CIVIL AVIATION AGENCY

BIRD STRIKE REPORTING IN THE REPUBLIC OF NORTH MACEDONIA

Regulatory Perspective,
Safety Performance, Monitoring
and Recent Improvements

Kire Kolevski

Head of SQS & Compliance Monitoring Department



Safety Workshop on Bird Strike Prevention

Tivat, Montenegro | 22 September 2026

Contents

01 — Regulatory & Safety Framework

02 — Bird Strike Reporting Process

03 — Bird Strike Data & Trends

04 — Safety Data into Action

05 — Key Takeaways & Next Steps





REGULATORY AND SAFETY FRAMEWORK

- **Regulation (EU) No 376/2014**
  Occurrence reporting, analysis and follow-up
- **State Safety Programme (SSP) – 2026**
  National framework for safety data collection, analysis and risk management
- **National Aviation Safety Plan (NASP) 2026–2030**
  Safety performance monitoring through defined SPIs
- **Bird Strike Safety Performance Indicators**
- **ADR-SPI-BS | OPS-SPI-BS | ANS-SPI-BS**

Bird strike reporting in North Macedonia is integrated into the national occurrence reporting and safety management framework. The State Safety Programme provides the framework for collecting and analysing safety data, while the National Aviation Safety Plan establishes safety performance monitoring through defined indicators, including specific indicators related to bird strikes.

BIRD STRIKI

Bird strike occurre
the CAA through t
occurrence report
reviewed, classifie
ECCAIRS using th

In addition, the C
dedicated bird str
based on the ICA
made it available
supporting more s
complete data col

BIRD STRIKE OCCURRENCE REPORTING FORM
SQS and Compliance Monitoring Department

Испрати до:
Send to:

Оператор
Operator

Производител/модел на воздухоплов
Aircraft Make/Model

Производител/модел на мотор
Engine Make/Model

Регистрација на воздухоплов
Aircraft Registration

Датум
Date ден / **day** ..... месец / **month** ..... година / **year** .....

Локално време
Local time .....

Период од денот ☐ разденување / **dawn** ☐ ден / **day** ☐ самрак / **dusk** ☐ ноќ / **night**

Назив на аеродром
Aerodrome Name

Користена полетно-слетна патека
Runway Used

Локација, доколку е на рута
Location if En Route

Висина над нивото на земјата
Height AGL ..... ft

Брзина(IAS)
Speed (IAS) ..... kt

Влијание врз летот
Effect on flight
☐ Нема / None
☐ Прекинато полетување
Aborted take-off
☐ Слетување од претпазливост Precautionary landing
☐ Исклучување на мотор(и)
Engines shut down
☐ Друго (наведи) / Other (specify)

Состојба на небото
Sky condition
☐ Делумна облачност Some cloud
☐ Потполна облачност Overcast
☐ Без облаци / No cloud

Врнежи
Precipitation
☐ Магла / Fog
☐ Дожд / Rain
☐ Снег / Snow

Вид на птица
Bird species
.....

Фаза на лет
Phase of flight
☐ паркиран / parked
☐ таксирање / taxi
☐ залетување при полетување / take-off
☐ качување / climb
☐ на рута / en route
☐ снижување / descent
☐ приод / approach
☐ слетување / landing roll

Број на птици
Number of birds

	Забележани Seen	Удрени Struck
1	☐ A	☐ A
2-10	☐ B	☐ B
11-100	☐ C	☐ C
Повеќе / More	☐ D	☐ D

Големина на птицата
Size of bird
☐ Средна / Medium – M
☐ Голема / Large – L
☐ Мала / Small – S

Дел(ови) од воздухоловот
Part(s) of aircraft

	Ударено / Struck	Оштетено / Damaged
Радом Radome	☐	☐
Ветробранско стакло Windshield	☐	☐
Нос Nose	☐	☐
Мотор бр. 1 Engine no. 1	☐	☐
Мотор бр. 2 Engine no. 2	☐	☐
Мотор бр. 3 Engine no. 3	☐	☐
Мотор бр. 4 Engine no. 4	☐	☐
Пропелер Propeller	☐	☐
Крило/ротор Wing/Rotor	☐	☐
Труп Fuselage	☐	☐
Стоен трап Landing gear	☐	☐
Опашка Tail	☐	☐
Светла Lights	☐	☐
Друго (наведи) Other (specify)		

Дали пилотот бил предупреден за птици
Pilot warned of birds
☐ Да / Yes
☐ Не / No

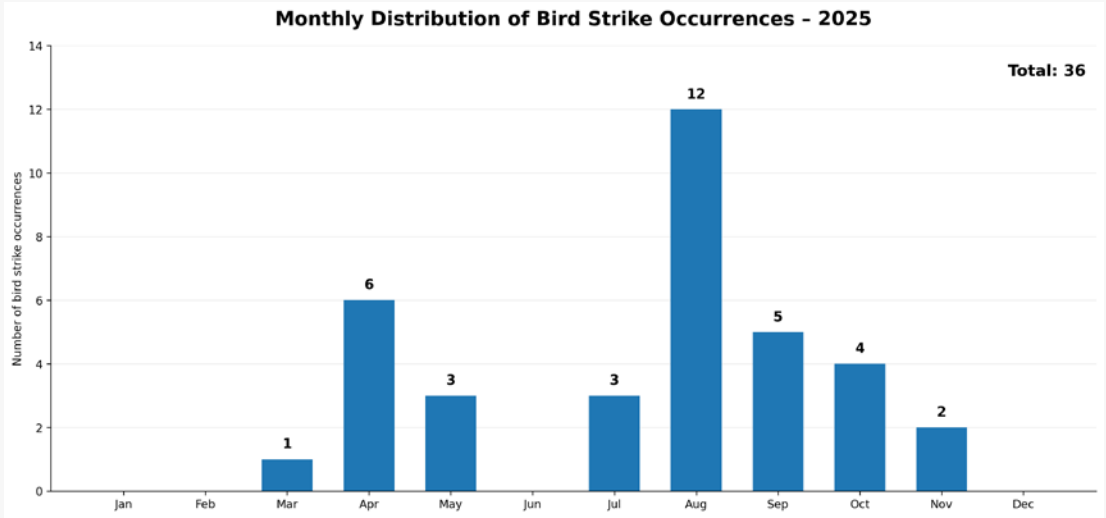
ЗАБЕЛЕШКИ
REMARKS
Опиши ги оштетувањата, повредите и други релевантни информации.
Describe damage, injuries and other pertinent information.

Пријавил/ Reported by (Незадолжително / Optional)

*When completed, send by e-mail to safetyreport@caa.gov.mk



BIRD STRIKE DATA AND TRENDS





Looking at the 2025 data, the Civil Aviation Agency recorded a total of 36 bird strike occurrences in North Macedonia. Thirty-one were associated with Skopje Airport and five with Ohrid Airport. The monthly distribution also shows a clear seasonal pattern, with the highest number of occurrences recorded in August. This type of analysis allows us to identify periods of increased exposure and supports more focused safety monitoring and preventive action.
For us, the important point is not only the number of reported occurrences, but how the reported data are used for safety performance monitoring and further risk-based action.

When interpreting these figures, it is also important to consider the number of aircraft movements, as bird strike occurrence data are more meaningful when viewed in relation to traffic volume.

SAFETY DATA INTO ACTION

BIRD STRIKE MANAGEMENT IN NORTH MACEDONIA

DATA QUALITY



- Structured and consistent safety data
- Improved basis for analysis

SAFETY MONITORING



- Bird Strike SPIs
- Trend analysis & safety follow-up

CAA SAFETY BOARD



- Regular review of occurrences, SPIs and trends
- Safety recommendations
- Follow-up and monitoring of actions

SAFETY ACTION



- Hazard identification
- Risk-based follow-up and preventive actions
- Continuous improvement

Occurrence information is reviewed, classified and used for safety performance monitoring. Through our Bird Strike SPIs and trend analysis, we can identify changes and patterns that may require further attention.
The results of this analysis support hazard identification and risk assessment and, where necessary, lead to appropriate safety recommendations and follow-up actions. An important part of this process is the regular review of safety information by the CAA Safety Board. The Board reviews reported occurrences, safety performance indicators and identified trends, including bird strike data. Based on these analyses, the need for further safety action or safety recommendations is considered and followed up. In this way, we move from reporting and data collection to risk-based safety action and continuous improvement.

KEY TAKEAWAYS & NEXT STEPS

BIRD STRIKE MANAGEMENT IN NORTH MACEDONIA

Same skies.
Safer tomorrows.



REPORT

- Maintain structured and standardised bird strike reporting
- Ensure complete and accurate information

MONITOR

- Continue monitoring Bird Strike SPIs and trends
- Identify changes and patterns

ANALYSE

- Strengthen data quality
- Use data for hazard identification and risk-based analysis

ACT

- Safety Board review and recommendations
- Implementation and follow-up
- Continuous improvement



EFFECTIVE REPORTING AND QUALITY DATA
SUPPORT BETTER SAFETY DECISIONS.



Looking ahead, our priority is to further strengthen the national approach to bird strike prevention through better use of safety information and continued cooperation with all relevant stakeholders.

We will continue working closely with aerodromes, air operators and air navigation services, because effective wildlife hazard management requires a coordinated approach.

We also see value in sharing experience and good practices at regional and international level, and today's workshop is an important opportunity for that exchange.

Our aim is simple: to turn the information we receive into practical improvements that contribute to safer operations.

Questions?

THANK YOU FOR YOUR ATTENTION



Kire Kolevski

Head of SQS & Compliance Monitoring
Civil Aviation Agency

kire.kolevski@caa.gov.mk

Tel.: +389 2 3181 651 Mob.: +389 2 71 327 429

SAFER SKIES TOGETHER