
- Adopt A Pilot
- Ronald House
- SWA Forms
- Uniforms/Supplies
- Links
- SWAPA @ MCO
- Feedback
- Note to Chief
- Hotel Issues Report
- Bleedstrike Online
- ASAP Report
- Military Leave Notice
- Gate Services FB
- Customer Inquiry
- LIV Report
- Off Line Letter Req
- Pilot Hiring
- Retirements

What's New

- Please sign up for [Alerts](#).
- [Apply](#) by Nov 10!
- [Vertzon Employee Discount Form](#) available on the [Forms](#) page.
- [New FO and Capt Upgrade Rosters](#). See [Coordinators](#). [Click](#) for details.

Exhibit 7

SWALife External Launch - Windows Internet Explorer

https://www.swalife.com/wps/themes/html/SouthwestCommon/swalifeExternal.jsp?eipExternalUrl=https://www2.swalife.com/sopi/index.jsp?eipCred=e32461_11857540229

SWALIFE

Welcome, Stan | Log Out | Web Help

Home About SWA About Me Career Departments LUV Culture Tools Travel Flight Ops

Main Operations Domiciles Flt Ops Depts Forms/Reports Our Business RNP Training Center

Introduction Launch Irregularity Reporting Help FAQ Contact Us

Southwest Irregularity Reporting System (SOP)

Welcome, Stanley Davis Clark

Flight Ops Irregularity Report

IR Identification

Event Date Date MM/DD/YYYY

Approximate Time of Event (Central Time) hhmm - 24 Hr Clock

Event Category

Other Category - Personnel/Misc.

Transportation

Bird Strike Confirmation # FAA Bird Strike Report

Submitter

First Name Stanley

Last Name Clark

Employee Number e32461

Domicile BWI

Seat Assignment

Duties During Event

Indicates a required field.

Next Save to inbox Submit Close Help

Exhibit 8

SWALIFE

Welcome, Stanley Davis Clark

Flight Ops Irregularity Report

IR Identification

Event Date Date MM/DD/YYYY

Approximate Time of Event (Central Time) hhmm - 24 Hr Clock

Event Category Bird Strike

Other Category - Personnel/Misc.

Transportation

Bird Strike Confirmation # FAA Bird Strike Report

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First Name Stanley

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Indicates a required field.

Next Save to inbox Submit Close Help