Civil Aviation Authority
Finance and Corporate Servi ces
Information Management

10 June 2009
FOIA reference: F0000847

Dear [redacted]

I am writing in respect of your recent application of 21 May 2009, for the release of information held by the Civil Aviation Authority.

Your request:

"I would like to receive copies of the following

1. *all reports of collisions between birds and planes since 1 Jan 2006*
2. *any analysis / assessments of these reports, since 1 Jan 2006".*

In assessing your request in line with the provisions of the Freedom of Information Act 2000, we are pleased to be able to provide the information below.

The CAA operates two distinct reporting systems that are relevant to your first request.

First, the CAA runs and administers an on-line birdstrike reporting scheme which is intended to record birdstrikes in UK airspace, regardless of whether damage was caused to the aircraft. This means any incident in flight in which there was reason to believe that the aircraft has been in collision with one or more birds. As the information is input directly into the system by the reporter, there are no individual reports as such; the data is automatically collated into an excel spreadsheet. Any reports entered into the database directly by the CAA are destroyed afterwards.

Since 2008, after feedback from the industry, this database now makes a distinction between confirmed and unconfirmed birdstrikes. An example of the latter is an instance in which a bird carcass was found on or near the runway with no other obvious cause of death. These definitions and other pertinent information are contained in our publication CAP772 Birdstrike Risk Management for Aerodromes.

Civil Aviation Authority
Aviation House GW Gatwick Airport South Crawley West Sussex England RH6 0YR www.caa.co.uk
Telephone 01293 768512 rick.chatfield@caa.co.uk

We have searched this database for all occurrences involving collisions between birds and planes that have been submitted to the CAA, which have occurred in all locations within the United Kingdom from 01 January 2006 to 02 June 2009 inclusive, and have provided a summary of those reports, please see attached excel spreadsheet.

In your request, you specify "**all**" reports of collisions. As mentioned, the above reporting system only applies to birdstrikes in UK airspace. In order to provide you with those recorded strikes outside of UK airspace, we have supplied an extract of information from our Mandatory Occurrence Reporting (MOR) Scheme. The scope of the MOR Scheme is different from the birdstrike reporting scheme in that it is intended to record only reportable occurrences which endanger or which, if not corrected, would have endangered an aircraft, its occupants or any person. If a report has been made to the CAA involving a birdstrike which has either caused damage to an aircraft or caused a flight safety hazard as a result, this will be recorded on the MOR database.

We have searched the MOR database for all reportable occurrences involving collisions between birds and planes that have been submitted to the CAA, which have occurred in all locations outside of the UK regardless of aircraft nationality from 01 January 2006 to 02 June 2009 inclusive. A summary of those reports is attached.

With regard to your second question, any analyses / assessment of the birdstrikes occurring with the UK can be found on the CAA's birdstrike web page:

http://www.caa.co.uk/default.aspx?catid=375&pagetype=90&pageid=3404

If you are unhappy with how we have dealt with your request in the first instance you may approach the Freedom of Information Case Manager in writing at:-

Rick Chatfield
FOIA & EIR Case Manager
Civil Aviation Authority
Aviation House
Gatwick Airport South
West Sussex
RH6 0YR
rick.chatfield@caa.co.uk

The CAA has a formal internal review process for dealing with appeals or complaints in connection with Freedom of Information requests. The key steps in this process are set in the attachment.

Should you remain dissatisfied with the outcome you have a right under Section 50 of the Freedom of Information Act to appeal against the decision by contacting the Information Commissioner at:-

Information Commissioner's Office
FOI/EIR Complaints Resolution
Wycliffe House
Water Lane
Wilmslow
Cheshire
SK9 5AF
www.ico.gov.uk/complaints.aspx

Should you wish to make further Freedom of Information requests, please use the e-form at http://www.caa.co.uk/foi.

Yours sincerely

Rick Chatfield
FoIA & EIR Case Manager

CAA INTERNAL REVIEW & COMPLAINTS PROCEDURE

- The original case to which the appeal or complaint relates is identified and the case file is made available;
- The appeal or complaint is allocated to an Appeal Manager, the appeal is acknowledged and the details of the Appeal Manager are provided to the applicant;
- The Appeal Manager reviews the case to understand the nature of the appeal or complaint, reviews the actions and decisions taken in connection with the original case and takes account of any new information that may have been received. This will typically require contact with those persons involved in the original case and consultation with the CAA Legal Department;
- The Appeal Manager concludes the review and, after consultation with those involved with the case, and with the CAA Legal Department, agrees on the course of action to be taken;
- The Appeal Manager prepares the necessary response and collates any information to be provided to the applicant;
- The response and any necessary information is sent to the applicant, together with information about further rights of appeal to the Information Commissioners Office, including full contact details.

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These records were retrieved from the UK CAA Mandatory Occurrence Reporting (MOR) system by a member of SIDD

The MOR system records include information reported to the CAA, information obtained from CAA investigations, and deductions by CAA staff based on the available information. The authenticity of the contents or the absence of errors and omissions cannot be guaranteed. Records in this system commenced on 1 January 1976 coincident with the introduction of Mandatory Occurrence Reporting in the UK, but occurrences reported voluntarily are also included, and no distinction is made between them.

Note: Any data provided from these records are made available on the understanding that they are only to be used for purposes of flight safety and must not be used for other purposes.

SUBJECT: Reportable Birdstrike Occurrences – All Locations Outside The UK.
PERIOD : 01 Jan 2006 – 02 June 2009 Inclusive.

A/C Type :	BAE146	**Occurrence Number :**	**200600099**
Flight Phase :	Approach	**Occurrence Date :**	07 Jan 2006
Classification :	Occurrences	**Location :**	Chambery
Events :	Bird Strike	**Location Info :**	

Pretitle :
Multiple bird strike.

Precis :
On short finals during night time, the aircraft experienced approximately 9 bird strikes on the airframe and one engine. There were no indications of any problems caused during the remainder of the flight or during taxi. Subsequent inspection revealed strikes to LH B/C screens, LH inboard flap, RH MLG door, RH inner wing leading edge (2 strikes), RH outboard flap control mechanism cowling (2 strikes), nr3 engine outer side of cowling and nr3 engine spinner resulting in bird ingestion. No resultant damage found to either the airframe or engine. Aircraft released to service with no further repeated faults. Bird species not identified although may have been ducks.

A/C Type :	B737	**Occurrence Number :**	**200600918**
Flight Phase :	Take Off	**Occurrence Date :**	07 Feb 2006
Classification :	Occurrences	**Location :**	Toulouse
Events :	Bird Strike	**Location Info :**	

Pretitle :
Birdstrike: Nr1 engine vibration reported on arrival. Inspection revealed evidence of numerous bird strikes, including ingestion into nr1 engine.

Note: Any data provided from these records are made available on the understanding that they are only to be used for purposes of flight safety and must not be used for other purposes.

Precis :
Pilot reported seeing a large flock of birds at point of rotation and being aware of a number of impacts. Indicated engine vibration was within limits so flight continued to destination.

A/C Type :	B757	**Occurrence Number :**	**200601432**
Flight Phase :	Take Off	**Occurrence Date :**	19 Feb 2006
Classification :	Occurrences	**Location :**	Toulouse
Events :	Bird Strike	**Location Info :**	

Pretitle :
Birdstrike: Multiple birdstrike on take off.

Precis :
On take off from R/W32R , a flock of birds was spotted in a dip in the runway. The birds (believed to be Lapwings) subsequently took off into the flight path. There were no adverse indications on the flight deck so flight continued to BHX where at least 10 birdstrikes were found on various parts of the aircraft.

A/C Type :	Bn2a Trislander	**Occurrence Number :**	**200602578**
Flight Phase :	Approach	**Occurrence Date :**	31 Mar 2006
Classification :	Occurrences	**Location :**	Alderney
Events :	Bird Strike	**Location Info :**	

Pretitle :
Birdstrike: Mallard duck struck RH propeller/nacelle during approach. Propeller de-ice mat damaged.

Precis :
Remains of duck recovered by the airfield fire services.

A/C Type :	A320	**Occurrence Number :**	**200603141**
Flight Phase :	Take Off	**Occurrence Date :**	16 Apr 2006
Classification :	Occurrences	**Location :**	Warsaw
Events :	Bird Strike	**Location Info :**	

Pretitle :
Birdstrike: On take off, two seagulls passed along RH side of aircraft. Thump heard and change in engine tone detected. Take off rejected. Impact damage found to nr2 engine intake and LP fan blades.

Precis :

A/C Type :	HS125	**Occurrence Number :**	**200603840**
Flight Phase :	Approach	**Occurrence Date :**	08 May 2006
Classification :	Occurrences	**Location :**	Naples
Events :	Bird Strike	**Location Info :**	

Pretitle :
Birdstrike: Impact felt on approach to Naples. After landing inspection found damage to right wing L/E & evidence of ingestion into LH engine, which was rendered unserviceable.

Precis :

A/C Type :	A320	**Occurrence Number :**	**200603968**
Flight Phase :	Take Off	**Occurrence Date :**	14 May 2006
Classification :	Occurrences	**Location :**	Montpelier
Events :	Bird Strike	**Location Info :**	

Pretitle :
Take off rejected from 100 kts due to birdstrike. Nr1 engine damaged.

Precis :

A/C Type :	Raytheon 390 Premier 1	**Occurrence Number :**	**200604001**
Flight Phase :	Cruise	**Occurrence Date :**	04 May 2006
Classification :	Occurrences	**Location :**	
Events :	A/c Equipment / System Failure Bird Strike A/c Maintenance	**Location Info :**	

Pretitle :
Nr1 hydraulic system failure due to pipe failure. Birdstrike on landing. Investigation traced the fault to a fracture of the left hydraulic pump pressure line.

Precis :
Forty minutes prior to landing, the aircraft suffered a total hydraulics failure. Emergency gear extension and emergency braking systems used. Birdstrike (seagull) experienced during landing run, with subsequent inspection confirming an impact with the undercarriage but with no damage caused. Investigation into the hydraulic failure found to nr1 system hydraulic pipe (p/n: 390-580035-0005) to have an almost 360 degree fracture at the attachment nut / olive end. Pipe security fixtures inspected and found satisfactory with nil defects apparent. New pipe fitted, ground and functional tests completed and the aircraft returned to service. The failed pipe had been replaced 15.08 hours earlier, also due to pipe failure. Aircraft manufacturer informed. Investigation traced the fault to a fracture of the left hydraulic pump pressure line at the flared end where it attaches to the ripple suppressor, mounted on the side of the nr1 engine. The manufacturer had already identified problems with this pipe and an SB, dated Jan 2006 refers. In fact, several aircraft have suffered in flight hydraulic problems and an Emergency AD was released to heighten awareness and remedy the situation. A Final Rule AD followed this in March 2006. All these ADs require a repeat 50hr inspection of the subject hydraulic pipe.
CAA Closure: No further CAA action required at this time.

A/C Type :	B767	**Occurrence Number :**	**200604349**
Flight Phase :	Take Off	**Occurrence Date :**	25 May 2006
Classification :	Occurrences	**Location :**	Kefallinia
Events :	Bird Strike A/c Structure Failure / Malfunction	**Location Info :**	

Pretitle :
Birdstrike on take off.

Precis :
A very large sea bird was seen to fly from right to left across the aircraft nose during take off. Take off continued with flap retraction. At approximately FL200 during the climb, a member of the cabin crew entered the flight deck with a picture drawn by a passenger of a bird strike between the TE flap and the left wing. According to the passenger, the bird disappeared backwards during flap retraction. The aircraft continued to its planned destination where significant damage was found to the front of the TE flap.

A/C Type :	Falcon 20/200	**Occurrence Number :**	**200604557**
Flight Phase :	Landing	**Occurrence Date :**	22 May 2006
Classification :	Occurrences	**Location :**	Decimomannu
Events :	Bird Strike	**Location Info :**	

Pretitle :
Birdstrike (seagull) on landing. Remains found on leading edge of RH wing. Three small 1½ x 1¾ indentations on leading edge, 0.060in maximum depth.

Precis :

A/C Type :	B737	**Occurrence Number :**	**200604690**
Flight Phase :	Landing	**Occurrence Date :**	04 Jun 2006
Classification :	Occurrences	**Location :**	Preveza
Events :	Bird Strike	**Location Info :**	

Pretitle :
During landing a/c encountered a multiple bird strike, ingestion into LH engine caused damage. Cabin crew reported a smell of 'cooked meat' in the cabin. Safe landing completed.

Precis :
After engine was shutdown, feathers were seen in LH engine and damage found to the LH retractable landing light. Engineers later discovered integrated drive generator cooler matrix blocked with bird debris, five fan blade platforms broken and delamination to the fan duct inner skin LH sleeve at the 6 o'clock position. A/c grounded in Preveza.

A/C Type :	B757	**Occurrence Number :**	**200604881**
Flight Phase :	Take Off	**Occurrence Date :**	09 Jun 2006
Classification :	Occurrences	**Location :**	Mikonos
Events :	Bird Strike Diversion /Return	**Location Info :**	

Pretitle :
Multiple birdstrike: RH engine vibration due to fan blade damage on take off. A/c diverted to Venice with thrust reduced to contain vibration. Two fan blades changed.

Precis :

A/C Type :	BAE146	**Occurrence Number :**	**200605689**
Flight Phase :	Initial Climb	**Occurrence Date :**	02 Jul 2006
Classification :	Occurrences	**Location :**	Madrid
Events :	Bird Strike	**Location Info :**	

Pretitle :
On rotation, a pigeon was observed to pass just below a/c. No indication of birdstrike and nothing found on runway. Post flight inspection revealed large dent and blood on nr3 engine side casing.

Precis :

A/C Type :	EMB 145	**Occurrence Number :**	**200605944**

Flight Phase :	Approach	**Occurrence Date :**	08 Jul 2006
Classification :	Occurrences	**Location :**	Frankfurt
Events :	Bird Strike	**Location Info :**	

Pretitle :
Birdstrike on approach. LH windscreen outer pane badly cracked, causing considerable visual impairment. RH pilot completed landing.

Precis :

A/C Type :	BN2a Trislander	**Occurrence Number :**	**200606009**
Flight Phase :	Take Off	**Occurrence Date :**	10 Jul 2006
Classification :	Occurrences	**Location :**	Alderney
Events :	Bird Strike	**Location Info :**	

Pretitle :
Birdstrike to leading edge of right wing just prior to rotation. Flight continued. Minor dent in wing.

Precis :

A/C Type :	B737	**Occurrence Number :**	**200606139**
Flight Phase :	Take Off	**Occurrence Date :**	12 Jul 2006
Classification :	Occurrences	**Location :**	Nice
Events :	Bird Strike Contingency Diversion /Return Rejected Take-Off	**Location Info :**	

Pretitle :
Take off rejected from 110kts, due to multiple birdstrike. Ingestion damage to nr1 engine.

Precis :
Aircraft was taxied back to stand.

A/C Type :	DHC8	**Occurrence Number :**	**200606163**
Flight Phase :	Landing	**Occurrence Date :**	11 Jul 2006
Classification :	Occurrences	**Location :**	Guernsey
Events :	Bird Strike	**Location Info :**	

Pretitle :
Birdstrike on landing.

Precis :
Bird activity (herring gulls) noted on short finals. Birdstrike occurred as a/c just above the threshold. Impact heard on the RH side of the aircraft. Damage found to aircraft with a cracked spinner on nr2 engine and bird remains / blood traces along the RH side of the fuselage.

A/C Type :	B737	**Occurrence Number :**	**200606258**
Flight Phase :	Parked	**Occurrence Date :**	15 Jul 2006
Classification :	Occurrences	**Location :**	Salzburg
Events :	Bird Strike	**Location Info :**	

Pretitle :

During pre-flight inspection, damage was found to intake lip of nr1 engine with bird remains on LH krueger flap. Flight was cancelled due to damage being outside acceptable limits.

Precis :

A/C Type :	B737	**Occurrence Number :**	**200606369**
Flight Phase :	Parked	**Occurrence Date :**	16 Jun 2006
Classification :	Occurrences	**Location :**	Malaga
Events :	Engine Fire / Overheat / Smoke Bird Strike	**Location Info :**	

Pretitle :
Nr2 engine EGT warning on start up (hot start).

Precis :
On starting nr2 engine, EGT started flashing with temp climbing to 715deg C before falling back; fuel flow peaked at approx 45%. Engine shutdown for engineering inspection, which showed some evidence of a birdstrike. Nr2 engine motored then started normally with engineer on board. Tech log annotated to reflect hot start, engineering inspection and engineer's satisfaction that engine was fit for service. Flight then proceeded without further incident.

A/C Type :	B737	**Occurrence Number :**	**200606935**
Flight Phase :	Initial Climb	**Occurrence Date :**	30 Jul 2006
Classification :	Occurrences	**Location :**	Bologna
Events :	Bird Strike Emergency Call Diversion /Return Stall Warning	**Location Info :**	

Pretitle :
Just after rotation, a bird struck LH side of nose hitting pitot probe and AOA vane. Captain's main ASI under reading by approx 50kts and stick shaker activated. PAN declared and a/c returned.

Precis :

A/C Type :	A340	**Occurrence Number :**	**200607029**
Flight Phase :	Approach	**Occurrence Date :**	04 Aug 2006
Classification :	Occurrences	**Location :**	Delhi
Events :	Bird Strike	**Location Info :**	

Pretitle :
Birdstrike on approach. Ingestion into nr1 engine - three fan blades damaged.

Precis :
The reporter confirms that company aircraft have been involved in four birdstrikes at Delhi during the last 12 months and that this is the second that has required a fan blade change. Airport Authorities advised.

A/C Type :	BAE146	**Occurrence Number :**	**200607669**
Flight Phase :	Unknown	**Occurrence Date :**	26 Aug 2006
Classification :	Occurrences	**Location :**	
Events :	Bird Strike	**Location Info :**	

Pretitle :
Birdstrike: Bird remains found in nr2 engine, during engineering inspection, two hours after a/c's arrival. Unable to establish when/where birdstrike occurred.

Precis :

A/C Type :	B737	**Occurrence Number :**	**200607673**
Flight Phase :	Take Off	**Occurrence Date :**	19 Aug 2006
Classification :	Occurrences	**Location :**	Dublin
Events :	Bird Strike	**Location Info :**	

Pretitle :
Birdstrike to nr1 engine on take off. Three fan blades damaged.

Precis :
Unusual airframe vibration was felt on rotation, which ceased after landing gear retraction. Nr1 engine vibration was slightly higher than normal during the flight, which proceeded normally. During the post-flight inspection bird remains were found on the nr1 engine temperature probe and three fan blades had bent tips. Some feathers were also found on the engine mount behind the bypass fan path. As far as could be seen there were no remains in the engine core.

A/C Type :	B737	**Occurrence Number :**	**200607815**
Flight Phase :	Take Off	**Occurrence Date :**	26 Aug 2006
Classification :	Occurrences	**Location :**	Jersey
Events :	ATC Occurrence Bird Strike RT Problems	**Location Info :**	

Pretitle :
Tower frequency allegedly excessively busy, making it difficult for B737 crew to report bird strike on take-off roll. Only Tower frequency in use, no Ground frequency.

Precis :
Investigation indicated that the ADC frequency, with 6 active a/c, was not busy but that, due to staff shortages, GMC could not be opened on the day in question. The departing B737 was transferred to zone before it had reached 1000ft, so it is suspected that the bird strike could not have been reported to ADC. The pilot report states that there was continuous and excessive verbal RT with another a/c until the B737 reached 2000ft. However, the ATC investigation did not substantiate this.
CAA Closure: No further CAA action required at this time.

A/C Type :	B767	**Occurrence Number :**	**200608324**
Flight Phase :	Cruise	**Occurrence Date :**	13 Sep 2006
Classification :	Occurrences	**Location :**	
Events :	Undiagnosed Vibration Windshear / Gusts Bird Strike	**Location Info :**	

Pretitle :
A/c shudder in cruise.

Precis :
In the cruise at FL370, airspeed increased from M0.80 to M0.823 due to windshift. Upon throttling back to reduce speed, the aircraft began to vibrate laterally at approx three cycles per second. This continued throughout the cruise for 35mins. No abnormal indications were observed. On throttling back for descent, the shaking stopped until level again at FL350 when the shaking restarted. No

further vibration was apparent during approach. Subsequent investigation identified three incidents over a five week period. Initially, an inspection was carried out iaw MM 05-31-38, which identified a loose pylon latch. Then, following the second incident, a visual inspection found the RH inboard slat assy damaged beyond SRM limits due to a bird strike. However, no further defects were evident following the final incident. There have been no further reports since 18 Oct 2006, with the base maintenance 1C Check accomplished on 2 Nov 2006 during which no defects were recorded which could account for the reported vibration. Therefore, unable to ascertain cause. A/c to be monitored for any recurrence of vibration.

A/C Type :	B757	**Occurrence Number :**	**200608444**
Flight Phase :	Take Off	**Occurrence Date :**	14 Sep 2006
Classification :	Occurrences	**Location :**	Brussels
Events :	Smoke / Fumes (not engine) Diversion /Return Bird Strike	**Location Info :**	

Pretitle :
Birdstrike: Overpowering smell on flight deck during take off/climb. Oxygen masks donned. A/c returned. Bird ingested by nr2 engine.

Precis :
Flight deck filled with an overpowering smell on rotation. The smell did not decrease in intensity so oxygen masks were donned passing 4000ft. QRH actioned and a/c returned. Engineering investigation found evidence of bird ingestion by the nr2 engine. Borescope inspection revealed no damage and a compressor wash was carried out. Both oxygen masks were cleaned and stowed and crew oxygen was serviced. The a/c was returned to service with no further relevant reports.

A/C Type :	B737	**Occurrence Number :**	**200609311**
Flight Phase :	Climb	**Occurrence Date :**	09 Oct 2006
Classification :	Occurrences	**Location :**	Dalaman
Events :	Bird Strike Emergency Call Contingency	**Location Info :**	

Pretitle :
Birdstrike to nr2 engine during climb. High engine/airframe vibration - three fan blades damaged.

Precis :
At 6000ft during climb, a sudden increase in airframe vibration occurred and nr2 engine vibration increased to 3.7 units. Power reduced to idle, which reduced airframe vibration to normal and engine vibration below 1 unit. PAN declared and QRH consulted for a one engine inoperative (OEI) landing. Uneventful landing carried out with nr2 engine left at idle. Subsequent investigation revealed that three fan blades were damaged.

A/C Type :	A320	**Occurrence Number :**	**200610000**
Flight Phase :	Unknown	**Occurrence Date :**	03 Nov 2006
Classification :	Occurrences	**Location :**	Unknown
Events :	Bird Strike	**Location Info :**	

Pretitle :
Bird strike damage on the nr1 slat on the RH wing discovered by ground engineers on arrival. Damage reported to flight crew.

Precis :

A/C Type :	Robinson R44	**Occurrence Number :**	**200610389**
Flight Phase :	Climb	**Occurrence Date :**	30 Oct 2006
Classification :	Occurrences	**Location :**	Palma
Events :	Bird Strike Diversion /Return	**Location Info :**	

Pretitle :
Birdstrike to main rotor during circuit climb out. A/c returned. Damage sustained to one rotor blade.

Precis :

A/C Type :	B757	**Occurrence Number :**	**200610804**
Flight Phase :	Initial Climb	**Occurrence Date :**	24 Nov 2006
Classification :	Occurrences	**Location :**	Tenerife
Events :	Bird Strike Engine/Malfunction Power Loss - First Engine Smoke / Fumes (not engine) Emergency Call Diversion /Return	**Location Info :**	

Pretitle :
Birdstrike to LH engine during initial climb. Smoke entered cockpit and LH engine N3 increased. PAN declared and a/c returned for uneventful overweight landing.

Precis :

A/C Type :	A340	**Occurrence Number :**	**200610836**
Flight Phase :	Unknown	**Occurrence Date :**	29 Nov 2006
Classification :	Occurrences	**Location :**	
Events :	Bird Strike	**Location Info :**	

Pretitle :
Birdstrike damage discovered to nr3 RH slat on arrival. Damage outside of SRM limits and a/c taken out of service for repair.

Precis :

A/C Type :	B737	**Occurrence Number :**	**200611852**
Flight Phase :	Approach	**Occurrence Date :**	12 Dec 2006
Classification :	Occurrences	**Location :**	Amsterdam
Events :	Bird Strike	**Location Info :**	

Pretitle :
Suspected birdstrike on landing. Inspection revealed severe damage to right stabiliser leading edge.

Precis :

A/C Type :	A319	**Occurrence Number :**	**200700666**

Flight Phase :	Take Off	**Occurrence Date :**	16 Jan 2007
Classification :	Occurrences	**Location :**	Toulouse
Events :	Bird Strike Diversion /Return	**Location Info :**	

Pretitle :
Following a birdstrike on rotation, the nr2 engine vibration indicator showed six units. A/c returned.

Precis :

A/C Type :	A340	**Occurrence Number :**	**200611927**
Flight Phase :	Take Off	**Occurrence Date :**	19 Dec 2006
Classification :	Occurrences	**Location :**	Mumbai
Events :	Bird Strike	**Location Info :**	

Pretitle :
During take off two large birds flew across runway and passed beneath a/c. Impact heard - flight continued. On inspection evidence of birdstrike found to radome, which was replaced.

Precis :

A/C Type :	A321	**Occurrence Number :**	**200700984**
Flight Phase :	Landing	**Occurrence Date :**	29 Jan 2007
Classification :	Occurrences	**Location :**	Freetown
Events :	Bird Strike	**Location Info :**	

Pretitle :
Birdstrike to nr1 engine on landing. One fan blade found distorted.

Precis :

A/C Type :	B767	**Occurrence Number :**	**200701071**
Flight Phase :	Take Off	**Occurrence Date :**	06 Feb 2007
Classification :	Occurrences	**Location :**	Lajes
Events :	Bird Strike Engine Malfunction Ground (AD) Occurrence Contingency Flight Crew Occurrence	**Location Info :**	Azores

Pretitle :
Multiple birdstrike. A/c and engines damage. Appropriate action taken by operator.

Precis :
A/c had diverted into Lajes due to a medical emergency. On rotation during take-off, a small flock of gulls were on the centreline and a multiple birdstrike to the nose/undercarriage was felt. A burning smell was noted and high engine vibrations were observed on the LH engine, which increased to 4.2 units on the fan. QRH completed and power reduced to contain the vibration within normal levels. Following landing, evidence of birdstrike found to LH engine and both MLGs. Investigation found fan blades at positions 7, 8 and 9 to be bent and the Outlet Guide Vane (OGV) at the 11 0'clock position to be damaged at the outboard end. The LH engine nose cowl also found dented at the 11 o'clock position. The LH and RH MLG had debris removed but with no evidence of damage. A series of issues raised by this MOR, which included the commanders decision to continue to destination, operations management being unaware of the incident three weeks after the event and the operator's

criteria for closure recommendations of ASRs, have been addressed by the operator's Director of Operations. An internal management review of this incident will be published in the next issue of the company Flight Safety Magazine.
CAA Closure: No further CAA action practicable.

A/C Type :	A320	**Occurrence Number :**	**200701465**
Flight Phase :	Take Off	**Occurrence Date :**	15 Feb 2007
Classification :	Occurrences	**Location :**	Istanbul
Events :	Bird Strike	**Location Info :**	

Pretitle :
A/c suffered birdstrike on rotation. During subsequent inspection, significant damage was found to three LP compressor blades, which were replaced.

Precis :
Initial LP compressor blade visual inspection within AMM limits. Upon subsequent inspection, the blades failed the test with results above 700dB limit. Blades p/n 6A7614.

A/C Type :	ATR 72	**Occurrence Number :**	**200701591**
Flight Phase :	Take Off	**Occurrence Date :**	25 Feb 2007
Classification :	Occurrences	**Location :**	Guernsey
Events :	Bird Strike	**Location Info :**	

Pretitle :
On take off a seagull was seen to pass along right side of a/c. No impact was felt and the flight continued without incident. On arrival bird remains were evident in the RH engine intake.

Precis :
Evidence of the birdstrike was also seen on the RH propeller, right wing and along the RH side of the fuselage. Further inspection established that there was no damage and after cleaning and an engine ground run the a/c was released for a non-revenue flight back to Guernsey.

A/C Type :	EMB 145	**Occurrence Number :**	**200702474**
Flight Phase :	Approach	**Occurrence Date :**	13 Mar 2007
Classification :	Occurrences	**Location :**	Frankfurt
Events :	Bird Strike	**Location Info :**	

Pretitle :
EMB145 suffered birdstrike on approach. A/c continued normal approach and landing. Inspection revealed extensive damage to the upper RH side of the a/c nose.

Precis :

A/C Type :	B747	**Occurrence Number :**	**200704010**
Flight Phase :	Landing	**Occurrence Date :**	01 May 2007
Classification :	Occurrences	**Location :**	Johannesburg
Events :	Bird Strike	**Location Info :**	

Pretitle :
Bird strike on landing.

Precis :
Flock of quail observed to become airborne from the runway and a number of flocks of smaller birds seen in the immediate area, both on the ground and in the air. Subsequent inspection revealed nrs 3

and 4 engines had ingested birds and damage noted to the RH trailing flap.

A/C Type :	B747	**Occurrence Number :**	**200704859**
Flight Phase :	Maintenance	**Occurrence Date :**	01 Jun 2007
Classification :	Occurrences	**Location :**	Unknown
Events :	Bird Strike	**Location Info :**	

Pretitle :
Routine ramp maintenance inspection revealed evidence of a birdstrike. Damage to three fan blades on nr4 engine. One blade outside AMM limits.

Precis :
Further investigation revealed damage to the outlet guide vane spacers, thrust-reverser blocker doors and exhaust area. Evidence of bird remains.

A/C Type :	A319	**Occurrence Number :**	**200705492**
Flight Phase :	Take Off	**Occurrence Date :**	15 Jun 2007
Classification :	Occurrences	**Location :**	Barcelona
Events :	Bird Strike Engine/Malfunction Power Loss - First Engine Emergency Call Diversion /Return	**Location Info :**	

Pretitle :
Birdstrike on take-off.

Precis :
On take-off roll, bird seen to cross right to left of aircraft. Strike heard. Take-off continued but on climb, high vibration levels noted. Aircraft levelled at 3000ft, PAN declared and the aircraft returned to the departure airport where it landed safely. Bird remains and damage found to the LH engine front fan blades.

A/C Type :	A320	**Occurrence Number :**	**200705527**
Flight Phase :	Take Off	**Occurrence Date :**	19 Jun 2007
Classification :	Occurrences	**Location :**	Malaga
Events :	Bird Strike	**Location Info :**	

Pretitle :
Birdstrike on rotation. Aircraft swung violently to the right. Controlled and climb out normal. Runway inspection confirmed birdstrike. Aircraft continued to scheduled destination. Landed safely.

Precis :

A/C Type :	B737	**Occurrence Number :**	**200705595**
Flight Phase :	Take Off	**Occurrence Date :**	19 Jun 2007
Classification :	Occurrences	**Location :**	Luxembourg
Events :	Bird Strike Engine Malfunction Ingestion of Objects	**Location Info :**	

Pretitle :
Flight crew report three units of vibration on nr2 engine observed after take-off. QRH actioned and flight continued. Birdstrike damage found to nr2 engine blades and fan shroud on a/c arrival.

Precis :

A/C Type :	B737	**Occurrence Number :**	**200705780**
Flight Phase :	Climb	**Occurrence Date :**	25 Jun 2007
Classification :	Occurrences	**Location :**	Bergamo
Events :	Bird Strike	**Location Info :**	

Pretitle :
Birdstrike: Loud bang heard at FL80 during climb. On arrival minor damage and blood stain found on upper surface of nose cone.

Precis :

A/C Type :	A320	**Occurrence Number :**	**200705786**
Flight Phase :	Initial Climb	**Occurrence Date :**	24 Jun 2007
Classification :	Occurrences	**Location :**	Gibraltar
Events :	Bird Strike	**Location Info :**	

Pretitle :
A/c struck seagull at approx 200ft during initial climb. On arrival evidence of birdstrike found on RH side of nose cone, nr2 engine cowling and inboard L/E slat. Minor damage to nose cone.

Precis :

A/C Type :	A319	**Occurrence Number :**	**200705821**
Flight Phase :	Take Off	**Occurrence Date :**	25 Jun 2007
Classification :	Occurrences	**Location :**	Nice
Events :	Bird Strike Rejected Take-Off	**Location Info :**	

Pretitle :
Birdstrike. Take off aborted.

Precis :
At approximately 120kts during take off, two seagull type birds impacted on the aircraft. A light but noticeable yaw was felt on impact. Take off aborted uneventfully. Inspection revealed impacts on the fan cone, fan blades, stator vanes, engine core, landing gear and fuselage.

A/C Type :	B737	**Occurrence Number :**	**200706253**
Flight Phase :	Approach	**Occurrence Date :**	07 Jul 2007
Classification :	Occurrences	**Location :**	Barcelona
Events :	Bird Strike Engine Malfunction	**Location Info :**	

Pretitle :
Birdstrike (seagull) to nr1 engine at approximately 400ft on final approach.

Precis :
Impact heard and engine vibration increased to over 3.5 before stabilising at 2.0. Aircraft landed safely. Inspection revealed the bird had damaged seven fan blades but had probably missed the engine core.

A/C Type :	A319	**Occurrence Number :**	**200706549**
Flight Phase :	Take Off	**Occurrence Date :**	14 Jul 2007
Classification :	Occurrences	**Location :**	Naples
Events :	Bird Strike Engine Malfunction	**Location Info :**	

Pretitle :
Bird strike. Sound heard on take off but all engine parameters normal. 'Strange engine noise' which faded away during the climb. On arrival, bird strike confirmed on nr2 engine. Fan blade 'tweaked'.

Precis :

A/C Type :	A320	**Occurrence Number :**	**200706618**
Flight Phase :	Climb	**Occurrence Date :**	13 Jul 2007
Classification :	Occurrences	**Location :**	Moscow Domodedovo
Events :	Bird Strike	**Location Info :**	

Pretitle :
Birdstrike to aircraft nose during the climb. No abnormal indications so flight continued, but on arrival dent and blood found to LH side of radome and the radome securing catch was open.

Precis :

A/C Type :	A320	**Occurrence Number :**	**200706665**
Flight Phase :	Landing	**Occurrence Date :**	08 Jul 2007
Classification :	Occurrences	**Location :**	Preveza
Events :	Bird Strike	**Location Info :**	

Pretitle :
Birdstrike on landing. Bird flew into the core nr2 engine. Engineer summoned to assess damage.

Precis :
The reporter notes there were several birds in the vicinity at the time.

A/C Type :	A320	**Occurrence Number :**	**200706768**
Flight Phase :	Landing	**Occurrence Date :**	19 Jul 2007
Classification :	Occurrences	**Location :**	Gibraltar
Events :	Bird Strike A/c Technical Occurrence	**Location Info :**	

Pretitle :
Birdstrike (seagull) on landing. Audible thump heard by flight crew but all engine instrumentation remained normal.

Precis :
During subsequent walk around, nr1 engine fan blades covered in feathers and three fan blades bent. A large quantity of feather / bird debris found on top of the nacelle and by the exhaust. On nr2 engine, large blood patch and feathers visible on the nacelle and exhaust. Possible further bird impact noted to spoiler and slats.

A/C Type :	A320	**Occurrence Number :**	**200706926**

Flight Phase :	Initial Climb	**Occurrence Date :**	24 Jun 2007
Classification :	Occurrences	**Location :**	Gibraltar
Events :	Bird Strike	**Location Info :**	

Pretitle :
Birdstrike during initial climb. Nose cone damaged.

Precis :
At approx 200ft during climb out approx three gulls were seen but crew were unable to avoid one of them. Bird passed below windscreen and loud thud heard from underside of fuselage. No abnormal engine indications. ATC informed and they confirmed that they had witnessed strike. Intact gull carcass retrieved from runway. Post flight inspection revealed debris on RH side nose cone, nr2 engine cowl and inboard leading edge slat. Closer inspection confirmed damage to nose cone, which was subsequently replaced.

A/C Type :	A319	**Occurrence Number :**	**200707122**
Flight Phase :	Take Off	**Occurrence Date :**	30 Jul 2007
Classification :	Occurrences	**Location :**	Dortmund
Events :	Bird Strike	**Location Info :**	

Pretitle :
Birdstrike to nr2 engine during early part of take-off run. Subsequent inspection revealed damage to fan blades.

Precis :

A/C Type :	B747	**Occurrence Number :**	**200707367**
Flight Phase :	Initial Climb	**Occurrence Date :**	02 Aug 2007
Classification :	Occurrences	**Location :**	Entebbe
Events :	Bird Strike Engine Shutdown Diversion /Return	**Location Info :**	

Pretitle :
Loud bang and left yaw at 1500ft. Nr1 engine N1 and EPR began to fluctuate and EGT rose rapidly. Engine shutdown, fuel dumped and a/c returned. Inspection revealed evidence of bird ingestion.

Precis :
Damage to fan blades and turbine blades rendering the engine inoperative.

A/C Type :	B737	**Occurrence Number :**	**200707644**
Flight Phase :	Climb	**Occurrence Date :**	11 Aug 2007
Classification :	Occurrences	**Location :**	Ibiza
Events :	Bird Strike	**Location Info :**	

Pretitle :
Birdstrike at 500ft during the climb. Two fan blades on nr2 engine damaged.

Precis :

A/C Type :	A319	**Occurrence Number :**	**200708016**
Flight Phase :	Take Off	**Occurrence Date :**	09 Aug 2007
Classification :	Occurrences	**Location :**	Marrakech

Events :	Bird Strike Engine/Malfunction Power Loss - First Engine Rejected Take-Off	**Location Info :**	

Pretitle :
Take-off rejected following bird ingestion into nr1 engine. Four fan blades bent.

Precis :

A/C Type :	BAE146	**Occurrence Number :**	**200708210**
Flight Phase :	Landing	**Occurrence Date :**	26 Aug 2007
Classification :	Occurrences	**Location :**	Guernsey
Events :	Bird Strike	**Location Info :**	

Pretitle :
Birdstrike: Kestrel ingested into nr2 engine immediately after touchdown.

Precis :
Engineering and ATC advised.

A/C Type :	A319	**Occurrence Number :**	**200708231**
Flight Phase :	Take Off	**Occurrence Date :**	26 Aug 2007
Classification :	Occurrences	**Location :**	Berlin Schonefeld
Events :	Bird Strike Rejected Take-Off	**Location Info :**	

Pretitle :
High speed rejected take-off due to birdstrike. No reported damage.

Precis :
Several seagulls observed on runway during take-off run and at approx 120kts a loud bang was heard on LH side of aircraft. Take-off was aborted iaw SOPs and runway vacated. Bird impacted inside LH wing slat and nr1 engine.

A/C Type :	B747	**Occurrence Number :**	**200709160**
Flight Phase :	Initial Climb	**Occurrence Date :**	16 Sep 2007
Classification :	Occurrences	**Location :**	Havana
Events :	Bird Strike Ingestion of Objects Undiagnosed Vibration	**Location Info :**	

Pretitle :
Severe nr1 engine vibration during initial climb followed by ECAS indication' fan vibration 5 units' on nr1 engine. Power reduced and flight continued. Diagnosed as birdstrike ingestion upon arrival.

Precis :
Immediately after rotation at T/O, a very loud vibration was heard and nr1 engine vibration observed at 50 units. Vibration remained constant until power reduction. During climb out, vibration remained in range at 4-5 units. Maintrol consulted and flight continued. During cruise settings, indications at 2-3 units, however, any increase for climbs resulted in an increase of vibration to +4 units. ATC tower advised after initial climb out. R/W inspection reported with no evidence of bird remains. Engineering inspection confirmed a birdstrike. Remains removed and fan blades replaced. Engine re-balanced and high power test runs carried out satisfactorily.

A/C Type :	A319	**Occurrence Number :**	**200709187**
Flight Phase :	Take Off	**Occurrence Date :**	18 Sep 2007
Classification :	Occurrences	**Location :**	Dortmund
Events :	Bird Strike A/c Technical Occurrence Poor Visibility Adverse Weather	**Location Info :**	

Pretitle :
Birdstrike during rotation. Engine parameters remained normal and flight continued. Inspection on a/c arrival revealed a 20cm hole in the RH flap and feathers recovered from the RH engine.

Precis :
Flight crew report low visibility due to rain precipitation during take-off and, therefore, birds were not seen until rotation commenced.

A/C Type :	Robinson R44	**Occurrence Number :**	**200709525**
Flight Phase :	Cruise	**Occurrence Date :**	01 Sep 2007
Classification :	Occurrences	**Location :**	Ibiza
Events :	Bird Strike	**Location Info :**	

Pretitle :
Birdstrike (white seagull). Struck and damaged main rotor mast fairing. Fairing replaced.

Precis :

A/C Type :	A319	**Occurrence Number :**	**200709812**
Flight Phase :	Take Off	**Occurrence Date :**	06 Oct 2007
Classification :	Occurrences	**Location :**	Lisbon
Events :	Bird Strike Engine/Malfunction Power Loss - First Engine Diversion /Return Emergency Call	**Location Info :**	

Pretitle :
Birdstrike during take-off. Vibration on nr2 engine during initial climb. Thrust level reduced. A/c entered the hold to burn fuel and PAN declared. A/c returned and landed safely.

Precis :
Inspection revealed damage to two fan blades.

A/C Type :	B767	**Occurrence Number :**	**200709835**
Flight Phase :	Take Off	**Occurrence Date :**	05 Oct 2007
Classification :	Occurrences	**Location :**	Punta Cana
Events :	Bird Strike Rejected Take-Off	**Location Info :**	

Pretitle :
Birdstrike during take-off roll at 135kts. Take-off abandoned. Impact on a/c nose and slats. Remains of eight seagulls found on runway.

Precis :

A/C Type :	A321	**Occurrence Number :**	**200709935**
Flight Phase :	Take Off	**Occurrence Date :**	16 Jul 2007
Classification :	Occurrences	**Location :**	Reus
Events :	Engine/Malfunction Power Loss - First Engine Bird Strike Diversion /Return	**Location Info :**	

Pretitle :
Birdstrike on take-off. Nr2 engine N1 vibration 6.5 units. All other engine indications normal. QRH and Maintrol consulted. Climb continued. A/c diverted to Manchester.

Precis :
Birds seen by the flight crew during rotation. Suspected birdstrike reported to the ATC tower. Nr2 engine showed N1 vibration of 6.5 units after take-off. During initial climb, the advisory disappeared for approx 3mins. Vibration returned at 4.5 units, then varied between 3.5 - 4.5 units. No visible damage from the cabin. A/c climbed to cruise level FL300 and N1 vibration reduced to 2.5 - 3.5 units. Maintrol instructed a diversion to Manchester. Engine parameters monitored throughout the flight with no further advisory levels received. A/c landed without incident. Nr2 engine shutdown on completion of landing roll. Damage to four IGV blades evident on arrival.

A/C Type :	A319	**Occurrence Number :**	**200710202**
Flight Phase :	Descent	**Occurrence Date :**	07 Oct 2007
Classification :	Occurrences	**Location :**	Milan Malpensa
Events :	Bird Strike	**Location Info :**	

Pretitle :
Birdstrike during descent at 7400ft. Nose cone punctured. Bird penetrated radome and radar.

Precis :

A/C Type :	A319	**Occurrence Number :**	**200710292**
Flight Phase :	Approach	**Occurrence Date :**	16 Oct 2007
Classification :	Occurrences	**Location :**	Dortmund
Events :	Bird Strike	**Location Info :**	

Pretitle :
Birdstrike on final approach at 1200ft. Nr2 engine damaged. A/c grounded.

Precis :

A/C Type :	A319	**Occurrence Number :**	**200710596**
Flight Phase :	Approach	**Occurrence Date :**	25 Oct 2007
Classification :	Occurrences	**Location :**	Amsterdam
Events :	Bird Strike	**Location Info :**	

Pretitle :
Birdstrike during latter part of approach. Significant damage to RH flap.

Precis :

A/C Type :	A319	**Occurrence Number :**	**200711528**
Flight Phase :	Approach	**Occurrence Date :**	22 Nov 2007
Classification :	Occurrences	**Location :**	Amsterdam
Events :	Bird Strike	**Location Info :**	

Pretitle :
Birdstrike: Canada goose struck LH MLG between wheels during final approach. Aircraft landed normally. Brake hose damaged resulting in small hydraulic fluid leak. Aircraft AOG.

Precis :

A/C Type :	B747	**Occurrence Number :**	**200711532**
Flight Phase :	Take Off	**Occurrence Date :**	22 Nov 2007
Classification :	Occurrences	**Location :**	Lagos
Events :	Bird Strike Rejected Take-Off	**Location Info :**	

Pretitle :
Suspected birdstrike on take off.

Precis :
Several birds (black kites) observed flying low over the runway. Nr1 engine surged. Take off rejected at 100kts. Subsequent inspection failed to reveal damage or indication of birdstrike.

A/C Type :	B737	**Occurrence Number :**	**200712346**
Flight Phase :	Landing	**Occurrence Date :**	14 Dec 2007
Classification :	Occurrences	**Location :**	Amsterdam
Events :	Bird Strike Flight Controls Problems / Jammed	**Location Info :**	

Pretitle :
Birdstrike on landing.

Precis :
Loud bang heard from NLG although there was no change to aircraft handling or engine performance, with all indications normal. During taxi, flaps were retracted with the flap gauge indicating 'Up' but with 'LE Flap Transit' light illuminated. The overhead light indications showed 'Flaps 3 in Transit'. Subsequent inspection revealed nr1 engine bird ingestion, nr2 pack intake bird ingestion and the RH wing inner LE flap damaged by bird impact.

A/C Type :	B737	**Occurrence Number :**	**200712457**
Flight Phase :	Approach	**Occurrence Date :**	10 Dec 2007
Classification :	Occurrences	**Location :**	Amsterdam
Events :	Bird Strike	**Location Info :**	

Pretitle :
Multiple birdstrikes occurred while descending on glidepath. Inspection revealed evidence of impact to right side of nose and nr1 engine intake, plus bird remains inside nr1 engine.

Precis :

A/C Type :	B747	**Occurrence Number :**	**200712798**

Flight Phase :	Initial Climb	**Occurrence Date :**	28 Dec 2007
Classification :	Occurrences	**Location :**	Tobago
Events :	Bird Strike	**Location Info :**	

Pretitle :
Immediately after rotation there was an impact to right side of the a/c's nose. Inspection revealed evidence of a birdstrike and a 10 inch crack in the radome, which was replaced.

Precis :

A/C Type :	DHC8	**Occurrence Number :**	**200800113**
Flight Phase :	Take Off	**Occurrence Date :**	06 Jan 2008
Classification :	Occurrences	**Location :**	Rennes
Events :	Bird Strike	**Location Info :**	

Pretitle :
Large flock of birds rose into path of a/c at V1. Multiple birdstrikes occurred during rejected take-off, including impact to LH windscreen, nr2 engine intake and nr1 propeller. No damage reported.

Precis :

A/C Type :	A321	**Occurrence Number :**	**200712880**
Flight Phase :	Initial Climb	**Occurrence Date :**	15 Oct 2007
Classification :	Occurrences	**Location :**	Almeira
Events :	Bird Strike Diversion /Return	**Location Info :**	

Pretitle :
Birdstrike on nr2 engine during rotation. N1 vibration increased to 9 units. Aircraft flown via hold at Almeria VOR and then returned. Three fan blades damaged on nr2 engine.

Precis :

A/C Type :	Robin 400	**Occurrence Number :**	**200801220**
Flight Phase :	Take Off	**Occurrence Date :**	06 Feb 2008
Classification :	Occurrences	**Location :**	Guernsey
Events :	Bird Strike Diversion /Return	**Location Info :**	

Pretitle :
Birdstrike (curlew) on take-off. Landing light perspex cover shattered. Aircraft returned to departure airport.

Precis :

A/C Type :	Glider	**Occurrence Number :**	**200801825**
Flight Phase :	Flight	**Occurrence Date :**	22 Feb 2008
Classification :	Occurrences	**Location :**	Santa Cilia
Events :	Bird Strike Diversion /Return	**Location Info :**	

Pretitle :
Birdstrike to wingtip during flight. A/c returned. Damage to wing leading edge and wingtip extension.

Precis :

A/C Type :	B737	**Occurrence Number :**	**200802267**
Flight Phase :	Take Off	**Occurrence Date :**	07 Mar 2008
Classification :	Occurrences	**Location :**	Dacca
Events :	Bird Strike	**Location Info :**	

Pretitle :
Birdstrike: Large bird ingested into nr2 engine during take-off/initial climb. Flight continued.

Precis :
On acceleration during climb between 1500ft-1800ft alt a large bird struck the forward right side of the fuselage below P2's window. P1 (PF) continued to call for flap retraction and acceleration. No abnormal engine parameters observed on display unit, however nr2 engine vibration did increase from 0.6 to 0.7 which P1 considered being within normal parameters for an engine and a/c changing thrust and configuration. Control passed to P2 and CC confirmed that they had not observed or heard anything on take-off that would indicate ingestion. Flight continued. OPS and MCC notified. Uneventful landing carried out. Inspection confirmed ingestion of a large bird into the nr2 engine. Extent of damage to be assessed. Attempts to contact/notify DAC tower/control were unsuccessful. Reporter states that DAC airfield has a fair amount of ponds actually on the airfield attracting birds. DAC airfield also has on observation large amounts of hawks or buzzard type birds on the airfield.

A/C Type :	B737	**Occurrence Number :**	**200802660**
Flight Phase :	Take Off	**Occurrence Date :**	18 Mar 2008
Classification :	Occurrences	**Location :**	Chambery
Events :	Bird Strike Emergency Call Diversion /Return	**Location Info :**	

Pretitle :
Birdstrike on rotation. Bird ingested into nr2 engine causing high vibration. PAN declared and a/c diverted. Ten rotor blades damaged.

Precis :

A/C Type :	B737	**Occurrence Number :**	**200803023**
Flight Phase :	Descent	**Occurrence Date :**	29 Mar 2008
Classification :	Occurrences	**Location :**	Naples
Events :	Bird Strike	**Location Info :**	

Pretitle :
Birdstrike during night time descent. Impact felt but bird not seen. 4 x 6 inch dent and delamination to radome.

Precis :

A/C Type :	A319	**Occurrence Number :**	**200803349**
Flight Phase :	Take Off	**Occurrence Date :**	02 Apr 2008
Classification :	Occurrences	**Location :**	Marrakech

Events :	Bird Strike Rejected Take-Off	**Location Info :**	

Pretitle :
Birdstrike just above Captain's sliding window during take off run. Take off abandoned from 100kts. Birdstrike checklist performed with no damage found.

Precis :

A/C Type :	A319	**Occurrence Number :**	**200803807**
Flight Phase :	Approach	**Occurrence Date :**	19 Apr 2008
Classification :	Occurrences	**Location :**	Tangier
Events :	Bird Strike	**Location Info :**	

Pretitle :
A319 suffered a multiple birdstrike whilst on short final R/W28 at approximately 50ft AGL. Damage to RH MLG and evidence of ingestion to both engines.

Precis :
Flight crew received no notification from Tower of any bird activity when obtaining a WX report.

A/C Type :	B737	**Occurrence Number :**	**200804376**
Flight Phase :	Initial Climb	**Occurrence Date :**	05 May 2008
Classification :	Occurrences	**Location :**	Tunis
Events :	Bird Strike Diversion /Return	**Location Info :**	

Pretitle :
Birdstrike to the Captain's windscreen during initial climb. Precautionary circuit carried out. Aircraft returned to the departure airport.

Precis :

A/C Type :	A319	**Occurrence Number :**	**200804515**
Flight Phase :	Initial Climb	**Occurrence Date :**	07 May 2008
Classification :	Occurrences	**Location :**	Milan Malpensa
Events :	Bird Strike Undiagnosed Vibration Diversion /Return Emergency Call Contingency	**Location Info :**	

Pretitle :
Birdstrike on climb out. Vibration evident from LH side of a/c and nr1 engine N1 vibration momentarily exceeded 6 units. QRH actioned, nr1 thrust lever retarded to idle and a/c returned. PAN declared.

Precis :

A/C Type :	A340	**Occurrence Number :**	**200805377**
Flight Phase :	Take Off	**Occurrence Date :**	26 May 2008
Classification :	Occurrences	**Location :**	New York JFK
Events :	A/c Structure Failure /	**Location Info :**	

	Malfunction Diversion /Return Bird Strike Contingency

Pretitle :
Suspected birdstrike during rotation resulted in a cracked windscreen. Take-off continued. A/c levelled to 4000ft and returned, after dumping fuel.

Precis :
Cracking of windscreen became progressively worse following take-off and was accompanied with an ECAM 'A/C L Windshield Fault' message.

A/C Type :	B767	**Occurrence Number :**	**200805445**
Flight Phase :	Take Off	**Occurrence Date :**	26 May 2008
Classification :	Occurrences	**Location :**	Ahmadabad
Events :	Bird Strike	**Location Info :**	

Pretitle :
Birdstrike: Bird ingested into nr2 engine on rotation. Damage found on one fan blade. Second birdstrike occurred to radome on landing. No damage noted.

Precis :

A/C Type :	A320	**Occurrence Number :**	**200805484**
Flight Phase :	Take Off	**Occurrence Date :**	28 May 2008
Classification :	Occurrences	**Location :**	Brussels
Events :	Bird Strike	**Location Info :**	

Pretitle :
Birdstrike on rotation. No problems evident, flight continued without incident. On arrival it was discovered that the bird had been ingested by the nr2 engine, resulting in the loss of two fan blades.

Precis :

A/C Type :	B737	**Occurrence Number :**	**200805886**
Flight Phase :	Approach	**Occurrence Date :**	03 Jun 2008
Classification :	Occurrences	**Location :**	Cork
Events :	A/c Structure Failure / Malfunction Bird Strike	**Location Info :**	

Pretitle :
LH DV window outer pane shattered during approach. Birdstrike suspected but no associated remains found.

Precis :

A/C Type :	A319	**Occurrence Number :**	**200806287**
Flight Phase :	Take Off	**Occurrence Date :**	14 Jun 2008
Classification :	Occurrences	**Location :**	Brussels
Events :	Bird Strike	**Location Info :**	

	Engine/Malfunction Power Loss - First Engine Rejected Take-Off		

Pretitle :
RTO at 90kts due to a birdstrike. Engineering inspection revealed damage to several fan blades. A/c taken out of service.

Precis :

A/C Type :	B777	**Occurrence Number :**	**200806289**
Flight Phase :	Unknown	**Occurrence Date :**	15 Jun 2008
Classification :	Occurrences	**Location :**	
Events :	Bird Strike	**Location Info :**	

Pretitle :
On arrival, RH pack ram air inlet lower lip found to be damaged due to bird impact. Bird remains found in ram air inlet duct. RH pack made inop and aircraft released as non-ETOPS.

Precis :

A/C Type :	A319	**Occurrence Number :**	**200806335**
Flight Phase :	Take Off	**Occurrence Date :**	15 Jun 2008
Classification :	Occurrences	**Location :**	Oslo Gardermoen
Events :	Bird Strike Emergency Call	**Location Info :**	

Pretitle :
Birdstrike on take-off roll. Take-off continued and ATC informed, who subsequently informed the flight crew of three bird remains found on R/W. PAN declared on approach and a/c landed safely.

Precis :
An unusual noise was heard on LG retraction and PAN declared as a precaution against possible NLG steering damage. RFFS attended to a/c prior to taxi in. Flight crew report being unable to contact the various agencies in-flight. LACC relayed messages on the crews behalf upon initial contact, including an advisory to D&D.

A/C Type :	Hunter	**Occurrence Number :**	**200806579**
Flight Phase :	Flight	**Occurrence Date :**	21 Jun 2008
Classification :	Occurrences	**Location :**	Leeuwarden
Events :	Bird Strike	**Location Info :**	

Pretitle :
UK Reportable Accident: Birdstrike during a display. Damage to fuselage and engine. No injury to one POB.

Precis :
This occurrence is subject to investigation by Dutch Authorities. On receipt of their report, the CAA's records will be updated accordingly and the occurrence may be re-opened if further action is deemed necessary.

A/C Type :	B737	**Occurrence Number :**	**200806652**
Flight Phase :	Approach	**Occurrence Date :**	23 Jun 2008

Classification :	Occurrences	**Location :**	Gibraltar
Events :	Bird Strike A/c Equipment / System Malfunction	**Location Info :**	

Pretitle :
Birdstrike (seagull) at approximately 100ft on approach. 'Windshear' warning then received, although wind was almost calm.

Precis :
Subsequent inspection indicated the bird had struck and partially blocked the Captain's pitot / static probe.

A/C Type :	B737	**Occurrence Number :**	**200806784**
Flight Phase :	Take Off	**Occurrence Date :**	26 Jun 2008
Classification :	Occurrences	**Location :**	Amsterdam
Events :	Bird Strike Engine Malfunction	**Location Info :**	

Pretitle :
Birdstrike (thought to be a crow) on take-off. Light airframe vibration felt but engine indications normal. Nr1 engine vibration then increased progressively during the climb.

Precis :
Nr1 engine blades subsequently found to be damaged.

A/C Type :	A319	**Occurrence Number :**	**200806800**
Flight Phase :	Take Off	**Occurrence Date :**	18 Jun 2008
Classification :	Occurrences	**Location :**	Paris Orly
Events :	Bird Strike Engine/Malfunction Power Loss - First Engine	**Location Info :**	

Pretitle :
Birdstrike during take-off. Vibration indications to nr1 engine. Take-off continued. Engine parameters remained within limits until descent. Uneventful landing. Damage to three fan blades.

Precis :
During descent the engine vibration indications increased to 7.2 (65%).

A/C Type :	B737	**Occurrence Number :**	**200806872**
Flight Phase :	Take Off	**Occurrence Date :**	28 Jun 2008
Classification :	Occurrences	**Location :**	Barcelona
Events :	Bird Strike Rejected Take-Off	**Location Info :**	

Pretitle :
Birdstrike to LH side of the aircraft at approximately 110kts on take-off run. Take-off rejected. No abnormal indications apart from a momentary master caution. Inspection found no damage or debris.

Precis :

A/C Type :	B777	**Occurrence Number :**	**200807786**
Flight Phase :	Approach	**Occurrence Date :**	21 Jul 2008

Classification :	Occurrences	**Location :**	Islamabad
Events :	Bird Strike	**Location Info :**	

Pretitle :
Birdstrike (large white owl) seen passing RH side of the aircraft during approach. Uneventful landing. Engineering inspection confirmed the bird had entered the RH engine.

Precis :

A/C Type :	Piper PA28	**Occurrence Number :**	**200808128**
Flight Phase :	Initial Climb	**Occurrence Date :**	27 Jul 2008
Classification :	Occurrences	**Location :**	Unknown
Events :	Bird Strike	**Location Info :**	

Pretitle :
Birdstrike (pigeon) at 500ft during the climb. Dent identified on RH wing.

Precis :

A/C Type :	A319	**Occurrence Number :**	**200808374**
Flight Phase :	Take Off	**Occurrence Date :**	22 Jul 2008
Classification :	Occurrences	**Location :**	Naples
Events :	Bird Strike	**Location Info :**	

Pretitle :
Evidence of birdstrike discovered during post flight inspection. Three fan blades on nr2 engine found bent. All engine parameters normal during flight but nr2 engine sounded 'a bit noisy' on take-off.

Precis :

A/C Type :	A319	**Occurrence Number :**	**200808640**
Flight Phase :	Take Off	**Occurrence Date :**	30 Jul 2008
Classification :	Occurrences	**Location :**	Berlin Schonefeld
Events :	Bird Strike	**Location Info :**	

Pretitle :
Birdstrike at V1 (135kts). Engine indications remained normal and flight continued. Inspection on arrival revealed damage to the nr1 engine. Bird remains recovered.

Precis :

A/C Type :	B737	**Occurrence Number :**	**200808895**
Flight Phase :	Approach	**Occurrence Date :**	15 Aug 2008
Classification :	Occurrences	**Location :**	Ibiza
Events :	Bird Strike	**Location Info :**	

Pretitle :
Birdstrike. Just prior to touchdown, two small birds observed to pass underneath the aircraft. No impact felt of observed.

Precis :

On pre-flight inspection, evidence of bird impact and ingestion found to nr2 engine.

A/C Type :	A319	**Occurrence Number :**	**200809002**
Flight Phase :	Parked	**Occurrence Date :**	14 Aug 2008
Classification :	Occurrences	**Location :**	Ibiza
Events :	Bird Strike	**Location Info :**	

Pretitle :
Evidence of birdstrike damage found to nr1 engine on arrival. A/c taken out of service.

Precis :

A/C Type :	Robinson R44	**Occurrence Number :**	**200809089**
Flight Phase :	Cruise	**Occurrence Date :**	17 Aug 2008
Classification :	Occurrences	**Location :**	Mallorca
Events :	Bird Strike	**Location Info :**	

Pretitle :
Birdstrike to main rotor during cruise. Main rotor blade replaced.

Precis :

A/C Type :	A321	**Occurrence Number :**	**200810037**
Flight Phase :	Climb	**Occurrence Date :**	12 Sep 2008
Classification :	Occurrences	**Location :**	Paphos
Events :	Bird Strike Smoke / Fumes (not engine) Engine/Malfunction Power Loss - First Engine Emergency Call Diversion /Return	**Location Info :**	

Pretitle :
Birdstrike when flying through a flock of very large birds during the climb.

Precis :
Loud bang heard followed by a slight mist in the cabin and smoke in the rear galley. 'Eng 1 Stall' warning activated. PAN declared. Smoke dissipated and engine stabilised. As the aircraft was 7.0T over MLW, the flight continued part way before diverting. Uneventful landing. Inspection revealed damage to nr1 engine core and major damage to the mid section of the RH wing leading edge.

A/C Type :	A320	**Occurrence Number :**	**200811356**
Flight Phase :	Take Off	**Occurrence Date :**	15 Oct 2008
Classification :	Occurrences	**Location :**	Dalaman
Events :	Bird Strike Engine/Malfunction Power Loss - First Engine Undiagnosed Vibration	**Location Info :**	

Pretitle :
Birdstrike at approx 145kts on take-off. Bird ingested into RH engine with vibration/flames and momentary loss of EPR. Aircraft rotated normally and flight continued. RH engine N1 fan damage.

Precis :

A/C Type :	A319	**Occurrence Number :**	**200811485**
Flight Phase :	Approach	**Occurrence Date :**	14 Oct 2008
Classification :	Occurrences	**Location :**	Barcelona
Events :	Bird Strike	**Location Info :**	

Pretitle :
Birdstrike on approach. Small dent found in radome.

Precis :

A/C Type :	A319	**Occurrence Number :**	**200811497**
Flight Phase :	Initial Climb	**Occurrence Date :**	12 Oct 2008
Classification :	Occurrences	**Location :**	Amsterdam
Events :	Bird Strike	**Location Info :**	

Pretitle :
Birdstrike on rotation. Brief yaw and burning smell in cabin. All engine parameters normal, no damage visible and no remains on runway. On arrival significant internal damage found to RH engine.

Precis :

A/C Type :	A319	**Occurrence Number :**	**200811819**
Flight Phase :	Approach	**Occurrence Date :**	25 Oct 2008
Classification :	Occurrences	**Location :**	Rome Ciampino
Events :	Bird Strike	**Location Info :**	

Pretitle :
Bird strike on approach caused take-off light on nose gear to pop c/b. On inspection, take-off light was found damaged. Bird strike inspection completed. No further damage found.

Precis :

A/C Type :	B747	**Occurrence Number :**	**200900087**
Flight Phase :	Approach	**Occurrence Date :**	05 Jan 2009
Classification :	Occurrences	**Location :**	Bangkok
Events :	Bird Strike	**Location Info :**	

Pretitle :
Birdstrike. Aircraft hit two birds at approximately 100ft on approach. Aircraft removed from service due to damage.

Precis :

A/C Type :	A320	**Occurrence Number :**	**200900280**
Flight Phase :	Take Off	**Occurrence Date :**	03 Jan 2009

Classification :	Occurrences	**Location :**	Amman
Events :	A/c Equipment / System Malfunction Bird Strike	**Location Info :**	

Pretitle :
Birdstrike at around V1 followed by 'Unreliable Speed' master warning on rotation. RH pitot probe damaged/blocked by bird remains and was replaced. Evidence of birdstrike also found on right wing.

Precis :

A/C Type :	A320	**Occurrence Number :**	**200900640**
Flight Phase :	Maintenance	**Occurrence Date :**	22 Jan 2009
Classification :	Occurrences	**Location :**	Maintenance
Events :	Bird Strike	**Location Info :**	

Pretitle :
Large hole, approx 6" x 4", found in left wing outboard flap leading edge during maintenance. Damage assumed to have been caused by birdstrike as bird remains were found in surrounding area.

Precis :

A/C Type :	A319	**Occurrence Number :**	**200900677**
Flight Phase :	Take Off	**Occurrence Date :**	24 Jan 2009
Classification :	Occurrences	**Location :**	Grenoble
Events :	Bird Strike Rejected Take-Off	**Location Info :**	

Pretitle :
At approx 100kts on take-off, a large bird struck the LH windshield. Take-off rejected and a/c returned to stand with AFS in attendance due to hot brakes.

Precis :

A/C Type :	DHC8	**Occurrence Number :**	**200900907**
Flight Phase :	Unknown	**Occurrence Date :**	31 Jan 2009
Classification :	Occurrences	**Location :**	Unknown
Events :	Bird Strike	**Location Info :**	

Pretitle :
During post flight inspection birdstrike damage was found to LH nr5 flap track aft fairing, with remains of bird inside fairing. Location of birdstrike unknown.

Precis :

A/C Type :	A319	**Occurrence Number :**	**200900947**
Flight Phase :	Approach	**Occurrence Date :**	13 Jan 2009
Classification :	Occurrences	**Location :**	Gibraltar
Events :	Bird Strike	**Location Info :**	

Pretitle :
Birdstrike on approach. Damage to nose cone.

Precis :

A/C Type :	A320	**Occurrence Number :**	**200901472**
Flight Phase :	Unknown	**Occurrence Date :**	16 Feb 2009
Classification :	Occurrences	**Location :**	Frankfurt
Events :	Bird Strike	**Location Info :**	

Pretitle :
Birdstrike to right wing. Nr2 slat required replacement.

Precis :

A/C Type :	B757	**Occurrence Number :**	**200901918**
Flight Phase :	Maintenance	**Occurrence Date :**	28 Feb 2009
Classification :	Occurrences	**Location :**	Unknown
Events :	Bird Strike	**Location Info :**	

Pretitle :
Birdstrike: On daily inspection a dent was found in the nr9 leading edge slat with evidence of a birdstrike to the surrounding area.

Precis :

A/C Type :	A319	**Occurrence Number :**	**200902190**
Flight Phase :	Initial Climb	**Occurrence Date :**	09 Mar 2009
Classification :	Occurrences	**Location :**	Thessaloniki
Events :	Bird Strike Diversion /Return	**Location Info :**	

Pretitle :
Shortly after rotation the a/c flew through a large flock of birds. Loud bang, high pitched whine and vibration from nr2 engine plus burning smell in cabin. A/c returned. Two fan blades damaged.

Precis :
Evidence of impact also found on wing and landing gear.

A/C Type :	A319	**Occurrence Number :**	**200902231**
Flight Phase :	Unknown	**Occurrence Date :**	09 Mar 2009
Classification :	Occurrences	**Location :**	Tallinn
Events :	Bird Strike	**Location Info :**	

Pretitle :
During the turnaround inspection evidence of a birdstrike was observed on the left wing and a dent was found in the nr2 slat.

Precis :

A/C Type :	Piper PA28	**Occurrence Number :**	**200902603**
Flight Phase :	Take Off	**Occurrence Date :**	22 Mar 2009
Classification :	Occurrences	**Location :**	Alderney
Events :	Bird Strike	**Location Info :**	

Pretitle :
Birdstrike on take-off. LH mainwheel spat damaged.

Precis :

A/C Type :	B747	**Occurrence Number :**	**200903470**
Flight Phase :	Climb	**Occurrence Date :**	11 Apr 2009
Classification :	Occurrences	**Location :**	Lagos
Events :	Engine Shutdown Bird Strike Diversion /Return	**Location Info :**	

Pretitle :
During climb nr2 engine EPR reduced to 1.2 with an EGT of 640deg. Engine shutdown after two surges and a/c returned.

Precis :
Operator's report states evidence of birdstrike while local authority report cites FOD ingestion during take-off.

A/C Type :	A319	**Occurrence Number :**	**200904152**
Flight Phase :	Approach	**Occurrence Date :**	29 Apr 2009
Classification :	Occurrences	**Location :**	Marrakech
Events :	Bird Strike	**Location Info :**	

Pretitle :
Birdstrike to NLG during flare. Nose wheel 'take-off' light damaged.

Precis :

A/C Type :	A319	**Occurrence Number :**	**200904448**
Flight Phase :	Initial Climb	**Occurrence Date :**	03 May 2009
Classification :	Occurrences	**Location :**	Gibraltar
Events :	Bird Strike	**Location Info :**	

Pretitle :
Birdstrike at approx 200ft aal just after take-off. LH outer flap struck and damaged.

Precis :
Bird seen to pass down LH side of aircraft although no impact noise or vibration felt. Birdstrike reported by ATC controller - body later found. Flight continued without incident. Post flight inspection revealed that LH outer flap was damaged with blood around area.

Number of Records : 122