Finance and Corporate Services
Information Management

7 June 2012
FOIA reference: F0001339

Dear XXXX

I am writing in respect of your recent application of 1 June 2012, for the release of information held by the Civil Aviation Authority (CAA).

Your request:

> *"Please could you provide me with copies of all Bird Strike Occurences Forms for the 2011 calendar year where because of the nature of the strike they have also been logged as Mandatory Occurrence Reports".*

Our response:

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

The CAA's Mandatory Occurrence Reporting (MOR) Scheme is intended to record reportable occurrences which endangered or which, if not corrected, would have endangered an aircraft, its occupants or any other person. If a bird strike report has been submitted, which has either caused damage to the aircraft, or the bird strike has resulted in a flight safety hazard, this would be reportable under the MOR scheme.

We have searched the database for all reportable occurrences involving bird strikes, regardless of the aircraft's nationality, or location of the event, for the dates 1 January 2011 to 31 December 2011 inclusive. We have provided a summary of those reports which is attached. We have however, removed identifying information from these reports as this information is exempt from disclosure under section 44 of the FOIA.

Section 44 of the FOIA provides that information is exempt information if its disclosure is prohibited by, or under, any enactment. Under Section 23 of the Civil Aviation Act 1982, information which relates to a particular person (which includes a company or organisation) and has been supplied to the CAA pursuant to the Air Navigation Order (ANO) is prohibited from disclosure (a copy of this exemption can be found enclosed).

For more information about the Mandatory Occurrence Reporting scheme, please refer to CAP382 which can be found at: www.caa.co.uk/cap382

If you are not satisfied with how we have dealt with your request in the first instance you should approach the CAA in writing at:-

Mark Stevens
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

External Response Manager
Civil Aviation Authority
Aviation House
Gatwick Airport South
West Sussex
RH6 0YR

mark.stevens@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.

Freedom of Information Act: Section 44

(1) Information is exempt information if its disclosure (otherwise than under this Act) by the public authority holding it-

(a) is prohibited by or under any enactment,
(b) is incompatible with any Community obligation, or
(c) would constitute or be punishable as a contempt of court.

(2) The duty to confirm or deny does not arise if the confirmation or denial that would have to be given to comply with section 1(1)(a) would (apart from this Act) fall within any of paragraphs (a) to (c) of subsection (1).

Section 23 of the Civil Aviation Act is such a statutory prohibition. Accordingly, the obligations of the CAA to comply with Section 23 are unaffected by the Freedom of Information Act.

Under Section 23, information supplied to the CAA in connection with its regulatory functions and which relates to a particular individual or organisation must not be disclosed by the CAA unless such disclosure is authorised by one of the exceptions contained in Section 23 itself.

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Safety Regulation Group
Safety Data

Aviation House
Gatwick Airport South
West Sussex
RH6 0YR

Direct Dial 01293 573220
Direct Fax 01293 573972
E-mail sdd@caa.co.uk

Switchboard 01293 567171
Fax 01293 573999

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

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 Occurrences involving a birdstrike.
PERIOD : 01 Jan 2011 to 31 Dec 2011 inclusive.

A/C Type :	A320	**Occurrence Number :**	**201100234**
Flight Phase :	Approach	**Occurrence Date :**	02 Jan 2011
Classification :	Occurrences	**Location :**	Larnaca
Events :	Bird Strike	**Location Info :**	

Pretitle :
Birdstrike at 8000ft on approach. Damage found to starboard slat.

Precis :

A/C Type :	Eurocopter EC225	**Occurrence Number :**	**201100102**
Flight Phase :	Approach	**Occurrence Date :**	03 Jan 2011
Classification :	Occurrences	**Location :**	North Sea
Events :	Bird Strike	**Location Info :**	Nelson platform

Pretitle :
Birdstrike. A/c struck by a large seabird at approximately 500ft altitude while on approach to an offshore platform.

Precis :
The bird penetrated the first honeycomb layer of the forward cowl midway between both FADEC bays. An uneventful landing followed. Subsequent inspection revealed a cracked and torn cowling with bird remains covering both engine intakes and MGB servo controls.

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.

A/C Type :	A320	**Occurrence Number :**	**201100347**
Flight Phase :	Approach	**Occurrence Date :**	04 Jan 2011
Classification :	Occurrences	**Location :**	London-Heathrow - LHR
Events :	Bird Strike A/c Equipment / System Failure	**Location Info :**	

Pretitle :
Birdstrike on approach. Captain's airspeed indication lost. Approach continued.

Precis :
Loss of airspeed indication caused by seagull which was found impaled on Captain's pitot mast.

A/C Type :	B737	**Occurrence Number :**	**201100204**
Flight Phase :	Approach	**Occurrence Date :**	07 Jan 2011
Classification :	Occurrences	**Location :**	Budapest
Events :	Bird Strike	**Location Info :**	

Pretitle :
During approach, 2-300 crows observed, resulting in several striking the a/c. Distinct burning smell noted by crew and passengers. A normal landing followed.

Precis :
Inspection following landing revealed impacts to both wings, the First Officer's DV window, nr2 engine and several along both sides of the fuselage.

A/C Type :	A319	**Occurrence Number :**	**201100663**
Flight Phase :	Approach	**Occurrence Date :**	22 Jan 2011
Classification :	Occurrences	**Location :**	London-Heathrow - LHR
Events :	Bird Strike Loss of A/c Control Wake Turbulence	**Location Info :**	

Pretitle :
Birdstrike at 300ft on approach. Roll response sluggish at 50ft. Bird found in engine.

Precis :
Wake of previous a/c may have been a factor in roll response.

A/C Type :	B747	**Occurrence Number :**	**201100722**
Flight Phase :	Take Off	**Occurrence Date :**	24 Jan 2011
Classification :	Occurrences	**Location :**	London-Heathrow - LHR
Events :	Bird Strike Undiagnosed Vibration Engine/Malfunction Power Loss - First Engine Engine Shutdown Diversion /Return	**Location Info :**	

Pretitle :
Birdstrike on rotation. A/c returned with nr2 engine shut down due to engine vibration. Damaged fan blades found on arrival.

Precis :

A/C Type :	B767	**Occurrence Number :**	**201101123**
Flight Phase :	Take Off	**Occurrence Date :**	29 Jan 2011
Classification :	Occurrences	**Location :**	Ascension
Events :	Bird Strike Engine/Malfunction Power Loss - First Engine	**Location Info :**	

Pretitle :
Birdstrike on landing. Goose ingested into nr1 engine. Damage within limits. High vibration on subsequent take-off, which was rejected.

Precis :
Inspection revealed fan blades to be 'shingled'. Blades freed/adjusted and the flight departed.

A/C Type :	B757	**Occurrence Number :**	**201100957**
Flight Phase :	Take Off	**Occurrence Date :**	30 Jan 2011
Classification :	Occurrences	**Location :**	Sharm El Sheik
Events :	Bird Strike Fumes Crew Illness / Incapacitation	**Location Info :**	

Pretitle :
Strong fumes/smell on flight deck and in cabin. Flight crew affected by fumes after landing.

Precis :
Smell initially noted on landing but source not traced although crew suspected that it might be attributed to APU. Smell was still very strong on flight deck during next departure but dissipated a little during initial climb. 'Burning' smell then reported from cabin especially around doors 2 and 3. Flight continued and smell dissipated during cruise but returned when gear was lowered during approach. APU left running after landing and engineers agreed that smell was unusual (possibly oil). On standing up to leave flight deck both pilots felt slightly light headed with initial signs of sore throat and headache.
CAA Closure: The fault was traced to a dead bird resting on the APU plenum which is considered to be an isolated event.

A/C Type :	BE200 Super King Air	**Occurrence Number :**	**201100923**
Flight Phase :	Take Off	**Occurrence Date :**	31 Jan 2011
Classification :	Occurrences	**Location :**	Jersey
Events :	Bird Strike	**Location Info :**	

Pretitle :
Birdstrike during take-off run. Damage to wing.

Precis :

A/C Type :	A319	**Occurrence Number :**	**201101318**
Flight Phase :	Approach	**Occurrence Date :**	08 Feb 2011
Classification :	Occurrences	**Location :**	Amsterdam
Events :	Bird Strike	**Location Info :**	

Pretitle :

Bird strike at 2500ft on approach. Damage to nr2 engine. Two fan blades shingled, acoustic lining scuffed and starboard flap track fairing holed and cracked.

Precis :

A/C Type :	A320	**Occurrence Number :**	**201104383**
Flight Phase :	Maintenance	**Occurrence Date :**	20 Feb 2011
Classification :	Occurrences	**Location :**	London-Heathrow - LHR
Events :	Bird Strike	**Location Info :**	

Pretitle :
Damage beyond AMM limits to three HPC stage 3 blades due to birdstrike.

Precis :
A/c suffered a birdstrike during take-off. On its return the a/c was placed unserviceable pending post birdstrike troubleshooting. A borescope inspection was performed and the a/c was declared serviceable and returned to service. On a subsequent HPC inspection, substantial damage was found on three HPC stage 3 blades. The blades were beyond AMM limits and the engine was removed.

A/C Type :	Agusta A109	**Occurrence Number :**	**201101844**
Flight Phase :	Cruise	**Occurrence Date :**	24 Feb 2011
Classification :	Occurrences	**Location :**	
Events :	Bird Strike	**Location Info :**	

Pretitle :
Birdstrike to transparent perspex windshield above co-pilot during flight. A small A4 size fragment fell to the ground.

Precis :

A/C Type :	B737	**Occurrence Number :**	**201101924**
Flight Phase :	Approach	**Occurrence Date :**	26 Feb 2011
Classification :	Occurrences	**Location :**	Edinburgh (EDI)
Events :	Bird Strike	**Location Info :**	

Pretitle :
Rumbling noise heard from RH side of the a/c during final approach. Landing uneventful with engine parameters appearing to be normal.

Precis :
Subsequent inspection revealed damage to the tips of nr2 engine fan blades with bird remains on the fan track lining. Airport ops found feathers on the runway.

A/C Type :	A321	**Occurrence Number :**	**201102231**
Flight Phase :	Landing	**Occurrence Date :**	05 Mar 2011
Classification :	Occurrences	**Location :**	Paris CDG
Events :	Bird Strike	**Location Info :**	

Pretitle :
Multiple birdstrike. A/c struck by approx 20 birds during landing.

Precis :
Engineering inspection found multiple strikes to wing, engine and fuselage. Evidence of ingestion into nr1 engine core and nr2 engine fan. Further engine inspections required prior to next flight.

A/C Type :	B737	**Occurrence Number :**	**201102276**
Flight Phase :	Landing	**Occurrence Date :**	07 Mar 2011
Classification :	Occurrences	**Location :**	Dublin
Events :	Bird Strike	**Location Info :**	

Pretitle :
Birdstrike during landing flare on LH side of a/c. Post flight inspection reveals remains and feathers on core intake part of engine and extensive damage to engine cowling.

Precis :

A/C Type :	A319	**Occurrence Number :**	**201102539**
Flight Phase :	Flight	**Occurrence Date :**	12 Mar 2011
Classification :	Occurrences	**Location :**	En Route
Events :	Bird Strike	**Location Info :**	

Pretitle :
Loud bang from nose area. Subsequently found to be birdstrike, evidence of impact on nose cone.

Precis :

A/C Type :	Piper PA28	**Occurrence Number :**	**201102432**
Flight Phase :	Landing	**Occurrence Date :**	12 Mar 2011
Classification :	Occurrences	**Location :**	Earls Colne
Events :	Bird Strike	**Location Info :**	

Pretitle :
Birdstrike during landing roll. Cracked windshield.

Precis :

A/C Type :	ATR 72	**Occurrence Number :**	**201102945**
Flight Phase :	Landing	**Occurrence Date :**	14 Mar 2011
Classification :	Occurrences	**Location :**	Isle of Man (IOM)
Events :	Bird Strike	**Location Info :**	

Pretitle :
Birdstrike to nr1 engine during landing roll. Engine damaged.

Precis :

A/C Type :	A319	**Occurrence Number :**	**201103000**
Flight Phase :	Parked	**Occurrence Date :**	14 Mar 2011
Classification :	Occurrences	**Location :**	Basle
Events :	Bird Strike	**Location Info :**	

Pretitle :
Evidence of birdstrike found during turnaround checks. Damage to Leading Edge Slat outboard of nr1 engine. Nothing observed during inbound flight.

Precis :

A/C Type :	EMB 190 Series	**Occurrence Number :**	**201102591**
Flight Phase :	Climb	**Occurrence Date :**	16 Mar 2011
Classification :	Occurrences	**Location :**	Belfast City
Events :	Bird Strike Engine/Malfunction Power Loss - First Engine Fumes Emergency Call Diversion /Return	**Location Info :**	

Pretitle :
Birdstrike to nr1 engine at 1200ft in climb. A/c returned.

Precis :

A/C Type :	Jetstream 41	**Occurrence Number :**	**201102565**
Flight Phase :	Landing	**Occurrence Date :**	16 Mar 2011
Classification :	Occurrences	**Location :**	Aberdeen (ADN)
Events :	Bird Strike	**Location Info :**	

Pretitle :
Birdstrike on landing roll causing damage to propeller.

Precis :

A/C Type :	B757	**Occurrence Number :**	**201102767**
Flight Phase :	Take Off	**Occurrence Date :**	18 Mar 2011
Classification :	Occurrences	**Location :**	Manchester (MCT)
Events :	Bird Strike	**Location Info :**	

Pretitle :
After take-off, loud thump heard and felt at the front of the a/c. All indications normal. On arrival, inspection revealed extensive damage to radome caused by birdstrike.

Precis :

A/C Type :	A319	**Occurrence Number :**	**201102846**
Flight Phase :	Approach	**Occurrence Date :**	18 Mar 2011
Classification :	Occurrences	**Location :**	London-Gatwick - LGW
Events :	Bird Strike	**Location Info :**	

Pretitle :
Birdstrike on radome during final approach. Unable to take avoiding action.

Precis :

A/C Type :	A321	**Occurrence Number :**	**201102907**
Flight Phase :	Climb	**Occurrence Date :**	20 Mar 2011
Classification :	Occurrences	**Location :**	En Route
Events :	Bird Strike	**Location Info :**	

Pretitle :
Birdstrike during climb.

Precis :
Damage to radome found on arrival.

A/C Type :	A319	**Occurrence Number :**	**201103015**
Flight Phase :	Flight	**Occurrence Date :**	24 Mar 2011
Classification :	Occurrences	**Location :**	En Route
Events :	A/c Structure Failure / Malfunction Bird Strike	**Location Info :**	

Pretitle :
Dull bang heard when raising gear following take-off. No other indications. During turnaround checks radome found to be totally destroyed. No evidence of birdstrike found.

Precis :

A/C Type :	A320	**Occurrence Number :**	**201103263**
Flight Phase :	Approach	**Occurrence Date :**	25 Mar 2011
Classification :	Occurrences	**Location :**	Madrid
Events :	Bird Strike	**Location Info :**	

Pretitle :
Birdstrike on approach, no abnormal indications observed. Inspection revealed slight dent in radome.

Precis :

A/C Type :	A319	**Occurrence Number :**	**201103156**
Flight Phase :	Approach	**Occurrence Date :**	27 Mar 2011
Classification :	Occurrences	**Location :**	Funchal
Events :	Bird Strike	**Location Info :**	

Pretitle :
Birdstrike to nr2 engine during approach at 1000ft. Engine vibration up to 9.1 units. Approach and landing continued. Eight fan blades damaged.

Precis :

A/C Type :	Eurocopter EC135	**Occurrence Number :**	**201103244**
Flight Phase :	Flight	**Occurrence Date :**	30 Mar 2011
Classification :	Occurrences	**Location :**	Swansea
Events :	Bird Strike	**Location Info :**	12nm NE Swansea

Airport.

Pretitle :
Birdstrike passing 1000ft in descent at 80-90knots causing extensive damage to starboard side windscreen. A/c landed at destination.

Precis :

A/C Type :	A319	**Occurrence Number :**	**201103819**
Flight Phase :	Parked	**Occurrence Date :**	09 Apr 2011
Classification :	Occurrences	**Location :**	Berlin Schonefeld
Events :	Bird Strike	**Location Info :**	

Pretitle :
During turnaround checks evidence of birdstrike found on nr2 engine. Distortion found on fan blade nr8 upper region. Damage within limits.

Precis :

A/C Type :	B777	**Occurrence Number :**	**201104084**
Flight Phase :	Maintenance	**Occurrence Date :**	16 Apr 2011
Classification :	Occurrences	**Location :**	Unknown
Events :	Bird Strike	**Location Info :**	

Pretitle :
Evidence of birdstrike found in nr2 engine during walkround. Damage to aft outer acoustic liner.

Precis :

A/C Type :	DHC8	**Occurrence Number :**	**201104023**
Flight Phase :	Take Off	**Occurrence Date :**	18 Apr 2011
Classification :	Occurrences	**Location :**	Amsterdam
Events :	Bird Strike	**Location Info :**	

Pretitle :
Birdstrike on rotation to LH outer wing leading edge. Minor damage only.

Precis :

A/C Type :	A319	**Occurrence Number :**	**201104055**
Flight Phase :	Landing	**Occurrence Date :**	19 Apr 2011
Classification :	Occurrences	**Location :**	Amsterdam
Events :	Bird Strike	**Location Info :**	

Pretitle :
Birdstrike to nr2 engine during landing roll at 90-100kts. Engine sustained some damage to fan blades.

Precis :

A/C Type :	B767	**Occurrence Number :**	**201104239**
Flight Phase :	Take Off	**Occurrence Date :**	20 Apr 2011
Classification :	Occurrences	**Location :**	Sanford
Events :	Bird Strike Engine/Malfunction Power Loss - First Engine Diversion /Return	**Location Info :**	

Pretitle :
Birdstrike on rotation. Bird, suspected to be a bald eagle, observed to rise from the runway before striking and causing damage to nr1 engine. A/c returned for an uneventful overweight landing.

Precis :

A/C Type :	A321	**Occurrence Number :**	**201104207**
Flight Phase :	Take Off	**Occurrence Date :**	22 Apr 2011
Classification :	Occurrences	**Location :**	Luton (LUT)
Events :	Bird Strike Emergency Call Engine Shutdown Diversion /Return	**Location Info :**	

Pretitle :
Birdstrike to nr1 engine on take-off causing engine vibration during initial climb. Engine shutdown, MAYDAY declared and a/c returned.

Precis :
On take-off roll above 100kts PF noticed birds flying past a/c. Shortly after a noise heard by both pilots. Engine parameters checked and were normal at this stage. Once airborne nr1 engine vibration indications were off the scale. Engine was retarded to idle and MAYDAY declared. Emergency action initiated by ATC and runway inspection carried out with bird remains found. Return initiated. Nr1 engine shutdown as the engine had probable damage due to stall and high EGT. Normal approach and landing carried out. Single fan blade damaged.

A/C Type :	Grumman AA5	**Occurrence Number :**	**201104204**
Flight Phase :	Approach	**Occurrence Date :**	24 Apr 2011
Classification :	Occurrences	**Location :**	Oban
Events :	Bird Strike	**Location Info :**	

Pretitle :
Birdstrike causing damage to wing sustained on approach.

Precis :

A/C Type :	A319	**Occurrence Number :**	**201104385**
Flight Phase :	Approach	**Occurrence Date :**	27 Apr 2011
Classification :	Occurrences	**Location :**	Berlin Schonefeld
Events :	Bird Strike	**Location Info :**	

Pretitle :
Birdstrike at 2500ft on approach. Large buzzard type bird seen followed by a thump below the nose of the a/c. RH runway turn-off lamp damaged.

Precis :

A/C Type :	B747	**Occurrence Number :**	**201104463**
Flight Phase :	Maintenance	**Occurrence Date :**	27 Apr 2011
Classification :	Occurrences	**Location :**	Unknown
Events :	Bird Strike	**Location Info :**	

Pretitle :
During routine wing inspections of the LH outboard foreflap, 6" x 4" hole in leading edge found. Suspect due to birdstrike as bird remains found in boat fairing.

Precis :

A/C Type :	A321	**Occurrence Number :**	**201104522**
Flight Phase :	Take Off	**Occurrence Date :**	02 May 2011
Classification :	Serious Incidents	**Location :**	Khartoum
Events :	Bird Strike	**Location Info :**	

Pretitle :
High speed rejected take-off just prior to V1 due to multiple birdstrikes. Two very large birds struck RH side of a/c. Local fire services sprayed nr1 engine with foam.

Precis :
Two fan blades in nr1 engine and RH landing gear damaged.

A/C Type :	A319	**Occurrence Number :**	**201104765**
Flight Phase :	Approach	**Occurrence Date :**	04 May 2011
Classification :	Occurrences	**Location :**	Olbia
Events :	Bird Strike Ingestion of Objects Undiagnosed Vibration Engine/Malfunction Power Loss - First Engine	**Location Info :**	

Pretitle :
On short finals at approx 100ft, birdstrike by medium/large sized bird LH side of a/c followed by light vibration. Inspection reveals remains found in LH engine and on flap nr2.

Precis :
Bird went through n1 engine cold section, later inspection found four N1 blades out of alignment.

A/C Type :	Piper PA18	**Occurrence Number :**	**201105030**
Flight Phase :	Approach	**Occurrence Date :**	11 May 2011
Classification :	Occurrences	**Location :**	White Waltham
Events :	Bird Strike	**Location Info :**	

Pretitle :
Birdstrike at 600ft on approach. Minor damage to wing leading edge.

Precis :

A/C Type :	A319	**Occurrence Number :**	**201105109**
Flight Phase :	Take Off	**Occurrence Date :**	12 May 2011
Classification :	Occurrences	**Location :**	Split
Events :	Bird Strike Ingestion of Objects Engine Malfunction Fumes Diversion /Return	**Location Info :**	

Pretitle :
Birdstrike to RH side of a/c on rotation. Flight deck and cabin crew heard bang followed by unpleasant smell. Buzzing noise and vibration felt as a/c went into hold. A/c returned.

Precis :
Engines and instruments all normal, take-off continued. Shortly after take-off unusual buzzing heard with minor vibration which disappeared when thrust reduced. Noise and vibration returned if N1 increased above 65%. On landing it was confirmed that a large bird had gone through nr2 engine.

A/C Type :	A321	**Occurrence Number :**	**201105123**
Flight Phase :	Landing	**Occurrence Date :**	14 May 2011
Classification :	Occurrences	**Location :**	Birmingham
Events :	Bird Strike	**Location Info :**	

Pretitle :
Birdstrike to anti-collision light on lower fuselage doing landing roll. Damage to red cover and bulb holder.

Precis :

A/C Type :	BAE146	**Occurrence Number :**	**201105110**
Flight Phase :	Take Off	**Occurrence Date :**	15 May 2011
Classification :	Occurrences	**Location :**	London City - LCY
Events :	Bird Strike Rejected Take-Off	**Location Info :**	

Pretitle :
Birdstrike sustained to port side of a/c just below flight deck windscreen. Rejected take-off.

Precis :

A/C Type :	B757	**Occurrence Number :**	**201105237**
Flight Phase :	Take Off	**Occurrence Date :**	16 May 2011
Classification :	Occurrences	**Location :**	Bodrum
Events :	Bird Strike	**Location Info :**	

Pretitle :
Birdstrike sustained on rotation. Single bird struck intersection of engine strut and wing leading edge causing a dent to leading edge slat.

Precis :

A/C Type :	Cessna C550 Citation 2	**Occurrence Number :**	**201105494**

Flight Phase :	Climb	**Occurrence Date :**	17 May 2011
Classification :	Occurrences	**Location :**	Manchester (MCT)
Events :	Bird Strike	**Location Info :**	

Pretitle :
Birdstrike sustained at 1500ft in climb. Struck RH wing outboard section of heated leading edge. No averse handling or evidence of ingestion.

Precis :

A/C Type :	Cessna C510 Citation Mustang	**Occurrence Number :**	**201107978**
Flight Phase :	Approach	**Occurrence Date :**	18 May 2011
Classification :	Occurrences	**Location :**	Geneva
Events :	Bird Strike	**Location Info :**	

Pretitle :
Birdstrike to RH side of a/c on approach at approx 7000ft. Damage found on inspection, minor skin deformation RH side of nose.

Precis :

A/C Type :	Piper PA28	**Occurrence Number :**	**201105648**
Flight Phase :	Approach	**Occurrence Date :**	19 May 2011
Classification :	Occurrences	**Location :**	Enstone
Events :	Bird Strike Flight Controls Problems / Jammed	**Location Info :**	

Pretitle :
Birdstrike sustained on approach. Port wing leading edge dented.

Precis :

A/C Type :	A319	**Occurrence Number :**	**201105842**
Flight Phase :	Approach	**Occurrence Date :**	27 May 2011
Classification :	Occurrences	**Location :**	Liverpool
Events :	Bird Strike	**Location Info :**	

Pretitle :
Birdstrike damage to landing gear.

Precis :

A/C Type :	DHC8	**Occurrence Number :**	**201105841**
Flight Phase :	Landing	**Occurrence Date :**	27 May 2011
Classification :	Occurrences	**Location :**	Birmingham
Events :	Bird Strike	**Location Info :**	

Pretitle :
Bird struck port spoiler flap. Dent in spoiler found on post-arrival inspection.

Precis :

A/C Type :	Saab F340	**Occurrence Number :**	**201105979**
Flight Phase :	Take Off	**Occurrence Date :**	30 May 2011
Classification :	Occurrences	**Location :**	Aberdeen (ADN)
Events :	Bird Strike Rejected Take-Off	**Location Info :**	

Pretitle :
Rejected take-off due to flock of starlings crossing in front of a/c. One bird struck a/c, no damage.

Precis :

A/C Type :	A319	**Occurrence Number :**	**201106119**
Flight Phase :	Take Off	**Occurrence Date :**	02 Jun 2011
Classification :	Occurrences	**Location :**	Stansted
Events :	Bird Strike Engine/Malfunction Power Loss - First Engine Diversion /Return	**Location Info :**	

Pretitle :
Birdstrike to nr1 engine at rotation. 5% loss for 5secs with vibration. A/c returned for an overweight landing. Bird remains confirmed in engine.

Precis :

A/C Type :	A320	**Occurrence Number :**	**201106611**
Flight Phase :	Take Off	**Occurrence Date :**	07 Jun 2011
Classification :	Occurrences	**Location :**	Bucharest
Events :	Bird Strike	**Location Info :**	

Pretitle :
Birdstrike on take-off causing shallow dent to L/E slat.

Precis :

A/C Type :	A320	**Occurrence Number :**	**201106531**
Flight Phase :	Take Off	**Occurrence Date :**	09 Jun 2011
Classification :	Occurrences	**Location :**	Paris Orly
Events :	Bird Strike Rejected Take-Off	**Location Info :**	

Pretitle :
RTO at approx 100kts due to a birdstrike.

Precis :
During take-off roll, at approx 100kts, a loud bang was heard from LH side of a/c. Capt rejected the take-off, and a/c came to a complete stop. After checking for failure and performing ECAM actions, a/c was taxied back to stand. Engineers made a thorough check and found bird remains on spinner and cold section of nr1 engine. Normal engine parameters noted, and after consultation decision was

made to continue. Subsequent take-off normal and no abnormal engine indications noticed on remaining sectors.

A/C Type :	A320	**Occurrence Number :**	**201106787**
Flight Phase :	Take Off	**Occurrence Date :**	18 Jun 2011
Classification :	Occurrences	**Location :**	Newcastle (NEW)
Events :	Bird Strike Ingestion of Objects	**Location Info :**	

Pretitle :
Birdstrike on take-off.

Precis :
Just prior to rotation, a flock of gulls observed taking flight to right of centre line of runway. Multiple bird strikes suspected on LH side of a/c in vicinity of Nr2 engine/right main gear. Once airborne, N1 vibration of max 3.7 units seen on ECAM at climb power, burning smell noted in cabin, all other engine and system indications normal. Following TDODAR, as all engine and other system indications normal and maximum vibration below advisory limit, flight continued. No further abnormal indications observed. Bird debris reported on runway. On arrival, a/c inspected and several fan blades showed signs of impact and bird debris seen in engine.

A/C Type :	A319	**Occurrence Number :**	**201106836**
Flight Phase :	Take Off	**Occurrence Date :**	18 Jun 2011
Classification :	Occurrences	**Location :**	Biarritz
Events :	Bird Strike	**Location Info :**	

Pretitle :
During take-off, just before rotation, birdstrike sustained on nose gear. Bird was a seagull. Later inspection revealed a hole in flap2.

Precis :

A/C Type :	SA350 Ecureuil	**Occurrence Number :**	**201106914**
Flight Phase :	Landing	**Occurrence Date :**	20 Jun 2011
Classification :	Occurrences	**Location :**	Shawbury (SWB)
Events :	Bird Strike	**Location Info :**	

Pretitle :
Birdstrike during approach struck the windscreen. Technical assistance sought.

Precis :

A/C Type :	Cessna 152	**Occurrence Number :**	**201106954**
Flight Phase :	Take Off	**Occurrence Date :**	20 Jun 2011
Classification :	Occurrences	**Location :**	Wycombe
Events :	Bird Strike Rejected Take-Off	**Location Info :**	

Pretitle :
Birdstrike to propeller during take off roll. Take-off rejected. No damage reported.

Precis :

A/C Type :	CL600RJ Regional Jet	**Occurrence Number :**	**201106955**
Flight Phase :	Approach	**Occurrence Date :**	20 Jun 2011
Classification :	Occurrences	**Location :**	Birmingham
Events :	Bird Strike	**Location Info :**	

Pretitle :
Birdstrike at 200ft on approach. Multiple strikes to nose, radome, windshield and landing gear.

Precis :
Co-pilot's wiper blade damaged and the area below the windscreen was dented, although within limits. NLG rear door LH support rod attachment found to have pulled through the panel. Airport Authority confirms that 24-hour bird control is carried out iaw a wildlife hazard management plan and is independently audited by FERA. Also, bird hazard Management Plan is constantly reviewed and off-airport hazards are surveyed and local land owners are consulted in mitigating the birdstrike risk to a/c with regard to off-site bird activity.

A/C Type :	Cessna 150	**Occurrence Number :**	**201106953**
Flight Phase :	Landing	**Occurrence Date :**	20 Jun 2011
Classification :	Occurrences	**Location :**	Doncaster
Events :	Bird Strike	**Location Info :**	

Pretitle :
Birdstrike damaged wing during landing roll.

Precis :

A/C Type :	B767	**Occurrence Number :**	**201107034**
Flight Phase :	Unknown	**Occurrence Date :**	24 Jun 2011
Classification :	Occurrences	**Location :**	Unknown
Events :	Bird Strike	**Location Info :**	

Pretitle :
Birdstrike damage to nr2 engine discovered on inspection of a/c after arrival. Debris found in engine. Crew not aware of birdstrike.

Precis :

A/C Type :	B777	**Occurrence Number :**	**201107258**
Flight Phase :	Take Off	**Occurrence Date :**	24 Jun 2011
Classification :	Occurrences	**Location :**	Leipzig
Events :	Bird Strike	**Location Info :**	

Pretitle :
Birdstrike nr1 during take-off. Engine intake lip and acoustic panel damaged.

Precis :

A/C Type :	B757	**Occurrence Number :**	**201107330**
Flight Phase :	Unknown	**Occurrence Date :**	28 Jun 2011
Classification :	Occurrences	**Location :**	London-Gatwick - LGW

Events :	Bird Strike	**Location Info :**	

Pretitle :
A/c sustained birdstrike damage to nr1 engine turbine blade. Damage reported by engineering. Unable to confirm location of birdstrike.

Precis :

A/C Type :	Cessna C550 Citation 2	**Occurrence Number :**	**201107419**
Flight Phase :	Approach	**Occurrence Date :**	30 Jun 2011
Classification :	Occurrences	**Location :**	London City - LCY
Events :	Bird Strike	**Location Info :**	

Pretitle :
Birdstrike: Two swans struck at 200ft on final approach. Pilot unable to go-around or take avoiding action. Normal landing carried out. LH wing leading edge and LH stabiliser damaged.

Precis :
Airport Authority currently attempting to relocate swans away from airport.

A/C Type :	Saab 2000	**Occurrence Number :**	**201107474**
Flight Phase :	Landing	**Occurrence Date :**	01 Jul 2011
Classification :	Occurrences	**Location :**	Farnborough
Events :	Bird Strike	**Location Info :**	

Pretitle :
Birdstrike during landing, nr2 engine damaged.

Precis :
One bird only struck, species Woodpigeon.

A/C Type :	Agusta A109	**Occurrence Number :**	**201107566**
Flight Phase :	Cruise	**Occurrence Date :**	05 Jul 2011
Classification :	Serious Incidents	**Location :**	Nr Kew Bridge
Events :	Bird Strike Emergency Call Forced Landing	**Location Info :**	

Pretitle :
UK Serious Incident: A/c departed and struck a seagull. MAYDAY declared and a/c landed safely in a playing field. Damage to LH windscreen. AAIB Field investigation.

Precis :
CAA Closure: While the helicopter was cruising at 150kst at 750ft agl a bird struck and shattered the LH windshield. The commander, seated in the LH seat, suffered minor injuries so the co-pilot took control and made a successful emergency landing. The Agusta A109C's windshield is not designed to withstand bird strikes and the regulations do not require it to do so. The US National Transportation Safety Board has recommended to the US Federal Aviation Administration that the regulations covering helicopters of the Agusta A109C's category should require a birdstrike-resistant windshield. As of Dec 2011 the FAA had not published a decision on the recommendation. AAIB Bulletin 03/2012, Ref: EW/C2011/07/10

A/C Type :	A320	**Occurrence Number :**	**201107756**
Flight Phase :	Take Off	**Occurrence Date :**	06 Jul 2011

Classification :	Occurrences	**Location :**	Stansted
Events :	Bird Strike Ingestion of Objects Diversion /Return	**Location Info :**	

Pretitle :
Birdstrike to nr1 engine. Two medium sized birds ingested and vibration felt through airframe. Suspected damage to fan blades. A/c diverted for engineering assistance.

Precis :

A/C Type :	B737	**Occurrence Number :**	**201107834**
Flight Phase :	Approach	**Occurrence Date :**	09 Jul 2011
Classification :	Occurrences	**Location :**	Faro
Events :	Bird Strike	**Location Info :**	

Pretitle :
Birdstrike at one mile on final approach. Swallow seen and impact heard. Slight damage to paintwork on nose cone.

Precis :

A/C Type :	A319	**Occurrence Number :**	**201107961**
Flight Phase :	Parked	**Occurrence Date :**	11 Jul 2011
Classification :	Occurrences	**Location :**	Bordeaux
Events :	Bird Strike	**Location Info :**	

Pretitle :
During walk around check evidence of birdstrike found on nr2 engine compressor blades. Feathers on compression blades and damage to fixed blades leading edge 1cm.

Precis :

A/C Type :	B757	**Occurrence Number :**	**201107957**
Flight Phase :	Cruise	**Occurrence Date :**	12 Jul 2011
Classification :	Occurrences	**Location :**	Toulouse
Events :	Fumes Emergency Call Diversion /Return Bird Strike	**Location Info :**	

Pretitle :
PAN declared due to Cabin Crew report of burning smell at rear of cabin. A/c diverted and sustained a birdstrike to LH side of a/c.

Precis :

A/C Type :	HS125	**Occurrence Number :**	**201108594**
Flight Phase :	Parked	**Occurrence Date :**	19 Jul 2011
Classification :	Occurrences	**Location :**	Bournemouth
Events :	Bird Strike	**Location Info :**	

Pretitle :
During post-flight inspection, the day after flight, a birdstrike to the nr1 engine was noticed. One fan blade was found to be damaged with a bent tip.

Precis :
Fan blade damage was found to be within limits and blended out.

A/C Type :	B747	**Occurrence Number :**	**201108380**
Flight Phase :	Initial Climb	**Occurrence Date :**	20 Jul 2011
Classification :	Occurrences	**Location :**	Orlando
Events :	Bird Strike Emergency Call	**Location Info :**	

Pretitle :
Birdstrike shortly after rotation. Runway inspected and section of honeycomb from flap and bird remains found. PAN declared at LGW to allow for early flap deployment.

Precis :
Damage to leading edge left hand fore flap (nr4).

A/C Type :	Robinson R44	**Occurrence Number :**	**201108423**
Flight Phase :	Flight	**Occurrence Date :**	22 Jul 2011
Classification :	Occurrences	**Location :**	Thame
Events :	Bird Strike Emergency Call Forced Landing	**Location Info :**	

Pretitle :
Birdstrike: Rotor mast struck. PAN declared and a/c landed immediately.

Precis :

A/C Type :	A320	**Occurrence Number :**	**201108452**
Flight Phase :	Take Off	**Occurrence Date :**	22 Jul 2011
Classification :	Occurrences	**Location :**	Luton (LUT)
Events :	Bird Strike Diversion /Return	**Location Info :**	

Pretitle :
A/c sustained birdstrike with damage to nr2 engine blades during take-off run. A/c returned.

Precis :

A/C Type :	EMB 190 Series	**Occurrence Number :**	**201108564**
Flight Phase :	Approach	**Occurrence Date :**	23 Jul 2011
Classification :	Occurrences	**Location :**	Milan Malpensa
Events :	Bird Strike	**Location Info :**	

Pretitle :
Birdstrike.

Precis :

Significant bird remains found ingested in nr2 engine during post flight walk around. No awareness of a strike by either pilot, but assumed to be on final approach as the bird remains looked like a Kestrel, of which there were many observed around the destination airfield.

A/C Type :	A320	**Occurrence Number :**	**201108927**
Flight Phase :	Approach	**Occurrence Date :**	28 Jul 2011
Classification :	Occurrences	**Location :**	Manchester (MCT)
Events :	Bird Strike	**Location Info :**	

Pretitle :
Multiple birdstrike on final approach by racing pigeons.

Precis :
LH engine ingested one bird with the engine casing and port wing also being struck.

A/C Type :	Falcon 900	**Occurrence Number :**	**201108822**
Flight Phase :	Approach	**Occurrence Date :**	30 Jul 2011
Classification :	Occurrences	**Location :**	Paris LBG
Events :	Bird Strike	**Location Info :**	

Pretitle :
Birdstrike during approach.

Precis :
Visual inspection revealed remains of the bird at the central portion of the outboard port slat. Damage was very light, leaving a shallow dent in the slat. Slat operation was checked and found to be normal.

A/C Type :	DHC8	**Occurrence Number :**	**201108931**
Flight Phase :	Take Off	**Occurrence Date :**	01 Aug 2011
Classification :	Occurrences	**Location :**	Exeter
Events :	Bird Strike	**Location Info :**	

Pretitle :
Rejected take-off due to birdstrike to LH side of a/c nose.

Precis :

A/C Type :	A319	**Occurrence Number :**	**201109195**
Flight Phase :	Take Off	**Occurrence Date :**	02 Aug 2011
Classification :	Occurrences	**Location :**	Venice
Events :	Bird Strike	**Location Info :**	

Pretitle :
Birdstrike during take-off. Damage noticed to upper leading outer edge (slat) of starboard wing after landing.

Precis :
Wing dent reported by pushback crew, examination showed bird remains. Birds flew across runway just before rotation on take-off (Lapwing size) but appeared to miss a/c, nothing felt by crew. Dent was on upper leading outer edge (slat) of starboard wing.

A/C Type :	B737	**Occurrence Number :**	**201109455**
Flight Phase :	Landing	**Occurrence Date :**	03 Aug 2011

Classification :	Occurrences	**Location :**	Luton (LUT)
Events :	Bird Strike	**Location Info :**	

Pretitle :
Birdstrike (woodpigeon) during landing. Landing gear struck and lights damaged.

Precis :

A/C Type :	BAE ATP	**Occurrence Number :**	**201109138**
Flight Phase :	Initial Climb	**Occurrence Date :**	04 Aug 2011
Classification :	Occurrences	**Location :**	Bournemouth
Events :	Engine/Malfunction Power Loss - First Engine Engine Shutdown Bird Strike Emergency Call	**Location Info :**	

Pretitle :
Nr2 engine auto feathered during initial climb. PAN declared and engine shutdown.

Precis :
During taxi, a moderately sized flock of starlings was observed. During initial climb both pilots heard a dull clunk from the RH engine, immediately followed by an increase in torque. The torque then fluctuated, power reduced in an attempt to reduce over torque. Right autofeather and left engine up-trim was then recognised and engine shutdown iaw checklist. PAN declared. An uneventful single engine approach and landing carried out. Subsequent inspection by engineers found a sign of bird remains on the fuselage, but no evidence of damage to the engine. The dent on the spinner was already recorded on the dent and buckle chart. Power runs carried out and satisfactory results obtained. Engine to be monitored for performance.

A/C Type :	A321	**Occurrence Number :**	**201109454**
Flight Phase :	Approach	**Occurrence Date :**	06 Aug 2011
Classification :	Occurrences	**Location :**	Alicante
Events :	Bird Strike	**Location Info :**	

Pretitle :
Birdstrike during approach with damage to RH wing slat.

Precis :
On approach approx 10 large black and white seabirds were seen ahead of the a/c. They dispersed in all directions as a/c drew close to them but a single impact was heard by both pilots. Inspection on the ground confirmed a single impact to nr3 slat of the RH wing. A dent in the slat, splatter marks on the under surface and an adjacent flap actuator fairing.

A/C Type :	B757	**Occurrence Number :**	**201109227**
Flight Phase :	Initial Climb	**Occurrence Date :**	07 Aug 2011
Classification :	Occurrences	**Location :**	Leeds Bradford (LBA)
Events :	A/c Maintenance A/c Equipment (non-AW) Failure Emergency Call Diversion /Return Bird Strike	**Location Info :**	

Pretitle :
Smoke reported in the cabin. PAN declared and a/c returned. On landing a/c suffered a birdstrike.

Precis :
Engineers tested the aft galley ovens. Strong smell and smoke was found. Ovens cleaned of burnt food debris.

A/C Type :	Saab F340	**Occurrence Number :**	**201109178**
Flight Phase :	Take Off	**Occurrence Date :**	08 Aug 2011
Classification :	Occurrences	**Location :**	Kirkwall
Events :	Bird Strike Rejected Take-Off	**Location Info :**	

Pretitle :
Rejected take-off at approx 60kts due to a birdstrike.

Precis :
ATC reported that an intact common gull was found on the runway. After shutdown, a visual inspection of the a/c showed an impact point 30cm from the wing tip on the RH leading edge. Engineering investigation found no damage to the a/c.

A/C Type :	B757	**Occurrence Number :**	**201109359**
Flight Phase :	Initial Climb	**Occurrence Date :**	08 Aug 2011
Classification :	Occurrences	**Location :**	Palma
Events :	Bird Strike Diversion /Return	**Location Info :**	

Pretitle :
Birdstrike during initial climb. PAN declared and a/c returned.

Precis :
After take-off a rumbling noise and slight vibration felt. It was noted that left N1 vibration indicator was in amber band (approx 2.8 units) and engine operated at lower power. Autothrottle off, thrust reduced on LH eng. QRH actioned and PAN declared. A/c returned for normal landing. One engine fanblade suffered severe damage.

A/C Type :	A319	**Occurrence Number :**	**201109656**
Flight Phase :	Take Off	**Occurrence Date :**	08 Aug 2011
Classification :	Occurrences	**Location :**	Milan Malpensa
Events :	Bird Strike Engine/Malfunction Power Loss - First Engine Emergency Call Diversion /Return	**Location Info :**	

Pretitle :
Bird strike on take-off.

Precis :
Nr1 engine noted to be louder than normal with vibration of 4.3. Bird remains found by airport authority. PAN declared and a/c returned to departure airport. Highest vibration recorded was 7.3. Subsequent inspection revealed a number of bent fan blades.

A/C Type :	Jetstream 32	**Occurrence Number :**	**201109484**
Flight Phase :	Approach	**Occurrence Date :**	12 Aug 2011
Classification :	Occurrences	**Location :**	Guernsey
Events :	Bird Strike	**Location Info :**	

Pretitle :
Birdstrike on approach. Damage to glass cover on RH wingtip strobe light.

Precis :

A/C Type :	B737	**Occurrence Number :**	**201109700**
Flight Phase :	Take Off	**Occurrence Date :**	17 Aug 2011
Classification :	Occurrences	**Location :**	Manchester (MCT)
Events :	Bird Strike Diversion /Return	**Location Info :**	

Pretitle :
Birdstike during take-off.

Precis :
Remains of one woodpigeon found on runway. A/c diverted for inspection and a large dent was found on the LH side of the fuselage, next to the emergency exit.

A/C Type :	Extra 300	**Occurrence Number :**	**201109795**
Flight Phase :	Landing	**Occurrence Date :**	20 Aug 2011
Classification :	Occurrences	**Location :**	Shoreham
Events :	Bird Strike	**Location Info :**	

Pretitle :
Birdstrike on landing. A/c wing damaged.

Precis :

A/C Type :	A320	**Occurrence Number :**	**201109858**
Flight Phase :	Take Off	**Occurrence Date :**	20 Aug 2011
Classification :	Occurrences	**Location :**	Venice
Events :	Bird Strike	**Location Info :**	

Pretitle :
Birdstrike during take-off.

Precis :
During take-off a small falcon hit nr2 engine. There were no engine parameters exceedance, take-off continued and flight was normal. On external check, three fan blades discovered deformed.

A/C Type :	DHC8	**Occurrence Number :**	**201110012**
Flight Phase :	Landing	**Occurrence Date :**	21 Aug 2011
Classification :	Occurrences	**Location :**	Guernsey
Events :	Bird Strike	**Location Info :**	

Pretitle :
Birdstrike during landing.

Precis :
On inspection minor damage found to de-icing boot which was repaired by engineers. Bird debris recovered from runway.

A/C Type :	B767	**Occurrence Number :**	**201109995**
Flight Phase :	Take Off	**Occurrence Date :**	23 Aug 2011
Classification :	Occurrences	**Location :**	Antalya
Events :	Bird Strike	**Location Info :**	

Pretitle :
Birdstrike during take-off, just prior to V1. Take-off continued. Vibration felt by cabin crew shortly afterwards although vibration level indications were 1.8 on LH engine and 0.8 on RH engine.

Precis :

A/C Type :	A320	**Occurrence Number :**	**201110113**
Flight Phase :	Initial Climb	**Occurrence Date :**	28 Aug 2011
Classification :	Occurrences	**Location :**	Luton (LUT)
Events :	Bird Strike	**Location Info :**	

Pretitle :
Bird strike to the a/c nose at approximately 20ft altitude during the initial climb. With no obvious signs of damage and with all indications normal, the flight continued to its scheduled destination.

Precis :
Subsequent inspection confirmed a small dent in the radome.

A/C Type :	Bolkow 209	**Occurrence Number :**	**201110152**
Flight Phase :	Climb	**Occurrence Date :**	29 Aug 2011
Classification :	Occurrences	**Location :**	Manchester Barton A/F
Events :	Bird Strike	**Location Info :**	

Pretitle :
Birdstrike: On investigation, landing lamp lens broken.

Precis :

A/C Type :	B757	**Occurrence Number :**	**201110202**
Flight Phase :	Take Off	**Occurrence Date :**	30 Aug 2011
Classification :	Occurrences	**Location :**	Newcastle (NEW)
Events :	Bird Strike A/c Equipment / System Malfunction Diversion /Return	**Location Info :**	

Pretitle :
Suspected birdstrike on take-off. A/c diverted.

Precis :
15mins after departure, a/c advised possible birdstrike. Crew received 'L ENG PROBE HEAT' message. Diversion initiated. No evidence found during inspections.

A/C Type :	B777	**Occurrence Number :**	**201110369**
Flight Phase :	Parked	**Occurrence Date :**	01 Sep 2011
Classification :	Occurrences	**Location :**	St Lucia
Events :	Bird Strike	**Location Info :**	

Pretitle :
Damage to a/c, possibly birdstrike, found by engineer during walkround inspection.

Precis :
Damage to RH engine noticed by ground engineer on arrival. Birdstrike not evident from flight deck. Three OGV panels and two blocker door panels damaged. No evidence of core ingestion. Repairs carried out and thrust reverser de-activated.

A/C Type :	A319	**Occurrence Number :**	**201110367**
Flight Phase :	Take Off	**Occurrence Date :**	02 Sep 2011
Classification :	Occurrences	**Location :**	Milan Malpensa
Events :	Bird Strike	**Location Info :**	

Pretitle :
Birdstrike on take-off roll. Take-off rejected.

Precis :
During take-off roll, a/c hit approx 20-30 birds. RTO carried out at approx 100kts. Impact damage found on RH fuselage, wing and nr2 engine.

A/C Type :	B737	**Occurrence Number :**	**201110720**
Flight Phase :	Landing	**Occurrence Date :**	03 Sep 2011
Classification :	Occurrences	**Location :**	Nottingham East Midlands
Events :	Bird Strike	**Location Info :**	

Pretitle :
Birdstrike on touchdown.

Precis :
One bird seen to pass down LH side of nose at touchdown. Pungent burning smell apparent and no abnormal engine indications noted. On stand, inspection revealed impact point on lower LH cowling with blood and feather debris on many blades. Engineering inspection carried out.

A/C Type :	B747	**Occurrence Number :**	**201110418**
Flight Phase :	Take Off	**Occurrence Date :**	04 Sep 2011
Classification :	Occurrences	**Location :**	New York JFK
Events :	Bird Strike	**Location Info :**	

Pretitle :
Suspected birdstrike to nr2 engine during take-off.

Precis :
During the take-off roll a seagull was seen to pass down LH of the a/c. Vibration and noise felt on flight deck. Engine indication normal and take-off continued. Diagnosis once clean showed high engine vibration. Maintrol consulted and nr2 engine operated at idle. N1 vibration stable at 0.6 units during rest of the cruise. Flight continuation policy invoked. A/c operated subsequent sector.

A/C Type :	B767	**Occurrence Number :**	**201110649**
Flight Phase :	Unknown	**Occurrence Date :**	07 Sep 2011
Classification :	Occurrences	**Location :**	Unknown
Events :	Bird Strike	**Location Info :**	

Pretitle :

Evidence found of a bird strike within RH engine.

Precis :
Unknown when a/c hit bird as not reported. Runway inspected, no remains found. Engine to be stripped down.

A/C Type :	B757	**Occurrence Number :**	**201110928**
Flight Phase :	Landing	**Occurrence Date :**	09 Sep 2011
Classification :	Occurrences	**Location :**	Dalaman
Events :	Bird Strike	**Location Info :**	

Pretitle :
Bird observed passing LH side of a/c during landing run. During post flight walkaround, bird remains found at LH engine cold stream stator vanes behind fan blades and reverser cascade vanes.

Precis :

A/C Type :	DHC8	**Occurrence Number :**	**201110991**
Flight Phase :	Take Off	**Occurrence Date :**	14 Sep 2011
Classification :	Occurrences	**Location :**	Glasgow (GOW)
Events :	Bird Strike Rejected Take-Off	**Location Info :**	

Pretitle :
During take-off run, a/c struck by a large bird. Take-off aborted at 80kts.

Precis :
Pilot reported hitting bird on take-off run. Take-off aborted and taxied back to stand. A/c inspected with no damage found.

A/C Type :	Eurocopter EC155	**Occurrence Number :**	**201111030**
Flight Phase :	Approach	**Occurrence Date :**	15 Sep 2011
Classification :	Occurrences	**Location :**	Oxford
Events :	Bird Strike	**Location Info :**	

Pretitle :
Tail damage due to birdstrike on approach.

Precis :

A/C Type :	Cessna 152	**Occurrence Number :**	**201111100**
Flight Phase :	Landing	**Occurrence Date :**	16 Sep 2011
Classification :	Occurrences	**Location :**	Peterborough-Conington
Events :	Bird Strike	**Location Info :**	

Pretitle :
Birdstrike during landing. A/c wing damaged.

Precis :

A/C Type :	Piper PA28	**Occurrence Number :**	**201111108**
Flight Phase :	Approach	**Occurrence Date :**	18 Sep 2011
Classification :	Occurrences	**Location :**	Stapleford
Events :	Bird Strike	**Location Info :**	

Pretitle :
Birdstrike on approach. A/c wing damaged.

Precis :

A/C Type :	Cessna C550 Citation 2	**Occurrence Number :**	**201111368**
Flight Phase :	Take Off	**Occurrence Date :**	20 Sep 2011
Classification :	Occurrences	**Location :**	Altenburg-Nobitz
Events :	Bird Strike	**Location Info :**	

Pretitle :
Birdstrike: Damage to leading edge.

Precis :

A/C Type :	EMB 135	**Occurrence Number :**	**201111508**
Flight Phase :	Initial Climb	**Occurrence Date :**	20 Sep 2011
Classification :	Occurrences	**Location :**	Palma
Events :	Bird Strike Bird Strike	**Location Info :**	

Pretitle :
Birdstrike during initial climb.

Precis :
All indications confirmed to be operating normally. A/c continued to destination. On visual inspection the nose section of the a/c was found to be damaged. A/c repositioned for maintenance action.

A/C Type :	A321	**Occurrence Number :**	**201111467**
Flight Phase :	Descent	**Occurrence Date :**	23 Sep 2011
Classification :	Occurrences	**Location :**	Nottingham East Midlands
Events :	Bird Strike	**Location Info :**	

Pretitle :
PAN declared due to nr2 engine vibration.

Precis :
N1 on nr2 eng rose to 9 units as thrust reduced to idle power at start of descent. PAN declared and descent continued. RPM increased on nr2 engines to 50% with autothrust off and N1 reduced to less than 1 unit. Uneventful landing and taxied onto stand with vibration indicated at 0.3. After take-off the FO had mentioned seeing a bird pass down the RH side of the a/c, although nothing felt. Evidence of birdstrike seen on nr2 engine.

A/C Type :	Eurocopter EC225	**Occurrence Number :**	**201114664**
Flight Phase :	Take Off	**Occurrence Date :**	27 Sep 2011
Classification :	Occurrences	**Location :**	Oil Rig
Events :	Bird Strike	**Location Info :**	

	Rejected Take-Off		

Pretitle :
Rejected take-off due to birdstrike.

Precis :
Rotor struck and small crack found on blade.

A/C Type :	B737	**Occurrence Number :**	**201111986**
Flight Phase :	Take Off	**Occurrence Date :**	29 Sep 2011
Classification :	Occurrences	**Location :**	London-Gatwick - LGW
Events :	Bird Strike Engine Malfunction	**Location Info :**	

Pretitle :
Birdstrike: Engine fan blade damage.

Precis :
HF unreadable and ACARS not working. Max vibration noted during climb was 2.2 units. Two fan blades were found out of limits.

A/C Type :	A319	**Occurrence Number :**	**201111866**
Flight Phase :	Take Off	**Occurrence Date :**	30 Sep 2011
Classification :	Occurrences	**Location :**	Luton (LUT)
Events :	Bird Strike	**Location Info :**	

Pretitle :
Bird struck radome just before rotation. ATC notified and remains found on the runway.

Precis :
Inspection carried out at destination and a dent was found on lower LH radome.

A/C Type :	Eurocopter EC135	**Occurrence Number :**	**201112027**
Flight Phase :	Climb	**Occurrence Date :**	30 Sep 2011
Classification :	Occurrences	**Location :**	2nm West of Beaminster
Events :	Bird Strike	**Location Info :**	

Pretitle :
Birdstrike to LH chin window at 700ft. After shut down, a hole measuring approx 8in x 6in discovered. Window replaced.

Precis :

A/C Type :	B747	**Occurrence Number :**	**201112017**
Flight Phase :	Parked	**Occurrence Date :**	30 Sep 2011
Classification :	Occurrences	**Location :**	London-Heathrow - LHR
Events :	Bird Strike A/c Structure Failure / Malfunction A/c Maintenance Flight Crew Occurrence	**Location Info :**	

Pretitle :
Birdstrike damage to upper surface of nr2 engine nose cowl and wing leading edge.

Precis :
The damage required the a/c to be removed from service 5mins before departure.
CAA Closure: The damage was missed due to weather conditions and passenger steps obscuring the view. QAB issued to highlight the importance of inspection standards. This issue is also being discussed at local level team meetings.

A/C Type :	BE200 Super King Air	**Occurrence Number :**	**201111945**
Flight Phase :	Take Off	**Occurrence Date :**	03 Oct 2011
Classification :	Occurrences	**Location :**	Barrow
Events :	Bird Strike Rejected Take-Off	**Location Info :**	

Pretitle :
Aborted take-off due to birdstrike.

Precis :
Low speed rejected take-off at 40kts. No damage reported.

A/C Type :	Eurocopter EC135	**Occurrence Number :**	**201112695**
Flight Phase :	Cruise	**Occurrence Date :**	11 Oct 2011
Classification :	Occurrences	**Location :**	En Route
Events :	Bird Strike	**Location Info :**	

Pretitle :
Birdstrike. Thud felt through airframe, no bird seen. Slight damage to front of police role equipment pod.

Precis :

A/C Type :	A320	**Occurrence Number :**	**201112953**
Flight Phase :	Take Off	**Occurrence Date :**	15 Oct 2011
Classification :	Occurrences	**Location :**	Manchester (MCT)
Events :	Bird Strike Engine Fire / Overheat / Smoke Rejected Take-Off	**Location Info :**	

Pretitle :
Take-off rejected at approximately 100kts due to a loud bang and a/c vibration. ATC report of fire/smoke. After fire service inspection, a/c returned to stand.

Precis :
Engineering inspection found significant damage to nr2 engine.
CAA Closure: A preliminary report into the cause of the incident from the manufacturer describes the primary cause as being due to a previous birdstrike. This led to a high cycle fatigue crack propagation in two blades within the stage 4 'booster' (compressor) section. The cracks propagated from the root area of the leading edge, leading to the liberation of one of the two blades. The engine will be repaired as necessary to return it to service. The operator has procedures in place to both report and investigate birdstrike events.

A/C Type :	B747	**Occurrence Number :**	**201113121**

Flight Phase :	Parked	**Occurrence Date :**	15 Oct 2011
Classification :	Occurrences	**Location :**	Los Angeles
Events :	Bird Strike A/c Maintenance Engine/Malfunction Power Loss - First Engine	**Location Info :**	

Pretitle :
Birdstrike damage to nr4 engine.

Precis :
A/c had Weekly and Transit Checks completed but did not highlight bird strike damage to nr4 engine which was noticed by pilot on his walk round. There were feathers on the outer edges of fan blades and bird remains on the top above the core. Due to damage, a/c despatched with no EPR indications and 'manual thrust levers' for nr4 engine. Crew reported all engine parameters normal in flight. EPR indication tubes to be cleared on arrival at main base.

A/C Type :	Eurocopter EC135	**Occurrence Number :**	**201112988**
Flight Phase :	Cruise	**Occurrence Date :**	16 Oct 2011
Classification :	Occurrences	**Location :**	En Route
Events :	Bird Strike	**Location Info :**	

Pretitle :
Birdstrike during cruise.

Precis :
Upon return, pilot could only find a fine film of feathers on the RH stabiliser leading edge as well as evidence of a birdstrike on the windscreen and upper cowling just above the air intake for the engine oil cooler. Subsequent pilot, under guidance from an engineer, had a thorough look and found evidence of the strike on one of the blades, it appears that the blade took the brunt of the impact and the resultant debris was 'showered' over the windscreen, cowling and starboard leading edge of the stabiliser. Subsequent detailed inspection found no damage evident.

A/C Type :	A319	**Occurrence Number :**	**201114665**
Flight Phase :	Take Off	**Occurrence Date :**	16 Oct 2011
Classification :	Occurrences	**Location :**	Luton (LUT)
Events :	Bird Strike Rejected Take-Off	**Location Info :**	

Pretitle :
Rejected take-off due to birdstrike. No damage found.

Precis :

A/C Type :	A320	**Occurrence Number :**	**201113147**
Flight Phase :	Approach	**Occurrence Date :**	20 Oct 2011
Classification :	Occurrences	**Location :**	Toulouse
Events :	Bird Strike	**Location Info :**	

Pretitle :
Birdstrike to radome during approach. Damage found to conductive strip which was removed prior to next departure.

Precis :

A/C Type :	EMB 145	**Occurrence Number :**	**201113208**
Flight Phase :	Parked	**Occurrence Date :**	21 Oct 2011
Classification :	Occurrences	**Location :**	London-Heathrow - LHR
Events :	Bird Strike A/c Maintenance	**Location Info :**	
Pretitle :			

Bird remains found during a/c external inspection prior to first flight of the day. Flight delayed.

Precis :
Remains found on LH wing just inboard of landing light towards upper side of leading edge. Further remains found inside nr1 engine inlet lip at one o'clock position. Overnight, a/c had had both Daily and 14 day inspections but the very obvious birdstrike was not recorded. Engineer called to assess the engine and wing for damage and a/c cleared iaw Embraer birdstrike inspections procedure. Reporter suggests that better vigilance during the previous inspections by engineering would have prevented a delayed departure.

A/C Type :	A320	**Occurrence Number :**	**201113516**
Flight Phase :	Approach	**Occurrence Date :**	28 Oct 2011
Classification :	Occurrences	**Location :**	Gibraltar
Events :	Bird Strike	**Location Info :**	

Pretitle :
Birdstrike during approach. Nr2 engine struck and damaged.

Precis :
Departure delayed until safety inspection carried out by engineer

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A/C Type :	B747	**Occurrence Number :**	**201114345**
Flight Phase :	Landing	**Occurrence Date :**	29 Oct 2011
Classification :	Occurrences	**Location :**	London-Heathrow - LHR
Events :	Bird Strike	**Location Info :**	

Pretitle :
Evidence of birdstrike damage to starboard inboard flap and second outboard boat fairing.

Precis :

A/C Type :	A320	**Occurrence Number :**	**201113927**
Flight Phase :	Take Off	**Occurrence Date :**	08 Nov 2011
Classification :	Occurrences	**Location :**	Tenerife
Events :	Bird Strike	**Location Info :**	

Pretitle :
A/c suffered a birdstrike on take-off. Pilot unaware of strike but noticed a drop in performance.

Precis :
Engineer noticed damage to three fan blades on the nr2 engine during checks at destination. Small amount of remains retrieved from the engine.

A/C Type :	A319	**Occurrence Number :**	**201114220**
Flight Phase :	Maintenance	**Occurrence Date :**	15 Nov 2011
Classification :	Occurrences	**Location :**	Milan Malpensa
Events :	Bird Strike A/c Maintenance	**Location Info :**	

Pretitle :
ADD raised for nr1 engine post birdstrike, however, the TLP entry records state borescope defect action against nr2 engine.

Precis :
During Daily inspection evidence of a birdstrike was found on the nr1 engine. ADD was raised for borescope inspection within 25FH/10FC, which was carried out. Following initial inspection, new ADD was raised for further borescope between 200 and 400FH. This was recorded correctly in the records system and on the ADD sheets. This was performed and second ADD was closed, however, the TLP entry records the requirement as a defect and action taken on the nr2 engine.

A/C Type :	A319	**Occurrence Number :**	**201114328**
Flight Phase :	Take Off	**Occurrence Date :**	18 Nov 2011
Classification :	Occurrences	**Location :**	Thessaloniki
Events :	Bird Strike Engine Malfunction Rejected Take-Off	**Location Info :**	

Pretitle :
During take-off at 80kts a/c sustained birdstrike. Take-off rejected. Bird remains and fan blade damage found in nr1 engine.

Precis :

A/C Type :	A319	**Occurrence Number :**	**201114458**
Flight Phase :	Take Off	**Occurrence Date :**	21 Nov 2011
Classification :	Occurrences	**Location :**	Amsterdam
Events :	Bird Strike Ingestion of Objects A/c Technical Occurrence Engine Shutdown Diversion /Return	**Location Info :**	

Pretitle :
PAN declared and a/c returned due to high vibration and subsequent shutdown of nr2 engine. Possible birdstrike.

Precis :
Shortly after take-off a loud vibration sounded and was felt in the cabin. Engine warning display showed high vibration on nr2 engine. ATC advised of bird remains found on runway so PAN declared and nr2 engine shut down. ECAM drills carried out and a/c returned. Landed safely with emergency services in attendance. Subsequent engineering inspection found damage to nr2 external intake fanblades and inboard RH slat.

A/C Type :	A321	**Occurrence Number :**	**201114815**
Flight Phase :	Initial Climb	**Occurrence Date :**	21 Nov 2011
Classification :	Occurrences	**Location :**	Manchester (MCT)
Events :	Bird Strike Engine Malfunction Diversion /Return	**Location Info :**	

Pretitle :
A/c returned due to a possible birdstrike.

Precis :
During take-off flight crew noted a conversation between ATC and the airport bird control unit reporting a large flock of birds approaching the runway. At approx 200ft birds were sighted ahead, rate of climb increased to pass above the flock. A few mins later nr2 engine oil quantity started to reduce to around 3units. Return requested due to a possible bird strike. ATC reported that the bird control unit had seen an estimated 300 birds (wood pigeon) pass down each side of the a/c. During

the descent and approach the oil quantity returned to normal but occasionally jumped between 24.0 units and low indications (3 to 4 units). Normal landing carried out. No evidence of birdstrike found on landing.

A/C Type :	A340	**Occurrence Number :**	**201115868**
Flight Phase :	Take Off	**Occurrence Date :**	22 Nov 2011
Classification :	Occurrences	**Location :**	London-Heathrow - LHR
Events :	Bird Strike Engine Malfunction Diversion /Return	**Location Info :**	

Pretitle :
Birdstrike on take-off causing damage to six fan blades in nr1 engine. A/c returned.

Precis :

A/C Type :	B777	**Occurrence Number :**	**201115869**
Flight Phase :	Maintenance	**Occurrence Date :**	22 Nov 2011
Classification :	Occurrences	**Location :**	London-Heathrow - LHR
Events :	Bird Strike A/c Technical Occurrence	**Location Info :**	

Pretitle :
Birdstrike to nr1 engine.

Precis :
Ground checks revealed a birdstrike to nr1 engine had occurred. Hole found in engine panel and pigeon remains attached.

A/C Type :	A320	**Occurrence Number :**	**201114489**
Flight Phase :	Initial Climb	**Occurrence Date :**	22 Nov 2011
Classification :	Occurrences	**Location :**	Manchester (MCT)
Events :	Bird Strike Fumes	**Location Info :**	

Pretitle :
Bird strike on take-off.

Precis :
A flock of birds rose up from the runway as a/c was lifting off. Small impact but engine indications were stable so flight continued. "Stale cooking smell" noted in flight deck for 30 seconds. ATC informed, three dead rooks found on runway. Engineers checked a/c on arrival and found slight damage to engine rim and blades.

A/C Type :	BE200 Super King Air	**Occurrence Number :**	**201114516**
Flight Phase :	Approach	**Occurrence Date :**	23 Nov 2011
Classification :	Occurrences	**Location :**	Barrow
Events :	Bird Strike	**Location Info :**	

Pretitle :
During approach at 200ft a/c sustained birdstrike causing damage to wing.

Precis :

A/C Type :	B737	**Occurrence Number :**	**201114544**
Flight Phase :	Approach	**Occurrence Date :**	23 Nov 2011
Classification :	Occurrences	**Location :**	Bremen
Events :	Bird Strike	**Location Info :**	

Pretitle :
A/c on final approach at 500ft observed flock of birds ahead passing at 300ft, struck one bird at 200ft, continued approach. Damage to lower section of outboard left flap.

Precis :

A/C Type :	A319	**Occurrence Number :**	**201114635**
Flight Phase :	Take Off	**Occurrence Date :**	27 Nov 2011
Classification :	Occurrences	**Location :**	Casablanca
Events :	Bird Strike Engine Malfunction Emergency Call Diversion /Return	**Location Info :**	

Pretitle :
PAN declared and a/c returned due to birdstrike on rotation.

Precis :
Loud abnormal engine noise and high vibration engine nr2. PAN declared and a/c returned as a precautionary measure. Engineers inspection revealed four damaged fan blades.

A/C Type :	A320	**Occurrence Number :**	**201114697**
Flight Phase :	Landing	**Occurrence Date :**	29 Nov 2011
Classification :	Occurrences	**Location :**	Birmingham
Events :	Bird Strike	**Location Info :**	

Pretitle :
Birdstrike damaged landing gear during landing roll.

Precis :

A/C Type :	B737	**Occurrence Number :**	**201114814**
Flight Phase :	Parked	**Occurrence Date :**	30 Nov 2011
Classification :	Occurrences	**Location :**	Leeds Bradford (LBA)
Events :	Bird Strike	**Location Info :**	

Pretitle :
Evidence of birdstrike found during walkround check. Remains found on wing leading edge and in engine.

Precis :

A/C Type :	B747	**Occurrence Number :**	**201114952**

Flight Phase :	Parked	**Occurrence Date :**	30 Nov 2011
Classification :	Occurrences	**Location :**	
Events :	Bird Strike	**Location Info :**	

Pretitle :
Evidence of birdstrike to RH trailing edge flap found during pre-flight walkaround. Engineering confirmed small dent as being within limits.

Precis :

A/C Type :	BAE146	**Occurrence Number :**	**201114804**
Flight Phase :	Descent	**Occurrence Date :**	02 Dec 2011
Classification :	Occurrences	**Location :**	London City - LCY
Events :	Bird Strike	**Location Info :**	

Pretitle :
Birdstrike damage to nr3 & nr4 engines. Large flock of birds seen at 15nm from touchdown at 3000ft. Estimate struck by approx 11 birds.

Precis :

A/C Type :	Robin 400	**Occurrence Number :**	**201114835**
Flight Phase :	Climb	**Occurrence Date :**	02 Dec 2011
Classification :	Occurrences	**Location :**	Bembridge
Events :	Bird Strike Diversion /Return	**Location Info :**	

Pretitle :
Birdstrike to wing causing damage. A/c returned.

Precis :

A/C Type :	B737	**Occurrence Number :**	**201114857**
Flight Phase :	Approach	**Occurrence Date :**	03 Dec 2011
Classification :	Occurrences	**Location :**	Catania
Events :	Bird Strike	**Location Info :**	

Pretitle :
Birdstrike on approach caused damage to fan blades.

Precis :

A/C Type :	A319	**Occurrence Number :**	**201114889**
Flight Phase :	Landing	**Occurrence Date :**	04 Dec 2011
Classification :	Occurrences	**Location :**	Belfast (BEL)
Events :	Bird Strike	**Location Info :**	

Pretitle :
Birdstrike. Two significant birdstrikes on landing. One hit the lower left nose cone and the other was ingested into the RH engine.

Precis :
Damage to a/c, dented left nose cone and remains deposited over slats, flaps and landing gear. Engineers attended a/c on arrival

A/C Type :	B747	**Occurrence Number :**	**201114949**
Flight Phase :	Parked	**Occurrence Date :**	05 Dec 2011
Classification :	Occurrences	**Location :**	
Events :	Bird Strike	**Location Info :**	

Pretitle :
Evidence of birdstrike found during pre-flight engineering inspection. Impact damage to LH inboard flap, with feathers visible in the flap slot. Time and location of birdstrike unknown.

Precis :

A/C Type :	B747	**Occurrence Number :**	**201114933**
Flight Phase :	Unknown	**Occurrence Date :**	05 Dec 2011
Classification :	Occurrences	**Location :**	
Events :	Bird Strike	**Location Info :**	

Pretitle :
Birdstrike: Damage found to RH outboard leading edge fore flap approximately 12 inches from the outboard end. Feathers removed. Damage approximately 4x4 inches. Skin punctured.

Precis :

A/C Type :	B737	**Occurrence Number :**	**201114975**
Flight Phase :	Landing	**Occurrence Date :**	06 Dec 2011
Classification :	Occurrences	**Location :**	Liverpool
Events :	Bird Strike A/c Equipment / System Failure	**Location Info :**	

Pretitle :
Birdstrike damage to wing tip strobe light.

Precis :
Pilots unaware of birdstrike but later confirmed as occurring at the landing airport.

A/C Type :	HS125	**Occurrence Number :**	**201115310**
Flight Phase :	Take Off	**Occurrence Date :**	14 Dec 2011
Classification :	Occurrences	**Location :**	Carlisle
Events :	Bird Strike Engine Malfunction Emergency Call Diversion /Return	**Location Info :**	

Pretitle :
"Bang" heard and a smell in the flight deck during take-off. Initially believed to be tyre failure but later confirmed to be a bird strike. PAN declared due to RH engine vibration. Diverted.

Precis :
Subsequent inspection confirmed bird strike to nr2 engine.

A/C Type :	B737	**Occurrence Number :**	**201116033**
Flight Phase :	Landing	**Occurrence Date :**	22 Dec 2011
Classification :	Occurrences	**Location :**	Stansted
Events :	Bird Strike	**Location Info :**	

Pretitle :
During landing roll at 140kt a/c sustained birdstrike damage to LH horizontal stabiliser leading edge.

Precis :

A/C Type :	A319	**Occurrence Number :**	**201115985**
Flight Phase :	Approach	**Occurrence Date :**	26 Dec 2011
Classification :	Occurrences	**Location :**	Paris CDG
Events :	Bird Strike	**Location Info :**	

Pretitle :
Multiple bird strike, involving an estimated 7/8 geese, during approach. Smell of burning throughout the a/c. Landed safely.

Precis :
Birdstrikes confirmed to RH landing gear, RH wing leading edge, RH outer flaps, LH fuselage, both engines and RH inner flaps.

A/C Type :	B777	**Occurrence Number :**	**201115811**
Flight Phase :	Approach	**Occurrence Date :**	28 Dec 2011
Classification :	Serious Incidents	**Location :**	Toronto
Events :	Bird Strike	**Location Info :**	

Pretitle :
UK Serious Incident: Multiple bird strikes on approach, believed to have involved four to five birds. Normal landing and taxi in.

Precis :
Extensive damage to LH nacelle. LH wing suffered at least three strikes, also causing extensive damage. Further damage found to RH wing.

A/C Type :	Piper PA28	**Occurrence Number :**	**201116010**
Flight Phase :	Initial Climb	**Occurrence Date :**	31 Dec 2011
Classification :	Occurrences	**Location :**	Cosford
Events :	Bird Strike	**Location Info :**	

Pretitle :
Multiple birdstrike on initial climb. A/c flew a circuit and landed safely. Damage found to nose fairing. Further evidence of strike found to both wings.

Precis :
The reporter notes that bird control measures at the subject aerodrome were unavailable over the Christmas period. The runway had been checked one hour prior to take-off but birds had made their way onto the runway during this period.

Number of Records : 148