

3 June 2014
FOIA reference: F0001935

Dear XXXX

I am writing in respect of your recent request of 19 May 2014, 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 Occurrences Forms for the 2013 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 pleased to be able to provide the information below.

Incident reports are provided to the CAA under the terms of the Mandatory Occurrence Reporting (MOR) scheme, as described under Article 226 of the Air Navigation Order (ANO) 2009. Each report made is reviewed and, where appropriate, further investigation carried out and action taken.

If an aircraft suffers a birdstrike which results in damage to the aircraft or loss or malfunction of any essential service, this would be such an occurrence which should be reported under the scheme.

We have, therefore, searched the UK CAA database for all reportable occurrences that have involved bird strikes during the period 1 January 2013 to 31 December 2013 inclusive and provided a summary of those reports. We have, however, removed identifying information from these reports as this information is exempt from disclosure under Section 44 (1) (a) of the FOIA.

Section 44 (1) (a) 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

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organisation) and has been supplied to the CAA pursuant to an ANO is prohibited from disclosure (a copy of this exemption can be found below).

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
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
Information Rights and Enquiries Officer

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).

File number	UTC date	Make/mdl/srs [Make]	Location of occ	Headline	Narrative text
201300018	02/01/2013	AIRBUS	EGNS (IOM): Isle Of Man/Ronaldsway	A/c returned following birdstrike on initial climb which resulted in nr2 engine vibrations.	Unusual high pitched engine noise on rotation and engine vibrations gradually increased at acceleration altitude and exceeded advisory limit. Thrust reduced and ATC informed. A/c levelled off at 4000ft and checklists actioned before decelerated approach commenced back to departure airport. A/c landed safely with emergency services in attendance. Birdstrike confirmed.
201300092	04/01/2013	DE HAVILLAND	En route	Birdstrike damage found to nr1 propeller spinner.	During walk around inspection, bird remains were found on the propeller, the leading wing edge and on the fuselage. The propeller spinner was damaged. It is unknown exactly when, during the flight, the strike had occurred. A/c removed from service for repair.
201300114	05/01/2013	BOEING	EGSS (STN): London/Stansted	B747 on final approach at 200ft was instructed to go-around due to runway occupied by another a/c. A birdstrike on	
201300177	07/01/2013	PIPER	EGSJ : Seething	Birdstrike on take-off. Windscreen cracked.	Herring gull collided with the a/c striking the outside temperature gauge and windscreen.
201300489	19/01/2013	DE HAVILLAND	EGGP (LPL): Liverpool	Rejected take-off due to a large flock of birds seen ascending from the south side of	Captain perceived a real risk to safety, judging that the a/c would collide with the flock. Standard calls made to ATC and a/c stopped safely. Second take-off was uneventful.
201300527	19/01/2013	AIRBUS	KMCO (MCO): Orlando/Intl,Fl.	Serious Incident: Birdstrike on departure. Oil pressure warning on nr1 engine. Engine was shut down and MAYDAY declared. A/c returned and landed uneventfully. AAIB Field investigation.	The aircraft was in the initial climb, passing 530ft agl after take-off, when it was struck by birds which impacted the fan blades of the left and right engines as well as the nose of the aircraft. Both engines were damaged and the left engine was shut down by the crew because the engine oil pressure indicated zero. The aircraft returned and carried out an uneventful single-engine landing. One Safety Recommendation, nr 2013-015 addressed to the engine manufacturer. AAIB Bulletin 09/2013, Ref: EW/C2013/01/03.
201300715	25/01/2013	DE HAVILLAND	EGJB (GCI): Guernsey, Channel Is.	Birdstrike to propeller during taxi to runway. A/c returned.	Details of damage not recorded. Bird carcass recovered.
201301009	31/01/2013	SIKORSKY	EGPM (SCS): Scatsta	Birdstrike. Damage to radome.	One bird struck. Species believed to be a gull. Post bird strike inspection carried out and the nose radome was found damaged on the lower RH side of the locking mechanism. Bird remains found below this area in the landing light recess.
201301071	02/02/2013	AVIONS ROBIN	EGSR : Earls Colne	Birdstrike. Damage to wing.	Two birds struck. Bird species identified as pigeon.
201301250	09/01/2013	AIRBUS	EGLL (LHR): London/Heathrow	Birdstrike during take-off. Damage to nr2 engine fan blades. A/c returned.	One bird struck. Bird species identified as pigeon.
201301399	08/02/2013	BAE	EGNO : Warton	Birdstrike during descent. Loud bang heard.	
201301897	24/02/2013	CESSNA	EGSR : Earls Colne	Birdstrike. Wing and propeller damaged.	Three birds (pigeon) struck.
201302248	04/03/2013	AIRBUS	EHAM (AMS): Amsterdam/Schiphol	A/c struck a flock of birds on take-off. MAYDAY declared. A/c returned.	After call 'positive climb-gear up' a flock of birds spotted out of front window followed by loud bang and vibration from nr1 engine. MAYDAY declared. Engine kept running as all other engine parameters were normal apart from high vibration of 9.9 units. Arrangements made for a return. On landing LH braking system failed. A/c came to a stop on runway where a/c was inspected by fire services. Passengers disembarked on runway. Damage subsequently found to engine fan blades, cowling and landing gear.
201302379	01/03/2013	DE HAVILLAND	EGAC (BHD): Belfast/City	Birdstrike on approach.	The impact was felt but no abnormal indications seen on the flight deck. Engineers confirmed birdstrike damage to LH leading edge wing root.
201302465	10/03/2013	BOEING	EGLL (LHR): London/Heathrow	Birdstrike during take-off. No abnormal indications so elected to continue. Impacted	Six to ten birds observed. Species believed to be gull.
201302678	16/02/2013	AIRBUS	EGLL (LHR): London/Heathrow	Birdstrike. Engine nr3 damaged.	Engineer found remains of birdstrike during post flight inspection and found slight damage to engine cowling.
201302712	15/03/2013	AIRBUS	LXGB (GIB): Gibraltar/North Front	Birdstrike caused damage to radome. Engineering inspection on arrival.	
201302762	17/03/2013	AIRBUS	EGKK (LGW): London/Gatwick	Birdstrike caused blocked pitot tube which resulted in a discrepancy in speedtape indications.	Immediately after the birdstrike occurred, a reduction in speed was shown on the Captain's PFD. There was a difference of approx 20kts between the Captain's and FO's PFD display. Autothrust was disengaged and FO's display used for landing which was uneventful. Engineering inspection confirmed that the Captain's pitot tube was blocked with bird debris.
201303200	26/03/2013	BOEING	EGKK (LGW): London/Gatwick	Birdstrike during flare leading to centre hydraulic failure.	Large bird spotted at approx 50ft and prior to flare. Birdstrike felt underneath a/c prior to touchdown. EICAS caution 'Hyd Centre Pressure' followed by 'Low Qty' and various other EICAS warnings. A/c towed in due to loss of steering. Bird species identified as an owl. Runway closed for hydraulic fluid clean up.

201303252	28/03/2013	BOEING	EGLL (LHR): London/Heathrow	MAYDAY declared due to engine malfunction.	Just after take-off, on retraction of landing gear, loud noise and vibration from nr3 engine. Engine idled and vibration reduced. It became apparent that there was severe damage to nr3 engine. Flight crew decided to abort flight and jettison fuel to just below max handling weight. □ CAA Closure: After take-off at 485ft RA, high fan vibration from nr3 engine 5.0 units. At 5300ft, thrust lever reduced to idle 40% N1, fan vibration 0.65 and nr3 thrust lever remained at idle for rest of flight. The aircraft was climbed to 10000ft and fuel dumped down to a landing weight of 273.8t. Aircraft returned and a normal approach and landing was made. Birdstrike confirmed to nr3 engine and all fan blades found damaged. Work is on-going to raise awareness of the potential impact of bird strikes with flight crew, emphasising that if the birds are visible and pose a potential threat it is preferable to delay take-off and request bird-scaring. Increased guidance is being incorporated into the Operations Manual and a change of policy with regards to assuming damage on take-off issued on the Airbus fleet. A working group involving Rolls Royce, OEMs and other
201303276	28/03/2013	BOEING	SBGL (GIG): Rio De Janeiro/Intl Galeao, Rj	Birdstrike to radome on take-off. Take-off continued, ATC and Maintrol informed.	Subsequent status message 'WXR SYS'. Also 'WXR SYS R' failed. Intermittent clunking heard from radome.
201303467	02/04/2013	BAE	EGTC : Cranfield	Take-off rejected at 60kts due to flock of birds passing in front of a/c.	
201303706	21/03/2013	BOEING	EGPF (GLA): Glasgow	Birdstrike to nr2 engine found during walk	
201303724	06/02/2013	AIRBUS	EGLL (LHR): London/Heathrow	Evidence of birdstrike to nr1 engine found on pre-flight walkround inspection.	
201303776	10/04/2013	BOEING	EDDP (LEJ): Leipzig/Halle	Birdstrike leading to RH engine failure on approach.	On approach at 2500ft RH generator went offline with associated EICAS messages. APU started as RH engine spooled down. MAYDAY declared. No engine fire warning seen. Approaching runway config warning 'too low flaps' . 'Flap config override' selected. Vacating runway engine formally shut down and engine fire switch pulled. Inspection by fire services revealed evidence of bird remains in RH engine inlet.
201303784	10/04/2013	AIRBUS	EPKK (KRK): Krakow/Balice	Birdstrike to radome on approach. Minor damage found during engineering check.	
201303817	12/04/2013	DE HAVILLAND	EGHI (SOU): Southampton	Birdstrike to nose during climb above 1500ft. A/c returned.	
201303922	13/04/2013	BAE	TUPJ (EIS): Roadtown/Beef Island (Tortola I.)	Birdstrike to nr1 engine during landing roll.	
201304010	17/04/2013	LET	EGPA (KOI): Kirkwall	Rejected take-off due to birdstrike. No	
201304127	19/04/2013	AIRBUS	EGLL (LHR): London/Heathrow	Severe damage to RH landing light discovered during flight crew pre-flight inspection.	RH landing light missing with just loose wires found. Engineering Daily Check had failed to note that the light was missing. Further inspection found evidence of a birdstrike in the adjacent area. □ CAA Closure: During the flight crew walk-round inspection it was discovered that the RH landing light sealed beam assembly was damaged with the filament assembly hanging from the unit retained with the power supply cables. The operator's Daily Check for the type includes a "General visual Inspection of Right / Left wing from ground as far as visible iaw AMM task 05-25-00-200-001, including landing light and cleanliness". The flight crew notified engineering of the landing light condition and Engineering subsequently replaced the sealed beam assembly after further inspection. A bird strike inspection as required by the AMM was also carried out which identified no additional contact areas beyond the immediate vicinity or damage. Blood stains were removed from the area around the landing light and the flaps, suggesting that the initial bird strike occurred with the flaps deployed, possibly during approach. A maintenance error investigation concluded that the root cause of
201304238	21/04/2013	BOEING	LCPH (PFO): Paphos	Multiple birdstrikes at 20ft in flare.	A/c flew through large flock of small, sparrow like birds just prior to touchdown. Bird remains found on runway together with minor damage to wing area including trailing edge flaps, RH undercarriage, inboard flaps and nr1 engine. Total count of 10 impacts. Engineering inspection carried and a/c cleared to depart.
201304508	24/04/2013	BOEING	LTAI (AYT): Antalya (Civ/Mil)	Birdstrike at 7000ft in climb. Superficial damage to radome.	
201304543	27/04/2013	AIRBUS	LIEA (AHO): Alghero	Birdstrike at 17000ft in descent. Impact damage 0.5m below RH windscreen.	Dent dimensions 60mm x 35mm x 2mm deep.
201304641	14/04/2013	PIPER	EGNT (NCL): Newcastle	Birdstrike with damage to nose of a/c.	Bird species identified as a Gull.
201304661	30/04/2013	AIRBUS	LTAI (AYT): Antalya (Civ/Mil)	Birdstrike to radome in descent. Damage to part of the conductor strip.	
201304687	01/05/2013	BOMBARDIER	EGGW (LTN): London/Luton	Birdstrike to nr2 engine and wing.	Investigation being carried out for possible damage.

201304724	24/03/2013	AIRBUS	EGCC (MAN): Manchester/Intl	Rejected take-off due to birdstrike. No damage reported.	Medium sized bird flew very close to the RH side of a/c. All cockpit indications normal and no debris found on runway.
201304856	02/05/2013	AIRBUS	EGLL (LHR): London/Heathrow	Birdstrike during take-off. A/c returned after holding for 40mins to burn fuel.	
201304890	05/05/2013	BRITTEN NORMAN	EGBJ (GCI): Guernsey, Channel Is.	Birdstrike with slight damage to lower cowling of RH engine and tip of the	Bird species identified as a Seagull.
201304947	06/05/2013	AIRBUS	LIMC (MXP): Milano/Malpensa	Birdstrike to RH windscreen.	Passing approx 2000-3000ft in climb aircraft hit a small bird resulting in a crack in the bottom RH corner of the outer ply of the RH windscreen. QRH actioned and flight continued normally.
201305270	12/05/2013	AIRBUS	EDDB (SXF): Berlin-Schonefeld	Birdstrike damage to nr2 engine. Fuselage and radome also struck. Species	
201305495	14/05/2013	AIRBUS	LEMG (AGP): Malaga	Birdstrike during approach. Radome damaged and a/c declared AOG for repairs.	
201305542	16/05/2013	AIRBUS	EPWA (WAW): Warszawa/Okecie	Birdstrike to RH side of radome during approach. No damage reported.	
201305549	15/05/2013	OTHER	LCRA (AKT): Akrotiri (Raf)	Bird strike with damage to upper window. A/c recovered to base without further	
201305560	16/05/2013	AIRBUS	EGPH (EDI): Edinburgh	Birdstrike to Captains pitot, nr1 engine and landing gear. A/c diverted.	Shortly after take-off a bang was heard just below sliding window immediately followed by windshear warning. First Officer was PF, had normal indications and continued to fly windshear recovery. TOGA already selected due to take-off performance. Incorrect airspeed identified on Captains display. Diversion agreed for maintenance and passenger convenience. Uneventful landing carried out.
201305563	16/05/2013	AIRBUS	EGGP (LPL): Liverpool	Birdstrike during take-off to LH wing. Nr4	No abnormal engine parameters or flight indications observed. Engineers carried out inspection.
201305596	16/05/2013	PIPER	EGLM : White waltham	Birdstrike with reported damage to nose and evidence of strike on the propeller.	
201305677	15/05/2013	CANADAIR	KORL (ORL) : Executive	Bird strike on take-off. No damage caused and a/c was inspected upon arrival.	
201305688	09/05/2013	EMBRAER	EGLC (LCY): London city	Birdstrike suffered to the nose of the a/c whilst on initial climb. This had no impact	
201305691	08/05/2013	EUROCOPTER	En route	Birdstrike to both engines. Remains found during Check A inspection. No damage	
201305699	17/05/2013	SAAB	EGSH (NWI): Norwich	Birdstrike on landing causing damage to a wing. This had no implications on the	
201305700	19/05/2013	AERONCA	Essex	Break up of propeller in flight. Safe forced landing carried out.	Pilot observed an irregular shaped object depart upwards and to the left over the cockpit followed by a strong vibration. Aircraft throttled back to idle and pilot saw that the propeller disc did not look as it should. As a result of the vibration the mags were cut to stop the engine and the pilot looked for a field to land. Aircraft landed without further damage or any injury. □ CAA Closure: Most likely cause was a bird strike.
201305702	19/05/2013	EUROCOPTER	EGCB : Manchester/Barton	Birdstrike to lower windscreen. No damage found.	
201305761	21/05/2013	BOEING	UDDD (DME): Moscow/Domodovovo	Birdstrike to nr2 engine during taxi in. Boroscope report showed no damage however all blades had leading edge missing and were outside limits. A/c wrongly dispatched.	Several small birds seen on the grass verge adjacent to the runway. On shutdown the ground engineer reported a bird strike to nr2 engine. Boroscope report showed no damage however all blades had leading edge missing and were outside limits. A/c wrongly dispatched and should have returned as a three engine ferry flight. □ CAA Closure: □ The organisation's maintenance error investigation concluded the engineer certifying the engine operated in good faith, based on what was observed, the report from the boroscope specialist and the limits in the AMM, noting the determination of the exact % is not straight forward. It was recognised that the boroscope specialist should be advised that the report supplied by them, recording the damage was with 5%, had been subsequently reviewed by the engine manufacturer and found to be incorrect and an underestimation of the damage extent. This information has been communicated to the borescope specialist.
201305824	21/05/2013	DE HAVILLAND	EGBB (BHX): Birmingham	Birdstrike with damage to three propeller blades and flap leading edge.	Bird species identified as a Gull.
201305829	23/05/2013	AIRBUS	LXGB (GIB): Gibraltar/North Front	Birdstrike. No control issues. Reported damage to radome.	

201305876	22/05/2013	AIRBUS	EGSS (STN): London/Stansted	Birdstrike damage to the nose cone.	Ground crew noticed damage to nose cone. The aircraft was unloaded and passengers and baggage and transferred to another aircraft.
201305931	16/05/2013	AGUSTA	Brent Reservoir	Birdstrike to nose section of a/c. Minor	Damage inspected and engineering advice was sought. Decision made to continue with the return flight.
201305942	25/05/2013	EXTRA		Cancelled processed under 201306222	
201306029	27/05/2013	BOEING	EGCN : DONCASTER SHEFFIELD	Birdstrike to nr1 engine during take-off. A/c diverted for inspection. Carcass found in	Species identified as Black-headed Gull.
201306114	29/05/2013	PIPER	EGAE (LDY): Londonderry/Eglinton	Birdstrike to LH wing during landing.	Bird species identified as Herring Gull. One bird struck. Bird activity seen to the north of the runway. Damage to the leading edge of LH wing.
201306222	25/05/2013	EXTRA	EGTB : Wycombe Air Park/Booker	Birdstrike to wing and tail. Vibration felt after strike. A/c returned. Damage to wing	Bird species identified as a Red Kite.
201306419	06/04/2013	AIRBUS	En route	Multiple birdstrikes. Both leading edges	
201306433	31/05/2013	BOEING	EGNM (LBA): LEEDS BRADFORD	Birdstrike to upper LH leading edge.	Bird species identified as a Swallow.
201306470	04/06/2013	AIRBUS	EGLL (LHR): London/Heathrow	Multiple birdstrikes to nr1 engine and inboard leading edge. Evidence also found	Bird species unknown.
201306490	22/05/2013	AIRBUS	EGKK (LGW): London/Gatwick	Birdstrike to LH engine and RH side of nose cone.	Flock of birds seen at 3 mile finals. Approx 2-10 birds struck, species unknown.
201306636	08/06/2013	EVEKTOR AEROTECH	EGCB : Manchester/Barton	Birdstrike on take-off. No damage reported.	
201306673	09/06/2013	BOEING	EGAA (BFS): Belfast/Aldergrove	Birdstrike during approach. Damage to rear end of flaps.	
201306760	10/06/2013	BOEING	LEAL (ALC): Alicante	Birdstrike to leading edge of RH winglet.	
201306822	11/06/2013	FOKKER	EGNM (LBA): LEEDS BRADFORD	Rejected take-off due to birdstrike. Damage to nose reported.	
201307079	01/06/2013	AIRBUS	EGLL (LHR): London/Heathrow	Birdstrike to nr7 slat on LH wing.	Nr7 slat dented. Dents filled and taped.
201307097	11/06/2013	AIRBUS	EGKK (LGW): London/Gatwick	Birdstrike during approach to P2 windshield. Evidence noted shortly after.	Pilot retained control of the aircraft and proceeded to land safely. Bird species unknown.
201307101	17/06/2013	AIRBUS	LEBL (BCN): Barcelona	Birdstrike during descent. Loud bang heard in the flight deck. A/c systems operating	Tech Log entry made. Damage within limits. Dent taped up for return journey.
201307104	13/06/2013	AIRBUS	EGLL (LHR): London/Heathrow	Evidence of a birdstrike on the nose gear landing light noted during turnaround.	The landing light was changed prior to departure.
201307119	02/06/2013	GRUMMAN	Mount Royal	Serious Incident: Birdstrike causing damage to RH wing. AAIB AARF investigation.	CAA Closure: The pilot had lowered full flap in preparation for a short field landing and, as the flaps were reaching the end of their travel, he sighted a large brown bird directly ahead of the aircraft. The airspeed had been reduced to 80kts and the pilot elected not to take avoiding action, in order to prevent the possibility of departing from controlled flight. The bird struck the leading edge of the right wing near the stall warning sensor and then impacted the lowered flap. There were no handling difficulties and the pilot carried out a normal landing. The bird was seen at such a late stage that only violent avoiding action might have avoided the collision. Given the aircraft's low airspeed and the limited damage, the pilot considered his actions had been correct. AAIB Bulletin 11/2013, Ref: EW/G2013/06/15.
201307137	18/06/2013	LEARJET	EGLF (FAB): Farnborough civil	Rejected take-off due to birdstrike. No damage reported.	Two Gulls sat in short grass at edge of runway. Took flight during take-off roll. One struck junction of fuselage and top of windshield on LH side. Intact bird found on runway. Bird control unit was operating on south side of runway at time of strike.
201307216	19/06/2013	BOEING	Unknown	Evidence of a birdstrike to nr2 engine and trailing edge flaps noticed during walk around on arrival. Crew are unsure when	Reporter suggests strike may have occurred at 700ft when there was low broken cloud cover.
201307360	18/06/2013	BOEING	VIDP (DEL): Delhi/Indira Gandhi Intl	Birdstrike during approach. Engineering inspection requested by crew.	Damage found to radome. Dent diameter 22in and depth 5.5in. No damage found to bulkhead structure. RH landing gear side brace lock link forward spring broken and outboard spool damaged.
201307397	24/06/2013	DE HAVILLAND	EGNS (IOM): Isle Of Man/Ronaldsway	Birdstrike shortly after take-off at 100ft. Damage to radome. A/c returned.	Bird species identified as Herring Gull.

201307508	25/06/2013	BOEING	LERS (REU): Reus	Birdstrike: PAN declared and a/c returned.	No significant bird activity had been seen prior to take-off. Immediately after rotation, a single bird (Pigeon) had been seen on RH side of a/c. No impact was felt but RH engine N1 vibration increased to 4.5 units. Gear selected up and a/c climbed away. QRH engine vibration checklist actioned. A/c cleaned up and entered hold where a PAN was declared. A/c returned for a precautionary two engine, manual throttle landing. Brakes reported as warm with some smoke after landing which quickly dispersed. Two adjacent fan blades bent at tips.
201307516	25/06/2013	PIPER	EGLS : Old sarum	Rejected take-off due to birdstrike.	Aircraft was engaged in circuit practice and accelerating after touchdown to perform a touch and go take-off. Aircraft suddenly decelerated from close to take-off speed and safely pulled up. Bird remains found around nose gear oleo. Species identified as a Crow.
201307529	24/06/2013	SOCATA	EGLM : White waltham	Birdstrike during take-off run. One bird struck perspex lens covering LH navigation light. Lens broken and significant bird	No effect on flight. Flight continued. Bird species identified as a Jackdaw.
201307597	25/06/2013	BOEING	EGFF (CWL): Cardiff	Birdstrike during take-off roll. Damage to the RH engine acoustic lining.	Engine instruments were operating normally so flight continued. Two dead birds had been recovered from the runway. Bird species identified as Seagulls.
201307664	28/06/2013	AIRBUS	EGMC (SEN): Southend	Birdstrike during final approach to nr1 engine. Three blades damaged. Bird species	Pilot reported substantial bird activity along the runway edge to ATC.
201307696	30/06/2013	AIRBUS	Unknown	Birdstrike to LH outboard flap. No damage.	
201307716	30/06/2013	EUROCOPTER	EGLW : London (Westland Hel)	Birdstrike to windshield. MAYDAY declared and aircraft diverted.	
201307767	30/06/2013	AIRBUS	LFPG (CDG): Paris Charles-De-Gaulle	RTO called due to birdstrike and damage found to nr1 engine.	
201307781	01/07/2013	AIRBUS	LEBL (BCN): Barcelona	Birdstrike with damage to nose. Loud bang heard below FO's window. Flight continued	
201307806	02/07/2013	DIAMOND	EGNE : Repton/Gamston	Rejected take-off due to birdstrike. RH engine struck, no damage reported.	
201307812	21/06/2013	PIPER	EGSL : Andrewsfield	Birdstrike during approach to RH wing. Leading edge paint cracked and wing	Bird species identified as a Starling.
201307914	06/04/2013	AIRBUS	EGLL (LHR): London/Heathrow	Birdstrike to nr2 and nr3 engines. Identified during post flight inspections by engineer.	No Tech Log entry made. All items repaired or replaced.
201308064	06/07/2013	CYCLONE AIRSPORT	EGCB : Manchester/Barton	Aircraft returned following birdstrike.	Struck cable structure of wing. Species unknown but was described as a pigeon sized bird.
201308090	07/07/2013	BOEING	EGBB (BHX): Birmingham	Birdstrike with damage to radome.	Bird species identified as a Swift.
201308141	05/07/2013	UNKNOWN	Burton-Upon-Trent	Birdstrike during cruise. A bird was seen and heard striking the underside of the aircraft.	The aircraft was diverted as a precautionary measure to assess the damage. Upon landing there was no evidence of the strike so the aircraft continued its journey as intended with no further incident. A follow-up report also confirmed there was no damage.
201308249	02/07/2013	BOEING	EGKK (LGW): London/Gatwick	Birdstrike to RH wing leading edge. Damage reported.	
201308282	03/07/2013	DE HAVILLAND	EGAC (BHD): Belfast/City	Possible birdstrike. During deceleration a small bird was observed passing down the	Aircraft and runway inspection did not find any bird debris or damage.
201308321	10/07/2013	BOEING	EGNT (NCL): Newcastle	Birdstrike: Nr2 engine suffered power	PAN was declared and upon landing it was noticed a bird had struck the LH engine. RFFS attended.
201308512	13/07/2013	UNKNOWN	EGCN : DONCASTER SHEFFIELD	PAN declared due to suspected birdstrike.	The aircraft was en-route when it reported a suspected birdstrike, requesting to land. The aircraft landed safely.
201308595	16/07/2013	BEECH	EGJB (GCI): Guernsey, Channel Is.	Birdstrike to wing and landing gear. Take-off aborted.	Bird impacted wing and landing gear. Bird remains found.
201308713	17/07/2013	AIRBUS	EHAM (AMS): Amsterdam/Schiphol	Possible birdstrike damage.	During walk around dent found in RH wing Slat 3 - possible birdstrike - also reported by Groundcrew. Engineering inspected and released to service.
201308720	14/07/2013	AIRBUS	EGLL (LHR): London/Heathrow	Birdstrike found to nr1 engine inlet cowl.	Inlet cowl replaced.
201308759	12/07/2013	ROCKWELL	LOWZ : Zell am see	Birdstrike. Leading edge dented. No effect	
201308795	18/07/2013	CANADAIR	EKCH (CPH): Kobenhavn/Kastrup	Damage to LH engine found upon arrival.	Unknown cause of damage.
201308909	13/07/2013	BOEING	EGKK (LGW): London/Gatwick	Birdstrike during approach. Nr4 engine damaged.	

201308952	19/07/2013	SAAB	EGPA (KOI): Kirkwall	Rejected take-off due to bird on runway.	As the aircraft accelerated to 80-90kts, a large Common Gull landed on the runway ahead and would not move. Aircraft was brought to a halt and taxied back to stand for brakes to cool. Second attempt successful.
201308984	21/07/2013	DE HAVILLAND	EGPH (EDI): Edinburgh	Birdstrike. Damage to leading edge.	Bird species identified as a Gull.
201309036	19/07/2013	AIRBUS	LFPG (CDG): Paris Charles-De-Gaulle	Birdstrike just prior to touchdown. Damage to the RH landing light.	Engineer checked aircraft upon arrival and no other damage was caused.
201309037	19/07/2013	AIRBUS	LFPG (CDG): Paris Charles-De-Gaulle	Birdstrike to RH side. Landing light struck and mostly missing.	Two small birds noticed on landing. During walk around most of the RH landing light was missing. No bird remains.
201309046	22/07/2013	EMBRAER	EGAC (BHD): Belfast/City	RTO call due to birdstrike. Aircraft returned	Windshield was marked.
201309052	22/07/2013	EMBRAER	EGAC (BHD): Belfast/City	Birdstrike during take-off run leading to RTO.	Crew identified three birds struck the nose of the aircraft. Take-off was then aborted at 103kts. Aircraft returned to stand where it was inspected by engineers and impact to the windscreen was evident.
201309054	16/07/2013	AIRBUS	OMDM : Dubai Minhad (Mil)	Birdstrike on take-off.	Aircraft accelerating through 100kts when a bird was seen to pass underneath the RH side of the cockpit towards the air data sensors. A thud was heard and take-off rejected. Fire services in attendance. ECAM 'Brakes Hot' warning illuminated. Wheel nr4 tyre deflated due to release of fusible plug. Otherwise no damage reported.
201309056	22/07/2013	AIRBUS	EDDL (DUS): Dusseldorf	Birdstrike on final approach.	A bird was seen to pass very close to the LH side of the aircraft. On arrival during walk around it was seen that the bird had impacted the engine pylon and cowling. Engineering informed.
201309173	23/07/2013	DASSAULT	EGHH (BOH): Bournemouth/Hurn	Birdstrike with damage to the leading edge.	Bird species identified as Herring Gull.
201309217	24/07/2013	DE HAVILLAND	EGCC (MAN): Manchester/Intl	Birdstrike shortly after take-off. Damage to wing leading edge inboard of LH nacelle.	Bird remains found on runway.
201309304	25/07/2013	DORNIER	EGPN (DND): Dundee (Riverside Park)	Birdstrike to propeller and outboard side of the engine intake.	Bird species identified as a seagull. There was a small piece of beak or bone imbedded in the propeller electrical de-icing mat.
201309355	27/07/2013	BOEING	EGCC (MAN): Manchester/Intl	Birdstrike during final approach. The bird had been ingested into nr1 engine.	A strong burning smell was noticed in the cabin and flight deck. The aircraft landed safely.
201309368	26/07/2013	BOEING	LTBS (DLM): Mugla/Dalaman	Birdstrike on take-off. Damage to radome.	A large bird had been observed adjacent to the runway before take-off. During the take-off roll a loud thud was felt and heard. Take-off continued. All systems normal with no damage to aircraft systems evident. ATC reported finding the remains of a large bird on the runway. When aircraft landed a significant longitudinal crack was found on the RH side of the radome. Two structural brackets were also damaged.
201309386	28/07/2013	AIRBUS	GMMN (CMN): Casablanca/Mohamed V	Birdstrike during take-off run. Aircraft returned.	High vibration on nr2 engine was observed. Bird type observed to be a small Gull.
201309440	29/07/2013	AGUSTA BELL	Trent	Go-around flown due to large number of birds on approach.	Birds also around the landing platform and on the deck. Subsequent slow approach was successful with no damage to the aircraft reported.
201309469	29/07/2013	OTHER	EGPK (PIK): GLASGOW PRESTWICK	Birdstrike reported whilst performing a practice go-around.	The aircraft was diverted, dumped some fuel and performed some handling checks prior to making a successful landing.
201309533	31/07/2013	BAE	EGBE (CVT): Coventry	Rejected take-off due to birdstrike. Strike to	
201309718	05/08/2013	CESSNA	Unknown	Rejected take-off due to birdstrike to wing.	Bird species identified as Herring Gull.
201309779	03/08/2013	AIRBUS	EGPH (EDI): Edinburgh	Birdstrike during approach. Nr1 engine and	Enquiries have been made with the Scottish Homing Union.
201309823	14/08/2013	AIRBUS	EGPD (ABZ): Aberdeen/Dyce	Possible birdstrike. Dent found on RH side of tail plane.	Several birds observed on short finals but unsure if any struck. No sign of bird debris. Tech Log entry made.
201309944	02/08/2013	DE HAVILLAND	EGAC (BHD): Belfast/City	Birdstrike. No damage found.	Flock of swallows seen on landing.
201310150	11/08/2013	OTHER	EGTH : OLD WARDEN AERODROME	Birdstrike during display. Substantial hole punched in leading edge of RH wing.	Pigeon observed during third pass of the display. An attempt was made to miss the bird but with the time available there was little change of the flight path achieved. Very slight impact was felt through the airframe. No damage visible and all indications normal so pilot elected to continue with display.
201310166	07/08/2013	SIKORSKY	EGPB (LSI): Sumburgh	Birdstrike to one main rotor blade. Flight crew were unaware strike had occurred.	Post flight engineering inspection revealed a birdstrike had occurred.
201310173	12/08/2013	DE HAVILLAND	EGSH (NWI): Norwich	Birdstrike to de-icing boot on elevators	Wood Pigeon struck approx 20secs before touchdown.
201310229	11/08/2013	BOEING	LFBD (BOD): Bordeaux Mérignac	Impact damage to RH stabiliser.	Damage found to leading edge of RH stabiliser. Blood trace seen indicating suspected bird strike. Aircraft despatched in accordance with SRM.
201310232	13/08/2013	AIRBUS	EDDB (SXF): Berlin-Schönefeld	Birdstrike to nr2 engine on take-off.	Increased engine noise and light vibration. Vibration higher than normal at 3.9 units. EGT and N2 indications normal. Vibration reduced in climbout and cruise at 2.2 units. In descent N1 vibration fluctuated between 1.5 and 6.9. QRH high vibration consulted. Remains of bird had been found on departure runway, remains also found in nr2 engine on arrival.

201310264	13/08/2013	AIRBUS	EGCC (MAN): Manchester/Intl	Rejected take-off due to birdstrike. Nr2 engine fan blade severely dented.	Birdstrike on take-off roll at high speed. Aircraft returned to stand where engineers found bird debris within nr2 engine and severely dented fan blades. Bird species identified as a Wood Pigeon.
201310356	15/08/2013	AIRBUS	LIRP (PSA): Pisa (Mil)	Birdstrike to radome.	Damage caused to one lightning arrestor strip. Tech Log entry made. Successfully removed by engineering.
201310384	15/08/2013	AIRBUS	LIMC (MXP): Milano/Malpensa	Birdstrike on take-off. Aircraft was diverted.	Due to high vibrations at both high and low speeds from engine nr1, auto thrust was disengaged. Aircraft landed safely.
201310414	17/08/2013	SWEARINGEN	EGPD (ABZ): Aberdeen/Dyce	Rejected take-off call due to near miss with a bird.	RTO was called during the take-off run. No bird was hit.
201310699	23/08/2013	BOEING	EGLL (LHR): London/Heathrow	Birdstrike to nose of the aircraft on landing.	No damage to the aircraft was reported. Tech Log entry made.
201310748	25/08/2013	AIRBUS	EGNX (EMA): NOTTINGHAM EAST MIDLANDS	Birdstrike to radome and windshield.	Radome damaged and required replacement. Four bird remains removed from runway.
201310864	23/08/2013	PIPER	EGMD (LYX): Lydd	Aircraft returned due to multiple birdstrike on departure.	Flock of gulls was not visible due to haze and heat shimmer but rose up as the aircraft took off, becoming visible before collision but with insufficient time for avoiding action to be taken. 22 large birds (Common and Blackheaded Gulls) were reported to have struck the aircraft. Full emergency initiated by ATC and the aircraft landed safely with emergency services in attendance. Runway cleared of debris and inspection carried out before normal operations resumed. Pilot cleaned and inspected aircraft before resuming flight.
201310891	21/08/2013	EMBRAER	EKCH (CPH): Kobenhavn/Kastrup	Rejected take-off due to birdstrike.	A flock of 300 starlings were seen to rise from the runway as the aircraft accelerated through approx 100kts. A rejected take-off was initiated and the cloud of starlings was observed all around the aircraft. About 10 starlings impacted the flight deck area of the aircraft. The large flock of starlings were hidden on the runway by heat haze and were only observed when they took flight as the aircraft approached. Tech Log entry made.
201310967	29/08/2013	EMBRAER	Unknown	Birdstrike to nr2 engine.	Bird debris found on nacelle and some fan blades during walk around.
201311164	30/08/2013	AEROSPATIALE	EGVP : Middle wallop	PAN declared and precautionary landing carried out due to birdstrike.	A large bird was seen and felt to impact under the LH side of the nose of the aircraft. No disturbance to flying controls were observed but a precautionary landing was carried out in a field to check the aircraft. Apart from some debris at the impact point, no damage was found and after consultation with engineers, the aircraft was authorised for a single flight back to base for engineering investigation. Investigation found a broken transponder aerial which has been replaced.
201311177	01/09/2013	AIRBUS	En route	Birdstrike to lower forward fuselage. Significant damage found during inspection.	Thump was heard by both pilots and a vibration felt. All indications normal. Assumed birdstrike.
201311185	02/09/2013	AIRBUS	LEMD (MAD): Madrid/Barajas	Birdstrike to outboard slat on RH wing during final approach.	Large bird struck RH wing. No effects to the handling of the aircraft. After vacating the runway at the first high speed exit, aircraft was transferred to apron and instructed to hold short of A10-2. Aircraft was then instructed to change frequency again within 5secs and finally lost contact with them. This had caused some unnecessary high workload induced by ATC. During the time the flight crew sorted out translation and looked onto maps to get the right frequency the aircraft had infringed the A10-2 clearance limit and had stopped further down Taxiway A.
201311206	02/09/2013	AIRBUS	LFBO (TLS): Toulouse Blagnac	Birdstrike during flare. Nr3 slat on RH wing impacted.	Bird species identified as a Buzzard.
201311226	31/08/2013	BOEING	Unknown	Birdstrike to nr2 engine.	Flight crew were unaware of the birdstrike.
201311255	02/09/2013	SWEARINGEN	EGMD (LYX): Lydd	Birdstrike. Nr1 engine damaged.	Bird species identified as a Lesser black-backed gull.
201311292	05/09/2013	BOEING	EGNM (LBA): LEEDS BRADFORD	Aircraft returned due to birdstrike to nr1 engine.	A wood pigeon was observed passing under the nose shortly after take-off. A bang was heard and an immediate vibration was felt. Landing gear was retracted successfully. Engine indications showed a slight increase on the nr1 engine. Discussed with Ops and Mainrol and elected to return burning fuel off in the hold.
201311293	05/09/2013	OTHER	EGAA (BFS): Belfast/Aldergrove	Birdstrike shortly after take-off. Aircraft returned as a precautionary measure.	The aircraft struck the bird at approx 1500ft. Upon landing, marks were found on the nr1 engine, just above the air intake. The aerodrome fire services were present.
201311483	09/09/2013	BOEING	LEAL (ALC): Alicante	Birdstrike with damage or system problems.	Normal approach and landing. Inspection of nr2 engine found significant bird ingestion and major dent in cowl.

201311583	11/09/2013	BOEING	EGNT (NCL): Newcastle	MAYDAY declared and aircraft returned following birdstrike on departure and potential engine damage.	During the final part of the take-off run, a small flock of birds rose up from the runway and passed very close to the RH side of, and below the aircraft. All engine indications and parameters were normal during the initial climb and the aircraft performance was as expected. Shortly afterwards, cabin crew reported a burning smell which also became apparent in the flight deck. ATC called to ask if ops were normal and the pilot informed them of a possible birdstrike. A diversion was recommended during a call to Ops, but during this call, the RH engine vibration gauge began indicating 2.5units so the decision was made to return to departure airport. The runway was in the process of being cleared so aircraft was given a vectored orbit. A passenger then reported seeing smoke and possible fire from the LH engine, flight deck were informed and as there were no fire indications a cabin crew member was sent to inspect the rear of the engine and a MAYDAY was declared. The aircraft landed safely and was brought to a halt on the runway with fire services in attendance.
201311793	14/09/2013	AIRBUS	LIRP (PSA): Pisa (Mil)	Birdstrike to nr1 engine on rotation. Aircraft returned.	PAN declared and aircraft returned with fire service in attendance. Damage found in bypass section and core of nr1 engine.
201311805	16/09/2013	EMBRAER	EGHI (SOU): Southampton	Birdstrike on take-off run. Aircraft returned to departure airport.	Two birds, thought to be Swallows struck the Radome.
201312070	20/09/2013	SIKORSKY	Cromarty Gap	PAN declared due to birdstrike. The aircraft made a precautionary landing in a local	Pilot reported multiple birdstrikes.
201312075	21/09/2013	AIRBUS	EDDL (DUS): Dusseldorf	Birdstrike to RH main landing gear on	Birdstrike to RH main landing gear. Remains found and hydraulic fluid leaking from green hydraulic line.
201312098	22/09/2013	AEROSPATIALE	EGLW : London (Westland Hel)	Birdstrike to rotor.	Bird species identified as Black Headed Gull.
201312221	25/09/2013	BOEING	EGKK (LGW): London/Gatwick	MAYDAY declared and diversion requested following loss of nr2 engine.	Aircraft landed under a full emergency and on arrival the flight crew reported hitting an unknown bird type. However, it is unclear from the reports whether or not this was the cause of the engine shutdown. Runway inspection carried out, no bird remains found.
201312253	25/09/2013	AIRBUS	LFMN (NCE): Nice Côte D'Azur	Birdstrike to RH engine.	Small flock of birds seen flying from the runway surface and passed by the RH side of the nose. Audible thumps heard from the wing and engine. Inspection revealed feathers on the outer stators and bird remains in the jet pipe.
201312313	26/09/2013	AIRBUS	LFLL (LYS): Lyon Saint Exupéry	Birdstrike to LH landing gear.	Bird took off just as aircraft reached it and subsequently discovered it had hit the LH landing gear. During climb out the LGCIU 2 fault triggered and subsequent ECAM actions completed. On arrival engineer discovered an electrical cable connection had been torn apart. Cable secured and LGCIU 2 inoperative as per MEL.
201312422	26/09/2013	AIRBUS	EGLL (LHR): London/Heathrow	Birdstrike: Radome damaged.	Radome dented and punctured.
201312436	26/09/2013	AIRBUS	EHAM (AMS): Amsterdam/Schiphol	Fumes in the cabin and flight deck causing cabin crew illness.	The smell was described as burnt chicken or fish and was so strong that cabin crew were coughing and feeling very unwell. Passengers and flight crew were all aware of the unpleasant smell. A bird strike was suspected and the aircraft was inspected but no evidence was found so the aircraft was boarded for the return flight. The fumes/smell got worse throughout the whole of the return flight. □ CAA Closure: □ Investigation concluded that the fumes were consistent with a birdstrike.
201312462	28/09/2013	AIRBUS	EDDB (SXF): Berlin-Schonefeld	Birdstrike on final approach.	Flock of birds in 'V' formation seen at 2nm final approach. One bird heard to impact in nose area. All systems normal. On inspection radome found cracked. Reporter suggests that birds were Geese.
201312489	28/08/2013	BOEING	EGLL (LHR): London/Heathrow	Birdstrike to nr2 engine. Fan blades damaged. Aircraft returned.	
201312490	02/08/2013	AIRBUS	EGLL (LHR): London/Heathrow	Birdstrike to the aircraft during final approach.	A seagull was seen to strike the nr2 engine. ATC had warned the flight crew of birds as the preceding aircraft had spotted the birds.
201312491	17/08/2013	BOEING	EGLL (LHR): London/Heathrow	Birdstrike: Remains found during pre-flight inspection. Damage to nr1 engine.	Remains identified as Egret species but unable to confirm when or where event occurred.
201312492	30/09/2013	OTHER	EGNS (IOM): Isle Of Man/Ronaldsway	PAN declared due to aircraft suffering a birdstrike. Aircraft was diverted.	The formation consisted of two aircraft and were vectored for an ILS approach. ILS failure suffered, but continued for a visual approach. The aircraft that suffered the birdstrike landed safely and the other returned to base.

201312547	01/10/2013	AIRBUS	LFPO (ORY): Paris Orly	Fumes in the cabin and flight deck during climb and descent. Also, birdstrike during landing.	Strong smell of burning in rear galley which spread to the cabin and front galley and eventually the flight deck with a slight haze present in the cabin. Smell described as burning plastic/electrical. Back heaters and all electrics in the galley were switched off and isolated and the smell dissipated after approx 15mins. Fumes returned during the descent and flight crew went on oxygen. AOG for investigation. Bird (Falcon) remains found by airport staff.
201312586	03/10/2013	BOEING	EGKK (LGW): London/Gatwick	PAN declared due to fuel state.	On a CATIII approach at 500ft in worsening weather conditions aircraft 'NO AUTOLAND' annunciated. Go-around flown and aircraft diverted. En-route to diversion weather deteriorated, being unsure of the autoland capabilities the decision was made to route to a diversion with acceptable weather conditions and declare a PAN due to concerns over fuel state. The aircraft landed with above company minimum reserves. During post landing checks it was discovered that the aircraft had sustained a bird strike to the RH wing. It is not known where the birdstrike occurred.
201312633	03/10/2013	BRITTEN NORMAN	EGAA (BFS): Belfast/Aldergrove	Aircraft struck six birds during take-off run. Aircraft returned.	Aircraft landed safely and damage was caused to the LH wing.
201312635	03/10/2013	ATR	EGJB (GCI): Guernsey, Channel Is.	Aircraft returned following birdstrike to LH engine during rotation.	ATC confirmed bird remains found on runway (Herring Gull) and gave vectors for ILS approach back in for engineering inspection. Large dent found on LH propeller spinner and bird debris found in LH engine oil cooler.
201312754	03/10/2013	AIRBUS	VIDP (DEL): Delhi/Indira Gandhi Intl	Birdstrike to nr2 engine.	Multiple birds seen during landing. Bird debris found on nr2 engine, inboard side pylon, nose area of slat and under the RH wing.
201312771	06/10/2013	AVIONS ROBIN	En route	Birdstrike to windshield.	Windscreen badly damaged but no parts separated.
201313109	13/10/2013	BOEING	LDDU (DBV): Dubrovnik	Birdstrike with damage to APU.	For performance reasons, the aircraft was configured for a 'no engine bleed take-off' with the APU operating. A large flock of birds was seen ahead just before rotation, the aircraft sustained at least two strikes to the upper nose cone. At about 100ft, 'APU' master caution illuminated together with APU auto shutdown and APU low oil pressure captions. Oil pressure fell as the aircraft depressurised, followed by master caution 'Air Con' with 'auto fail' and 'Stby' captions. QRH actioned, air supply established from main engine bleeds and pressurisation mode selected to standby. The APU shutdown had evidently caused the auto fail and once the cabin began to pressurise and stabilised, the pressurisation mode was returned to the auto mode and the flight continued uneventfully with APU switched off.
201313122	10/10/2013	EMBRAER	EGCC (MAN): Manchester/Intl	Birdstrike with damage.	Ground crew discovered a smashed landing light with evidence of bird remains. Unable to determine where and when birdstrike occurred despite a runway check for debris. Landing light replaced.
201313171	14/10/2013	AIRBUS	LIRN (NAP): Napoli/Capodichino	Aircraft returned following birdstrike on initial climb. Five birds were seen with two strikes.	Shortly after the birdstrikes, the aircraft's nr1 engine suffered high vibrations. Other observations consisted of oil pressure fluctuations. The engine power was reduced in order to also reduce the engine vibrations. APU was started with fuel burn-off. The aircraft subsequently landed safely and upon inspection significant damage was caused to the engine with a fuel leak. The fuel was evenly balanced throughout all stages of the flight. The aerodrome fire services were in attendance.
201313187	13/10/2013	DE HAVILLAND	EGPD (ABZ): Aberdeen/Dyce	Multiple bird strikes to RH wing leading edge.	
201313216	15/10/2013	DORNIER	EGPN (DND): Dundee (Riverside Park)	Birdstrike on approach.	Birdstrike to nr1 engine/propeller.
201313278	17/10/2013	BOEING	EGPF (GLA): Glasgow	Multiple birdstrike on approach.	On final approach a flock of birds was observed slightly beneath approach path. Multiple impacts heard mainly down RH side of aircraft. One impact mark found above RH windscreen and remains found lodged in door 1R gust lock. Full birdstrike inspection requested.
201313287	17/10/2013	BOEING	EGCN : DONCASTER SHEFFIELD	Birdstrike to aircraft on landing roll. No damage reported.	Bird species identified as House Sparrow.
201313329	16/10/2013	AEROSPATIALE	Byford Dolphin Oil Rig	Birdstrike: Rotor blades struck but no	Impact noted on underside of two blades.
201313392	20/10/2013	AIRBUS	LFBO (TLS): Toulouse Blagnac	Birdstrike to rear of Captain's static port and LH inboard slat and underside wing.	Captain heard a loud bang during approach. Cabin manager had not heard anything. All system parameters were normal so continued with approach and uneventful landing. Bird damage found approx 500mm rear of the Captain's static port and debris to the LH inboard slat and underside wing. AOG awaiting repair. Tech Log entry made.
201313393	20/10/2013	AIRBUS	LEBL (BCN): Barcelona	Rejected take-off due to birdstrike.	Birdstrike to nr1 engine. Three fan blades damaged. Rejected take-off at 95kts.
201313395	18/10/2013	AIRBUS	EDDF (FRA): FRANKFURT / MAIN	Birdstrike to nr2 engine and RH wing underside and flap.	During walkaround found evidence of birdstrike to nr2 engine intake and fan blade/bypass stator vanes and also on RH wing underside and flap. Engineering informed and inspection completed.

201313454	18/10/2013	BOEING	EDDP (LEJ): Leipzig/Halle	Bird strike damage led to a "Gear Not Down" warning, no green light on right leg. MAYDAY declared.	Upon selection of flap 25, 'Gear not Down', 'Gear Disagree' and 'Gear Doors' warnings. Indications showed that the right gear was not down and locked. ATC informed of situation and alternate gear extension was actioned but with no positive result. MOC and an engineer on board were consulted with no further success. A low flypast was conducted and tower confirmed that gear was out/down. With fuel sufficiently low, aircraft committed to land. Aircraft stopped on runway without problem and landing gear pins inserted for aircraft to be towed away.
201313532	16/08/2013	EMBRAER	EGLC (LCY): London city	Birdstrike during landing roll.	The bird was seen to hit the windscreen, but no damage was reported.
201313576	20/10/2013	AIRBUS	EGKK (LGW): London/Gatwick	Suspected birdstrike to nr2 engine pylon forward fairing.	Inspection performed by engineers and found dent in pylon panel and skin peeled back approx 1/2in x 6in.
201313787	25/10/2013	AIRBUS	EGKK (LGW): London/Gatwick	Birdstrike damage on radome and aileron.	Daily inspection performed by SRT. Crew walk round reported damage on the RH aileron and evidence of a birdstrike on the radome.
201313926	29/10/2013	BRITTEN NORMAN	EGPI (ILY): Islay	Rejected take-off due small flock of birds in	
201313928	24/10/2013	BOEING	EGPF (GLA): Glasgow	Burning smell in flight deck and rear cabin. Smell dissipated during taxi in. Cause identified as a birdstrike to nr1 engine.	Captain PF. Aircraft on final approach to land R/W05. At approx 2000ft a burning smell, similar to an electrical smell came through the air conditioning. Both pilots noted the smell, FO noticed that both air conditioning packs were cycling, no other indications, and approach to uneventful landing continued. On taxi in FO contacted the cabin to enquire if any smell was present. The same smell had been noticed towards the rear of the aircraft. The smell also dissipated as we taxied in. A Tech Log entry was made and the engineers notified. The Captain was flying the same aircraft two days later and checked the Tech Log for further information on the entry. The engineers had logged a birdstrike, through the left hand engine core, conducted a Boroscope check, and cleared the aircraft with nil damage. On reflection there had been no 'thud' or 'smell of roast chicken' that is often experienced with a bird strike through the engine core.
201313954	28/10/2013	EMBRAER	LEMD (MAD): Madrid/Barajas	Birdstrike to inboard LH slat.	No abnormal flight deck indications observed. Weather radar transmitting at time of suspected impact.
201314040	31/10/2013	BRITTEN NORMAN	EGJA (ACI): Alderney,Channel Is.	Rejected take-off due to birdstrike.	No birds on backtrack of runway. On turn round about part way down runway a flock of birds took off, a thud was felt, so I aborted the take off. The runway was very wet, and later it was found a tyre was flat. Back on stand there were remains of blood and innards on cowl, the fire crew returned with the major components of the bird which had been chopped into several pieces as it went through the prop. The bird was a black backed gull. After a good check for bits in the engine nacelle, as no damage was seen, we continued to destination where the engineers rechecked and found the aircraft undamaged.
201314121	03/11/2013	AIRBUS	LIMC (MXP): Milano/Malpensa	Birdstrike to radome and nr1 engine, unreliable airspeed indication.	During descent passing approx 6000ft a loud bang was heard from the lower front fuselage. Crew suspected birdstrike so engine instruments and flight instruments was checked and cross checked carefully, but nothing abnormal observed. No smell or any other abnormalities observed either. Cpt was PF and on approach asked for Flap1 as on normal schedule, and PNF selected this. Cpt then asked for Flap2 and F/O called "speed" and we then realised a 15 knot difference between PFD 1 and 2. This had not been present prior to Flap1. Gear was selected down so we now had Flap1 and G/D, and we crosschecked our speed indications with both PFD's, stby speed indicator and GPS groundspeeds on the GPS monitoring page. When we were happy that PFD 2 was showing the right numbers and PFD 1 was the only one indicating different Cpt selected A/P 2 in command, asked for Flap2 and then transferred control to F/O who became PF for the low approach and landing, while Cpt kept cross monitoring all data to make sure we had reliable indications on PFD2. As we suspected we might have low speed warning from PFD1 speed was selected for landing and we briefed accordingly. During the
201314184	04/11/2013	EMBRAER	EGSH (NWI): Norwich	Birdstrike with damage to landing light.	Nr2 engine struck. Bird carcass found on runway. Species identified as a Gull.
201314241	04/11/2013	AIRBUS	EGKK (LGW): London/Gatwick	Birdstrike with damage to fuselage under FO's DV window.	Loud bang heard on the RH side of the flight deck. On inspection the engineer found damage to the fuselage under the FO's DV window. AOG awaiting repair.
201314259	04/11/2013	DE HAVILLAND	EGBB (BHX): Birmingham	VMO exceedance during descent and then birdstrike on landing roll.	Whilst descending through FL80 on final descent towards an ILS approach, the Indicated Airspeed briefly exceeded VMO as the red high speed cue tape reduced. The speed was noticed to be in the red and the PF reduced the rate of descent in order to reduce the speed immediately below VMO. Just after this was actioned the overspeed warning tone sounded for approximately 3 seconds until the speed had reduced back below 245KTS with the reduced rate of vertical speed. The aircraft was in a clean configuration, wings level with nil turbulence at the time of the exceedance. Both pilots noticed a speed of 246KTS as it was reducing. The flight continued to a normal landing without further incident other than a birdstrike on the landing rollout. The aircraft was taxied to stand, a Tech Log entry made and engineering assistance requested for both events. The engineers attended the aircraft and it was released back to service.

201314564	11/11/2013	AIRBUS	LFBD (BOD): Bordeaux Mérignac	Birdstrike with significant damage to three fan blades.	On rotation flight crew saw a large white bird pass the RH side of the aircraft followed by a thud, very high engine vibration and noise. Crew continued to safe altitude of 3000ft and carried out QRH checklist. Aircraft returned with emergency services in attendance.
201314578	12/11/2013	AIRBUS	EGKK (LGW): London/Gatwick	Birdstrike evidence found to nr1 engine.	During pre-flight walkaround the Captain noted evidence of a birdstrike to the nr1 engine cowl and that the bird(s) appeared to have passed through the engine. Engineering inspection confirmed likely passage through the core of the engine. AOG awaiting repair. Previous sector were unaware of the strike.
201314648	14/11/2013	BEECH	EGNL (BWF): Barrow/Walney Island	Near miss with birds on take-off run. Take-off rejected.	
201315045	21/11/2013	AIRBUS	EGAC (BHD): Belfast/City	Birdstrike with damage to leading edge.	
201315093	21/11/2013	DASSAULT	EGDG (NOY): St. Mawgan	Bird control cleared a flock of starlings from runway prior to take-off roll but they	
201315209	29/07/2013	OTHER	En-route	Aircraft suffered a birdstrike with damage to a wing. The aircraft was diverted.	The aerodrome emergency services were present.
201315251	25/11/2013	CANADAIR	TAPA (ANU): St.Johns/V.C.Bird,Antigua I.	Vibration felt through fuselage after rotation. Aircraft returned and overweight landing carried out.	On the take-off roll all engine and vibration indications registered normal. At rotation speed a slight vibration was felt through the rudder pedals and on the continued climb out the vibration was felt all down the RH side of the aircraft. As the aircraft continued to climb away and the engines powered up for the climb the vibrations became more intense and louder, at no point were there any indications on the EICAS display. On cleaning up the aircraft it became obvious there was a major problem, but the crew were not able to identify the cause. Precautionary return was made and an overweight landing carried out. On close inspection vibration indications showed up on EICAS. It was identified that the nr2 engine was indicating very high readings from the vibration monitor sensors. Damage was found to a number of engine fan blades. No evidence of a bird strike. <input type="checkbox"/> CAA Closure: <input type="checkbox"/> Investigation revealed a birdstrike. Two fan blades were replaced.
201315287	08/11/2013	AIRBUS	EHAM (AMS): Amsterdam/Schiphol	Boroscope not performed after birdstrike with core ingestion.	Records of the engineering work performed following a birdstrike has no indication that a boroscope inspection was carried out iaw AMM. Work order raised for the boroscope inspection to be carried out.
201315486	02/11/2013	PIPER	EGJJ (JER): Jersey, Channel Is.	Rejected take-off due to bird flying into path of aircraft.	No impact, take-off rejected and aircraft swerved slightly to avoid Herring Gull which had flown into its path. Pilot reported he would have hit bird if he had continued with take-off roll. ARFFS were not carrying out bird cover due to escort duty.
201315635	01/12/2013	BOEING	EGLL (LHR): London/Heathrow	Abnormal engine vibration. Birdstrike discovered on landing, thought to be probable cause. Further investigation revealed incorrect removal of fan blades.	Maintrol consulted. Damaged observed to tips of two or three N1 fan blades. Investigation of N1 vibration on subsequent flights revealed damage to fan hub consistent with incorrect removal of fan blades. <input type="checkbox"/> CAA Closure: <input type="checkbox"/> The vibration event was due to a birdstrike causing damage to the engine fan blades, which required changes. Damage was subsequently discovered to the fan hub. The engineer was told to remove the damaged fan set by Maintrol to reduce the time of the AOG but the engineer followed this instruction and removed the fan blades without the correct tools. These were being shipped with the spares and the working party. The engineer and working party considered the damage not to be significant. It has been unable to establish if the damage was present before the fan blades were removed. The engineer concerned has had a letter placed on file and a Line Maintenance Bulletin raised to remind all staff to use correct tools.
201316287	16/12/2013	AIRBUS	LEMD (MAD): Madrid/Barajas	Birdstrike with damage to nr1 engine.	At 800 agl I saw stork soaring just below flightpath. No time to react, bird went into engine 1 causing 1 second spoolback of 5% and pop surge. Parameters recovered immediately with normal egt. We elected to continue via en route diversion and landed uneventfully.
201316372	16/12/2013	BAE	EGTC : Cranfield	Aircraft made contact with a deer during take-off roll from R/W21.	After take-off run had started, a deer ran out and stopped just to the left of the runway centre line. Take-off was rejected and flight crew steered the aircraft to the right to avoid the deer. However, the aircraft subsequently made contact with the deer and the aircraft was brought to a halt on the runway. The incident occurred at 1615hrs, runway reopened at 1658hrs. <input type="checkbox"/> CAA Closure: <input type="checkbox"/> Issues concerning deer were discussed at a recent audit, with possible culling/control being considered.

201316391	18/12/2013	SAAB	EGPL (BEB): Benbecula	15-20 gulls in the vicinity of the intersection and take-off rejected as a precaution. No birds struck.	P2 was PF at 60knts PF stated my controls soon after (approx 80 knots) birds spotted not clearing path. P1 stated stop stop my controls. Due long runway minimal braking usage required therefore after airfield ops carried out bird run another departure carried out - no further events. □ Supplementary 18/12/13: □ Aborted take-off due to the presence of 15-20 gulls in the vicinity of the intersection. No birds were struck. The most recent bird run was carried out at 0944 with no birds reported. A further bird run was carried out after the aborted take-off and again no birds were seen.
201316432	18/12/2013	OTHER	EGYM : Marham	PAN declared due to birdstrike to LH engine.	At 1155 aircraft being vectored for ILS advised they were breaking off the approach to conduct a visual inspection on another aircraft that had experienced a bird strike. At 1159 aircraft came on frequency approx 30nm SW declaring a PAN due to bird strike. Following an airborne visual inspection, diverted and landed safely. During the incident squawked 7700, and D&D were kept informed of developments. After landing the aircraft was able to taxi under its own power to parking. Aircraft damage to port engine.
201316683	23/12/2013	AIRBUS	LEPA (PMI): Palma de mallorca	Birdstrike at 800ft on approach.	On the approach to at approximately 800ft multiple white and black birds were seen and reported to ATC. No impact was suspected but on stand birdstrike damage was noted by the radome on the RHS of the forward fuselage. MOC was contacted and an engineer inspected the damage. After lengthy consideration, the aircraft was released for service and an uneventful return flight was made.
201317130	08/12/2013	BOEING	EGKK (LGW): London/Gatwick	Birdstrike damage found to RH inboard fore flap.	Flap removed and repaired.
201317145	05/08/2013	EMBRAER	EGPD (ABZ): Aberdeen/Dyce	Birdstrike with damage found on arrival.	Bird impact felt just before rotation, due to position of bird, suspected Landing gear strike. Asked ATC for runway inspection to confirm, Crow/Rook Carcass found by Inspector. Flight continued as Maintenance cover available for inspection at destination. On gear extension banging sound heard from nose wheel area, suspected possible aerodynamic buffeting of bird remains. ATC informed that we may leave debris on the runway. Landing carried out without event. Upon inspection after passenger disembarkation, Taxi light found with broken mounting and hanging by electrical wires. This was undoubtedly the cause of the noise we heard. The light was removed and wiring stowed iaw CDL.