ASRS Database Report Set

Bird or Animal Strike Reports

Report Set Description	A sampling of reports referencing a bird or animal strike incident.
Update Number	22.0
Date of Update	February 26, 2016
Number of Records in Report Set	50
Number of New Records in Report Set	16
Type of Records in Report Set	For each update, new records received at ASRS will displace a like number of the oldest records in the Report Set, with the objective of providing the fifty most recent relevant ASRS Database records. Records within this Report Set have been screened to assure their relevance to the topic.

National Aeronautics and
Space Administration

Ames Research Center
Moffett Field, CA 94035-1000

TH: 262-7

MEMORANDUM FOR: Recipients of Aviation Safety Reporting System Data

SUBJECT: Data Derived from ASRS Reports

The attached material is furnished pursuant to a request for data from the NASA Aviation Safety Reporting System (ASRS). Recipients of this material are reminded when evaluating these data of the following points.

ASRS reports are submitted voluntarily. The existence in the ASRS database of reports concerning a specific topic cannot, therefore, be used to infer the prevalence of that problem within the National Airspace System.

Information contained in reports submitted to ASRS may be amplified by further contact with the individual who submitted them, but the information provided by the reporter is not investigated further. Such information represents the perspective of the specific individual who is describing their experience and perception of a safety related event.

After preliminary processing, all ASRS reports are de-identified and the identity of the individual who submitted the report is permanently eliminated. All ASRS report processing systems are designed to protect identifying information submitted by reporters; including names, company affiliations, and specific times of incident occurrence. After a report has been de-identified, any verification of information submitted to ASRS would be limited.

The National Aeronautics and Space Administration and its ASRS current contractor, Booz Allen Hamilton, specifically disclaim any responsibility for any interpretation which may be made by others of any material or data furnished by NASA in response to queries of the ASRS database and related materials.

Linda J Connell

Linda J. Connell, Director
NASA Aviation Safety Reporting System

CAVEAT REGARDING USE OF ASRS DATA

Certain caveats apply to the use of ASRS data. All ASRS reports are voluntarily submitted, and thus cannot be considered a measured random sample of the full population of like events. For example, we receive several thousand altitude deviation reports each year. This number may comprise over half of all the altitude deviations that occur, or it may be just a small fraction of total occurrences.

Moreover, not all pilots, controllers, mechanics, flight attendants, dispatchers or other participants in the aviation system are equally aware of the ASRS or may be equally willing to report. Thus, the data can reflect **reporting biases**. These biases, which are not fully known or measurable, may influence ASRS information. A safety problem such as near midair collisions (NMACs) may appear to be more highly concentrated in area "A" than area "B" simply because the airmen who operate in area "A" are more aware of the ASRS program and more inclined to report should an NMAC occur. Any type of subjective, voluntary reporting will have these limitations related to quantitative statistical analysis.

One thing that can be known from ASRS data is that the number of reports received concerning specific event types represents the **lower measure** of the true number of such events that are occurring. For example, if ASRS receives 881 reports of track deviations in 2010 (this number is purely hypothetical), then it can be known with some certainty that *at least* 881 such events have occurred in 2010. With these statistical limitations in mind, we believe that the **real power** of ASRS data is the **qualitative information** contained in **report narratives**. The pilots, controllers, and others who report tell us about aviation safety incidents and situations in detail – explaining what happened, and more importantly, **why** it happened. Using report narratives effectively requires an extra measure of study, but the knowledge derived is well worth the added effort.

Report Synopses

ACN: 1312671 *(1 of 50)*

Synopsis

After departing, the crew experienced multiple bird strikes which resulted in high vibration and compressor stalls in the number two engine. They accomplished the checklist and were able to operate the engine at idle while returning to land at departure airport.

ACN: 1311855 *(2 of 50)*

Synopsis

B737 flight crew reported returning to departure airport after a bird flock encounter in initial climb caused extensive damage to the right engine.

ACN: 1311578 *(3 of 50)*

Synopsis

CRJ-200 Captain reported narrowly missing a ramp employee when taxi was begun before the signal was given.

ACN: 1309261 *(4 of 50)*

Synopsis

PA28 Instructor with a student reported striking a deer well into the takeoff roll. The runway lights were not on at the time and the landing light revealed the deer too late to take evasive action.

ACN: 1306819 *(5 of 50)*

Synopsis

B737 flight crew reported ingesting a large bird at 75 knots on the takeoff roll and rejecting. Upon examination by Maintenance, the left engine was found to have at least three damaged fan blades and the aircraft was taken out of service.

ACN: 1305972 *(6 of 50)*

Synopsis

A B737 flight crew reported a bird strike during the takeoff roll, damaging one of the engines. The takeoff was safely aborted and the aircraft returned to the gate for maintenance action.

ACN: 1304806 *(7 of 50)*

Synopsis

An Airbus flight crew reported a double bird strike while conducting a night approach. There was no apparent damage to either engine or the airframe and an uneventful landing was accomplished.

ACN: 1300748 *(8 of 50)*

Synopsis
Flight crew failed to call Tower and landed without a clearance due to a distraction of Approach Controller advising them about possible UAV traffic and birds on final.

ACN: 1299456 *(9 of 50)*

Synopsis
An A320 flight crew reported ground personnel's failure to observe SOP's during pushback and taxi out which almost resulted in serious injury.

ACN: 1299290 *(10 of 50)*

Synopsis
On short final, an MD-11 was impacted by a bird, which sheared a hydraulic line in the nose gear assembly. This resulted in a loss of the Number 3 Hydraulic System and ability to taxi. The crew requested and received a tow to parking.

ACN: 1295872 *(11 of 50)*

Synopsis
A pilot departed S43 Runway 33. At 200 feet the pilot turned left to avoid a parachutist which resulted in a NMAC with a helicopter in the landing pattern.

ACN: 1295375 *(12 of 50)*

Synopsis
An air taxi aircraft struck a bird on the takeoff roll from PHMU and continued to their destination where Maintenance found bird strike evidence on one of the propeller blades.

ACN: 1288902 *(13 of 50)*

Synopsis
A pilot of a vintage single engine aircraft reported striking a deer during landing rollout. No injuries were reported to either the pilot or his passenger, however the aircraft did sustain visible damage to exterior components.

ACN: 1288517 *(14 of 50)*

Synopsis
A flight crew reported that their aircraft was struck by an eagle during the takeoff roll. The takeoff was successfully rejected and the aircraft returned to the hangar for damage assessment.

ACN: 1282376 *(15 of 50)*

Synopsis

CL-600 Captain reported impact with a deer at VGC during landing roll.

ACN: 1279605 *(16 of 50)*

Synopsis

B747 Relief Pilot described a bird strike on takeoff that damaged the number four engine. After consulting with the company the crew elects to return to the departure airport after dumping fuel down to maximum landing weight.

ACN: 1264063 *(17 of 50)*

Synopsis

B757 flight crew reports a loud impact on the left radome, from a large bird at 7,000 feet. Initially no anomalies are detected but then the flight attendants report a strange sound and a strong vibration coming from the left engine. The crew also feels the vibration and elects to return to the departure airport.

ACN: 1264030 *(18 of 50)*

Synopsis

A Captain expresses his concerns about the 'quickness' that Maintenance had performed on a Bird Strike Inspection on # 2 Engine for an A320 aircraft, without any reference procedure noted in the Logbook sign-off. Adding to his concerns, was his Air Carrier's removal of a previous requirement that an Airworthiness Release also be issued after a Bird Strike Inspection.

ACN: 1261972 *(19 of 50)*

Synopsis

An A319 Captain reported abnormal engine indications after a bird strike shortly following takeoff. The flight crew elected to return to the departure airport.

ACN: 1261724 *(20 of 50)*

Synopsis

A B757 air crew performed a rejected takeoff after multiple bird strikes at around 100 knots. They returned to the gate. After maintenance inspected the aircraft they once again departed for their destination uneventfully.

ACN: 1257071 *(21 of 50)*

Synopsis

A319 Captain reports hitting two geese on rotation. The only damage appears to be to the gear doors and the crew returns for an uneventful landing.

ACN: 1256621 *(22 of 50)*

Synopsis

CRJ900 Captain experiences severe turbulence during approach to ORF at 3000 feet, followed quickly by a bird strike. The Captain allows another RJ to go ahead then attempts a second approach which is successful.

ACN: 1254113 *(23 of 50)*

Synopsis

A300 flight crew experiences a bird strike on takeoff that seems to be in the nose gear area. Holding is initiated to contact Maintenance and ATC informs that another crew saw fire from the left engine at rotation. The crew elects to return to the departure airport where three bent fan blades are discovered by Maintenance.

ACN: 1252397 *(24 of 50)*

Synopsis

Maintenance personnel completed and cleared a B737 bird strike maintenance log entry. On the next takeoff, the First Officer's airspeed lagged in relation to the Captain's and the ENG light accompanied the autothrottle disconnect. During the turn after takeoff the First Officer's stall warning alerted.

ACN: 1249792 *(25 of 50)*

Synopsis

Small aircraft pilot reported hitting a deer on takeoff at N79.

ACN: 1249428 *(26 of 50)*

Synopsis

B737-800 flight crew reported during departure they noticed a smoky odor after a bird strike. The flight returned to departure airport. After landing, damage to #1 engine fan blade was found.

ACN: 1247807 *(27 of 50)*

Synopsis

B757 First Officer (FO) reports hitting a flock of geese during climbout. The engines appear unscathed, but a return to the departure airport occured. The Captain and the FO both attempt to access their iPad's for overweight landing information to find both apps frozen.

ACN: 1246547 *(28 of 50)*

Synopsis

After the fact, a B757 First Officer was made aware that he and Captain taxied with a ground crewmen head set still attached to the aircraft. Neither pilot saw the person.

ACN: 1246497 *(29 of 50)*

Synopsis

An air carrier crew departed and struck a bird flock between 5,000 feet and 6,000 feet. Because of engine and airframe vibration the crew returned to departure airport where damage was found to the radome, #2 engine fan blades, the right wing and winglet.

ACN: 1245570 *(30 of 50)*

Synopsis

DEN airline ramp employee reported leads have to deal with in-transit animals, including a wild wolf that was the subject of this report. Reporter stated they had no training in how to deal with animals.

ACN: 1242937 *(31 of 50)*

Synopsis

After wing walking the aircraft into the gate and chocking the right main gear, a ramp person was alarmed when the aircraft moved backward approximately three feet. Cold and icy conditions were likely contributing factors to the aircraft's unsolicited movement.

ACN: 1239143 *(32 of 50)*

Synopsis

Approaching a jump zone, an RV7 pilot attempts to tune in the jump frequency but does not press the swap button. Parachutes are then seen blossoming above his aircraft as he continues through the jump zone. The loss of the GPS (Global Positioning System) signal on the tablet was also a contributing factor.

ACN: 1238255 *(33 of 50)*

Synopsis

While performing a post departure FOD inspection at his assigned gate the Lead Marshaler was alarmed by the sound of engines spooking up behind him and only then noted that an aircraft was taxiing into the gate despite his presence in its path and the lack of a Marshaler. He recovered quickly, got the flight crew's attention with a wands crossed "STOP" signal and then marshaled the balance of their arrival.

ACN: 1235846 *(34 of 50)*

Synopsis

A mechanic performing an engine run at the gate detects an amber Cargo Door Caution Message on EICAS and immediately aborts the Number 1 Engine Start. A bag handler had approached the aircraft and parked a belt loader in front of the left engine despite the beacon being on and the right engine running.

ACN: 1235672 *(35 of 50)*

Synopsis

B737 Captain reports hitting a flock of birds at 2000 feet during vectors for approach damaging at least one engine. Compressor stalls are heard and the Captain takes control of the aircraft and turns direct to the runway. ATC is advised and a flaps 15 landing ensues.

ACN: 1235237 *(36 of 50)*

Synopsis

A Captain taxiing to his SFO gate expressed concern about the safety of gate Marshalers who were positioned an extended distance from the gate where they may not be seen.

ACN: 1233932 *(37 of 50)*

Synopsis

A Maintenance Supervisor describes a pushback incident where several factors contributed to a Mechanic with a headset on and still connected to the Crew Interphone System, had to run away from a company B767-300 as the aircraft suddenly began rolling forward. Procedures to establish visual contact with ground crew and steering pin removal confirmation were not followed.

ACN: 1232199 *(38 of 50)*

Synopsis

The pilot of a C172 was surprised to observe a skydiver falling nearby as he crossed over a non-towered airport. He did not hear a pre-drop call from the skydiver's aircraft and suspects that one skydiver exited prior to the announced drop.

ACN: 1230694 *(39 of 50)*

Synopsis

Distracted by a landing gear that failed to retract, the flight crew of a BAE-125-850XP noted a gaggle of geese too close ahead to avoid, and felt one or more strike the aircraft. The impact was followed by erratic indications and a report of smoke from the left engine heard over the radio. They performed an inflight shut down, and returned to their departure airport for an uneventful landing.

ACN: 1230560 *(40 of 50)*

Synopsis

Local Controller reports of a departing flight that ingests birds on departure, loses engine one, and returns safely to the airport.

ACN: 1225462 *(41 of 50)*

Synopsis

A B737-700 being vectored for a visual approach suffered multiple bird strikes which resulted in right engine compressor stall, partial loss of thrust and exhaust flames visible

to those in the passenger cabin. The engine soon resumed apparently to normal operation but the flight crew returned to departure airport and landed with 15 degrees of flap as a precaution against possible engine failure.

ACN: 1225454 *(42 of 50)*

Synopsis

B737-700 flight crew encounters a flock of birds at 3,500 feet during a night visual approach. The crew felt multiple impacts and a Forward Leading Edge in Transit light illuminated. Vibration is felt and indicated on the number two engine and flight attendants report the engine is on fire. When thrust is reduced on the right engine the vibration stops and the flight attendants report the fire is out, although no fire was ever indicated in the cockpit. A flaps 15 approach and landing ensues.

ACN: 1223425 *(43 of 50)*

Synopsis

After the Marshaller had chocked the inbound aircraft at the gate the Marshaller began a walk around inspection despite the right engine still running and the anti-collision light safety reminder still illuminated. The wing walker from the left side of the aircraft sprinted under the fuselage and under the running engine to prevent the Marshaller from passing in front of or behind it.

ACN: 1220920 *(44 of 50)*

Synopsis

When there was a delay in shutting down the left engine of the B-737 at the gate due to being unable to power the aircraft with the GPU, a wing walker walked in front of the engine and was nearly sucked into it.

ACN: 1217947 *(45 of 50)*

Synopsis

A small transport jet flight crew reported they ran over a coyote on landing roll in TWF, no apparent damage to the aircraft.

ACN: 1215846 *(46 of 50)*

Synopsis

A Maintenance Technician narrowly avoided serious injury while darting in front of a running engine to retrieve tools during a maintenance procedure. Loose items from his pockets were ingested by the engine.

ACN: 1212433 *(47 of 50)*

Synopsis

Air carrier flight crew notes a bird pass under their aircraft as they climb off Runway 25R at LAX. The flight continues to destination after ATC informs them that a hawk was found on the runway but no anomalies were detected aboard the aircraft. Post flight reveals a dent in the right engine cowling.

ACN: 1211526 *(48 of 50)*

Synopsis

Small aircraft instructor reports conflicts with with wildlife departing Runway 21 at JNX and suggests that something needs to be done to reduce the problem.

ACN: 1207590 *(49 of 50)*

Synopsis

A pilot reported 7G0 runway and taxiway marking are badly faded and do not meet the AC 150/5340-1L requirements. The lack of fencing has allowed deer to overrun the airport and become a hazard.

ACN: 1206209 *(50 of 50)*

Synopsis

Single engine aircraft pilot reports striking a deer at touchdown at DYL airport that resulted in damage to the landing gear and prop.

Report Narratives

ACN: 1312671 *(1 of 50)*

Time / Day

Date : 201511
Local Time Of Day : 0601-1200

Place

Locale Reference.ATC Facility : ZZZ.TRACON
State Reference : US
Altitude.MSL.Single Value : 4000

Environment

Flight Conditions : VMC

Aircraft

Reference : X
Aircraft Operator : Air Carrier
Make Model Name : Medium Large Transport, Low Wing, 2 Turbojet Eng
Operating Under FAR Part : Part 121
Flight Plan : IFR
Mission : Passenger
Flight Phase : Climb

Component

Aircraft Component : Turbine Engine
Aircraft Reference : X
Problem : Malfunctioning

Person : 1

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Air Carrier
Function.Flight Crew : First Officer
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Air Transport Pilot (ATP)
Experience.Flight Crew.Total : 17000
Experience.Flight Crew.Last 90 Days : 20
Experience.Flight Crew.Type : 4000
ASRS Report Number.Accession Number : 1312671
Human Factors : Other / Unknown

Person : 2

Reference : 2
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Air Carrier
Function.Flight Crew : Captain

Function.Flight Crew : Pilot Not Flying
Qualification.Flight Crew : Air Transport Pilot (ATP)
Experience.Flight Crew.Total : 20000
Experience.Flight Crew.Last 90 Days : 250
Experience.Flight Crew.Type : 9000
ASRS Report Number.Accession Number : 1312675
Human Factors : Other / Unknown

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Inflight Event / Encounter : Bird / Animal
Detector.Person : Flight Crew
When Detected : In-flight
Result.Flight Crew : FLC complied w / Automation / Advisory
Result.Flight Crew : Returned To Departure Airport
Result.Flight Crew : Landed in Emergency Condition

Assessments

Contributing Factors / Situations : Environment - Non Weather Related
Contributing Factors / Situations : Aircraft
Primary Problem : Environment - Non Weather Related

Narrative: 1

Climbing out at approximately 4,000 feet we experienced multiple bird strikes. We [notified ATC] and started a return to [departure airport]. The number 2 engine had extremely high vibration and was compressor stalling. The engine stall checklist was accomplished. The remainder of the flight was accomplished with the #2 engine at idle in order to prevent further compressor stalls. Dispatch was contacted and landing data requested for a north landing. The Captain advised the flight attendants and passengers of the situation. We requested and flew a visual approach to runway 34R where we rolled to the end, exited and secured the right engine. We requested airport fire and rescue examine the aircraft before proceeding to the gate to deplane normally.

Narrative: 2

[Report narrative contained no additional information.]

Synopsis

After departing, the crew experienced multiple bird strikes which resulted in high vibration and compressor stalls in the number two engine. They accomplished the checklist and were able to operate the engine at idle while returning to land at departure airport.

ACN: 1311855 *(2 of 50)*

Time / Day

Date : 201511
Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Relative Position.Distance.Nautical Miles : 4
Altitude.AGL.Single Value : 2000

Environment

Flight Conditions : Mixed
Weather Elements / Visibility.Visibility : 10
Light : Night
Ceiling.Single Value : 3000

Aircraft

Reference : X
ATC / Advisory.TRACON : ZZZ
Aircraft Operator : Air Carrier
Make Model Name : B737 Next Generation Undifferentiated
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 121
Flight Plan : IFR
Mission : Passenger
Nav In Use : FMS Or FMC
Flight Phase : Climb
Airspace.Class E : ZZZ

Person : 1

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Air Carrier
Function.Flight Crew : Captain
Qualification.Flight Crew : Air Transport Pilot (ATP)
Experience.Flight Crew.Last 90 Days : 116
ASRS Report Number.Accession Number : 1311855

Person : 2

Reference : 2
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Air Carrier
Function.Flight Crew : Pilot Not Flying
Function.Flight Crew : First Officer
Qualification.Flight Crew : Air Transport Pilot (ATP)
Experience.Flight Crew.Last 90 Days : 214

Experience.Flight Crew.Type : 4000
ASRS Report Number.Accession Number : 1311917

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Inflight Event / Encounter : Bird / Animal
Detector.Person : Flight Crew
When Detected : In-flight
Result.Flight Crew : Landed in Emergency Condition
Result.Flight Crew : Returned To Departure Airport
Result.Aircraft : Aircraft Damaged

Assessments

Contributing Factors / Situations : Environment - Non Weather Related
Primary Problem : Environment - Non Weather Related

Narrative: 1

After takeoff climbing through approximately 2000 feet AGL, flew through flock of large birds, type unknown, and experienced multiple impacts. Immediately had indications of engine damage with RT ENG vibration meter over 5.0 and smell of burning feathers/flesh. Retarded RT ENG thrust lever to idle and indications returned to normal. [Advised ATC], turned to downwind, and leveled off at 8000 feet MSL, approximately 200 feet below overcast.

Started with Excessive Vibration Checklist, but then switched to Engine Severe Damage Checklist. Due to fact that RT ENG indications had stabilized and that multiple impacts had been detected, elected to continue to operate RT ENG in case LF ENG developed problems as flight continued. Then executed One Engine Inoperative Checklist, coordinated with ATC for return to runway, coordinated with Company Ops, briefed Flight Attendants and Passengers, and briefed approach as flew to 15-mile downwind and turned base to return to field.

Made uneventful landing, had CFR [Crash Fire Rescue] check out aircraft, and taxied to gate. Elected to continue to operate RT ENG due to normal indications and less than good braking conditions. On post-flight extensive damage to RT ENG noted as well as spray of blood and feathers throughout inlet.

This would be a great discussion item to use for sim briefs, a dynamic time-sensitive problem with unknown possible complications.

Narrative: 2

Shortly after takeoff the aircraft impacted a flock of multiple birds. The aircraft was climbing through 8000 feet at the time of impact. The bird strike resulted in the vibration meter for the right engine to be pegged at 5.0. Shortly thereafter, we experience a burning smell. No other abnormal indications were noted from inside the flightdeck.

We immediately [advised ATC], descended back to 8000 feet to remain in VMC conditions, and turned left to enter a left downwind. We initially started the Engine High Vibration QRH, then changed it to the Engine Severe Damage QRH. At this point, the right engine was at idle, there was no vibration noted, and the burning smell had disappeared. Because the Pilot Flying had visually seen the large flock of birds, we decided not to shut down the engine for fear that we may have had damage to the left engine as well. We both felt

comfortable keeping the right engine at idle since it seemed to be operating normally.

We decided to return to the field expeditiously, briefed the approach and completed the Single Engine Approach QRH. The aircraft landed and came to a complete stop. We had personnel inspect the aircraft. They did not see any damage and we taxied the aircraft to the gate. We continued to leave the Number 2 engine running due to the icy conditions on taxiways and ramp.

Synopsis

B737 flight crew reported returning to departure airport after a bird flock encounter in initial climb caused extensive damage to the right engine.

ACN: 1311578 *(3 of 50)*

Time / Day

Date : 201511
Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : RKS.Airport
State Reference : WY
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC
Light : Night

Aircraft

Reference : X
Aircraft Operator : Air Carrier
Make Model Name : Regional Jet 200 ER/LR (CRJ200)
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 121
Flight Plan : IFR
Mission : Passenger
Flight Phase : Taxi

Person

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Air Carrier
Function.Flight Crew : Captain
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Air Transport Pilot (ATP)
ASRS Report Number.Accession Number : 1311578
Human Factors : Communication Breakdown
Human Factors : Situational Awareness
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Ground Personnel

Events

Anomaly.Deviation - Procedural : Published Material / Policy
Anomaly.Ground Event / Encounter : Person / Animal / Bird
Detector.Person : Flight Crew
When Detected : Taxi
Result.Flight Crew : Took Evasive Action
Result.Flight Crew : Became Reoriented

Assessments

Contributing Factors / Situations : Human Factors
Contributing Factors / Situations : Environment - Non Weather Related
Primary Problem : Human Factors

Narrative: 1

After we started engines we did a Taxi Check. We talked with the deice truck to see where they wanted us to park for deice. It was still dark and there was frost on the wings. I gave the ramp agent the thumbs up that we were ready to taxi. Ramp agent gave me the chocks out signal which I had forgotten to give so I returned the chocks out signal to them. The agent then started backing up away from the aircraft with their arms held out in front of them. I released the brake and started to roll forward for the taxi. I then saw a [ramp agent] run in front of the plane with the chocks in their hands. I did not know that ramp agent was down there and had gotten stuck on the opposite side of the plane (Taxiway side) after pulling the chocks. I put the brakes on until ramp agent cleared. After that we taxied to the deice location, where the ramp agent (guessing ramp manager) let me know that I just about ran over the [ramp agent] doing chocks. I told them that I had seen [the ramp agent] and that it scared me too. I also told them that I thought the agent was giving me a taxi forward signal.

Slow down. Think about the people around the aircraft. It would help to have the wands held in the x position so that there is a definite stop signal. However the way their wands were held is also a hold position signal. I do find that that same signal is also used as a line up here signal by many ramp agents and so I misinterpreted it as them wanting me to go that way. I also think it would help to have the chocks turned so that the ramp agent removing them would be on the terminal side of the aircraft giving the agent an out in that situation.

Synopsis

CRJ-200 Captain reported narrowly missing a ramp employee when taxi was begun before the signal was given.

ACN: 1309261 *(4 of 50)*

Time / Day

Date : 201511
Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC
Weather Elements / Visibility.Visibility : 10
Light : Night
Ceiling.Single Value : 10000

Aircraft

Reference : X
ATC / Advisory.CTAF : ZZZ
Aircraft Operator : Personal
Make Model Name : PA-28 Cherokee/Archer/Dakota/Pillan/Warrior
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : None
Mission : Training
Flight Phase : Takeoff

Person

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Personal
Function.Flight Crew : Instructor
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Commercial
Qualification.Flight Crew : Flight Instructor
Qualification.Flight Crew : Multiengine
Experience.Flight Crew.Total : 650
Experience.Flight Crew.Last 90 Days : 250
Experience.Flight Crew.Type : 3
ASRS Report Number.Accession Number : 1309261

Events

Anomaly.Deviation - Procedural : FAR
Anomaly.Ground Event / Encounter : Person / Animal / Bird
Detector.Person : Flight Crew
When Detected : In-flight
Result.Aircraft : Aircraft Damaged

Assessments

Contributing Factors / Situations : Human Factors
Contributing Factors / Situations : Airport
Primary Problem : Ambiguous

Narrative: 1

While providing night instruction to a student working toward a private pilot certificate, our aircraft struck a buck deer on the runway. The deer ran head first into the propeller while we were on the takeoff roll approximately 1500 feet down the runway. One contributing factor to the incident may have been that the runway lights were not on at the time of the strike. My student just commenced an approach and landing with a simulated failure of the onboard radio leaving him unable to activate the runway lights. Our source of illumination for the runway landing area was the landing light of the aircraft. If the runway lighting system had been turned on it is possible we may have been able to see the animal sooner and avoid the strike.

Synopsis

PA28 Instructor with a student reported striking a deer well into the takeoff roll. The runway lights were not on at the time and the landing light revealed the deer too late to take evasive action.

ACN: 1306819 *(5 of 50)*

Time / Day

Date : 201510

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 0

Aircraft

Reference : X
Make Model Name : B737 Undifferentiated or Other Model
Flight Phase : Takeoff

Person : 1

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Air Carrier
Function.Flight Crew : First Officer
Function.Flight Crew : Pilot Not Flying
Experience.Flight Crew.Last 90 Days : 232
ASRS Report Number.Accession Number : 1306819

Person : 2

Reference : 2
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Air Carrier
Function.Flight Crew : Captain
Function.Flight Crew : Pilot Flying
Experience.Flight Crew.Last 90 Days : 137
ASRS Report Number.Accession Number : 1306881

Events

Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor
Anomaly.Inflight Event / Encounter : Bird / Animal
Detector.Person : Flight Crew
Result.General : Maintenance Action
Result.Flight Crew : Returned To Gate
Result.Flight Crew : Rejected Takeoff
Result.Aircraft : Aircraft Damaged

Assessments

Contributing Factors / Situations : Environment - Non Weather Related
Primary Problem : Environment - Non Weather Related

Narrative: 1

We began the takeoff roll [and] after Captain called "set takeoff thrust", I made a small adjustment and called "thrust set". There was a sort of thud sound as I called "80 knots". The Captain rejected the takeoff almost immediately after the callout, and the smell of something burning filled the aircraft. I told ATC that we were rejecting and we came to a stop on the runway. Querying the Tower, he said he saw no smoke. The engine indications were normal at idle. We pulled off and asked him to roll the trucks to see if we might have anything else that warranted immediate attention. Afterward we taxied to the gate and performed an inspection of the left engine. At least three blades of the fan were damaged. We contacted Maintenance and eventually swapped aircraft.

Narrative: 2

On takeoff, we ingested a large bird into the Number 1 engine at approximately 75 to 80 knots. Immediately heard a change in the sound of the engine and felt a vibration. Also, the cockpit and cabin were filled with the smell of the bird. I elected to reject the takeoff. We cleared the runway and asked the Tower to have emergency equipment verify that there was no smoke from the engine or tires. We checked brake cooling. No smoke reported so we taxied to the gate. The aircraft was removed from service by Company Maintenance.

Synopsis

B737 flight crew reported ingesting a large bird at 75 knots on the takeoff roll and rejecting. Upon examination by Maintenance, the left engine was found to have at least three damaged fan blades and the aircraft was taken out of service.

ACN: 1305972 *(6 of 50)*

Time / Day

Date : 201510
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : SJC.Airport
State Reference : CA

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft

Reference : X
ATC / Advisory.Tower : SJC
Aircraft Operator : Air Carrier
Make Model Name : B737 Undifferentiated or Other Model
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 121
Flight Plan : IFR
Mission : Passenger
Flight Phase : Takeoff

Component

Aircraft Component : Engine
Aircraft Reference : X
Problem : Malfunctioning

Person : 1

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Air Carrier
Function.Flight Crew : Pilot Not Flying
Function.Flight Crew : Captain
Qualification.Flight Crew : Air Transport Pilot (ATP)
Experience.Flight Crew.Last 90 Days : 200
ASRS Report Number.Accession Number : 1305972
Human Factors : Distraction
Human Factors : Situational Awareness
Human Factors : Workload

Person : 2

Reference : 2
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Air Carrier
Function.Flight Crew : Pilot Flying

Function.Flight Crew : First Officer
Qualification.Flight Crew : Air Transport Pilot (ATP)
Experience.Flight Crew.Last 90 Days : 149
ASRS Report Number.Accession Number : 1306893
Human Factors : Distraction
Human Factors : Situational Awareness
Human Factors : Workload

Events

Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor
Anomaly.Deviation - Procedural : Published Material / Policy
Anomaly.Ground Event / Encounter : Person / Animal / Bird
Detector.Person : Flight Crew
When Detected : In-flight
Result.General : Maintenance Action
Result.General : Flight Cancelled / Delayed
Result.Flight Crew : Returned To Gate
Result.Flight Crew : Rejected Takeoff
Result.Aircraft : Aircraft Damaged

Assessments

Contributing Factors / Situations : Environment - Non Weather Related
Primary Problem : Environment - Non Weather Related

Narrative: 1

On takeoff roll at about the time I (PM) would call 80 knots, I noticed a large bird sitting on the runway. The bird appeared to be a very large hawk. The bird instead of flying away from us turned and flew right into the number two engine. There was a loud pop and the aircraft simultaneously veered slightly to the right. I glanced at the airspeed indicator and initiated a reject. We came to a very quick stop as the anti-skid cycled the brakes. The FO now PM, instructed the crew and passengers to remain seated as I informed the Tower of our situation. We taxied clear at the next intersection, which had to be Foxtrot as it put us on Yankee right in front of the high number gates. I shut number two down on Yankee as the odor in the cabin quickly became evident.

We discussed our situation again and agreed to check the [performance computer] for brake temperature restrictions. We became distracted by Ground Control communications and company radio as we were instructed to return to the gate. We didn't look at the [performance computer] until we were at the gate. I remembered seeing the airspeed indicator passing through 100 knots as I pulled the thrust levers back so I had him check 120, 110, and 100 knots in the [performance computer]. 120 would have had us not return to the gate, 110 knots indicated 60 minutes at the gate, and 100 knots indicated no restriction. I am not sure why we missed checking the [performance computer] earlier as it was one of the first things that I thought of as we came to a stop.

Narrative: 2

After aligning the aircraft for takeoff, the Captain passed the controls to me and I continued the takeoff roll. As we were accelerating, we both noticed a large (hawk-sized) bird perched on the runway slightly right of centerline. The Captain and I exchanged a few words about the presence of the bird as the bird took flight and passed down our right side. We then felt an abrupt momentary yaw to the right. Later, the Captain and a ramp worker reported hearing a loud compressor stall type noise. I do not remember a noise

which may be due to my noise cancelling headset. I was about to recommend rejecting the takeoff when the Caption initiated the RTO.

The aircraft decelerated using the automatic RTO system. The deceleration was much more benign than I expected. I notified the Tower that we had rejected the takeoff. The Captain asked me to tell the passengers to remain seated. We taxied clear of the runway. We noticed a strong smell of burned bird in the cockpit. We performed a quick scan of the engine instruments noting no abnormalities. We then shut down the Number 2 engine and taxied to the gate. At the gate, we realized we did not check the brake cooling in the [performance computer]. We estimated the rejection speed to be 100 KIAS. Fortunately, no brake cooling was required. Visual inspection of the Number 2 engine revealed several damaged fan blades and feathers.

Synopsis

A B737 flight crew reported a bird strike during the takeoff roll, damaging one of the engines. The takeoff was safely aborted and the aircraft returned to the gate for maintenance action.

ACN: 1304806 *(7 of 50)*

Time / Day

Date : 201510
Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : JFK.Airport
State Reference : NY
Altitude.MSL.Single Value : 2000

Aircraft

Reference : X
ATC / Advisory.Tower : JFK
Aircraft Operator : Air Carrier
Make Model Name : Airbus 318/319/320/321 Undifferentiated
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 121
Flight Plan : IFR
Mission : Passenger
Nav In Use : FMS Or FMC
Nav In Use.Localizer/Glideslope/ILS : Runway 04R
Flight Phase : Initial Approach
Route In Use.STAR : LENDY6
Airspace.Class B : JFK

Person

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Air Carrier
Function.Flight Crew : Captain
Qualification.Flight Crew : Air Transport Pilot (ATP)
ASRS Report Number.Accession Number : 1304806
Human Factors : Distraction

Events

Anomaly.ATC Issue : All Types
Anomaly.Inflight Event / Encounter : Bird / Animal
Detector.Person : Flight Crew
When Detected : In-flight
Result.General : Maintenance Action
Result.Flight Crew : Returned To Clearance
Result.Aircraft : Aircraft Damaged

Assessments

Contributing Factors / Situations : Airport
Primary Problem : Airport

Narrative: 1

On the LENDY Arrival from LGA [VOR], east of JFK, to [the] south of JFK, to a westbound heading to the Jersey shore descending to 3,000 feet. I flew up the Jersey shoreline at 3,000 feet to an intercept heading to ILS 4R at JFK at 25-30 miles from JFK. I was descended to 2,000 feet on base to final at approximately 25 miles out. At 2,000 feet, flaps 2, 160 knots, on localizer, prior to GS intercept and approximately 10 to 8 miles from the runway, we struck the first bird on the Captain's L1 window near the center post. A quick check of the engines indicated no abnormal condition. Within one minute we struck the second bird at 2,000 feet with a loud bang from the front of the aircraft, but could not see the strike. The engines, again checked normal. We notified the JFK control tower to warn the aircraft behind us. I continued the approach for an uneventful flaps 3 landing at JFK on 4R. I called JFK tower on the phone after gate arrival to relay there was no apparent damage to the aircraft, but we had two bird strikes. One on the Captain's L1 window and one on the radome at the 1 to 2 o'clock position, under the R1 window. JFK tower told me 5 aircraft after me were involved in bird strikes on the same ILS 4R approach. I recommended that the tower ask approach to bring aircraft in at 3,000 feet to glide slope intercept in an attempt to miss the flock(s) of birds on runway 4R at the lower 2,000 feet. JFK was landing both 4L and 4R. JFK [Company Ops] inspected the aircraft.

Synopsis

An Airbus flight crew reported a double bird strike while conducting a night approach. There was no apparent damage to either engine or the airframe and an uneventful landing was accomplished.

ACN: 1300748 *(8 of 50)*

Time / Day

Date : 201510
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : DFW.Airport
State Reference : TX

Environment

Light : Daylight

Aircraft : 1

Reference : X
ATC / Advisory.TRACON : D10
Aircraft Operator : Air Carrier
Make Model Name : MD-82
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 121
Flight Plan : IFR
Mission : Passenger
Flight Phase : Final Approach
Flight Phase : Landing
Airspace.Class B : DFW

Aircraft : 2

Reference : Y
Aircraft Operator : Personal
Make Model Name : UAV - Unpiloted Aerial Vehicle
Mission : Personal
Flight Phase : Cruise
Airspace.Class B : DFW

Person

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Air Carrier
Function.Flight Crew : Other / Unknown
Qualification.Flight Crew : Air Transport Pilot (ATP)
ASRS Report Number.Accession Number : 1300748
Human Factors : Distraction
Human Factors : Workload
Human Factors : Communication Breakdown
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : ATC

Events

Anomaly.Conflict : NMAC
Anomaly.Deviation - Procedural : Landing Without Clearance
Detector.Person : Flight Crew
When Detected : In-flight
Result.Air Traffic Control : Issued Advisory / Alert

Assessments

Contributing Factors / Situations : Procedure
Contributing Factors / Situations : Human Factors
Contributing Factors / Situations : Environment - Non Weather Related
Primary Problem : Human Factors

Narrative: 1

I did not call the tower before landing. I was distracted by approach telling us to be on the lookout for a [UAV] on final, and seeing three big birds above us on final just miss us.

Synopsis

Flight crew failed to call Tower and landed without a clearance due to a distraction of Approach Controller advising them about possible UAV traffic and birds on final.

ACN: 1299456 *(9 of 50)*

Time / Day

Date : 201510
Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft

Reference : X
ATC / Advisory.Ground : ZZZ
Aircraft Operator : Air Carrier
Make Model Name : A320
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 121
Flight Plan : IFR
Flight Phase : Taxi

Person

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Air Carrier
Function.Flight Crew : Captain
Function.Flight Crew : Pilot Flying
Experience.Flight Crew.Total : 17000
Experience.Flight Crew.Last 90 Days : 149
Experience.Flight Crew.Type : 8000
ASRS Report Number.Accession Number : 1299456
Human Factors : Communication Breakdown
Human Factors : Situational Awareness
Communication Breakdown.Party1 : Flight Attendant
Communication Breakdown.Party2 : Ground Personnel

Events

Anomaly.Deviation - Procedural : Published Material / Policy
Anomaly.Ground Event / Encounter : Person / Animal / Bird
Detector.Person : Flight Crew
When Detected : Taxi
Result.Flight Crew : Took Evasive Action

Assessments

Contributing Factors / Situations : Human Factors
Primary Problem : Human Factors

Narrative: 1

Obvious lack of training on pushback could have caused serious injury or worse. Left both Captain and First Officer (FO) shaken after event.

1. Pushback crew not at aircraft at time of push although buttoned up and ready to go. Possibly at aircraft but confused as to how interphone to cockpit worked.
2. Obvious confusion with push back crew on equipment operation on disconnect of tug.
3. Lack of proper phraseology on communication with push crew.
4. After salute and release, tug crew visibly back in gate area for approximately 5 min or more, after start checklist completed, ATC taxi clearance requested, taxi clearance given, and Captain beginning to taxi, the VIGILANT FO noticed a member of the push crew between nose of right side of aircraft and running engine walking back to the terminal.
5. Captain immediately stopped aircraft, called station operations to explain the dangerous situation. Operations explained it was the individual's first day on the job. I explained this is how people get killed.
6. Once in flight FO called operations to reiterate our concerns and we were told they would conduct a safety investigation.

Synopsis

An A320 flight crew reported ground personnel's failure to observe SOP's during pushback and taxi out which almost resulted in serious injury.

ACN: 1299290 *(10 of 50)*

Time / Day

Date : 201510
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 300

Environment

Flight Conditions : VMC

Aircraft

Reference : X
ATC / Advisory.Tower : ZZZ
Aircraft Operator : Air Carrier
Make Model Name : MD-11
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 121
Flight Plan : IFR
Mission : Cargo / Freight
Flight Phase : Initial Approach
Route In Use : Visual Approach
Airspace.Class B : ZZZ

Person

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Air Carrier
Function.Flight Crew : Captain
Qualification.Flight Crew : Air Transport Pilot (ATP)
ASRS Report Number.Accession Number : 1299290

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Inflight Event / Encounter : Bird / Animal
Detector.Person : Flight Crew
Were Passengers Involved In Event : N
When Detected : In-flight
Result.Flight Crew : Landed in Emergency Condition
Result.Aircraft : Aircraft Damaged

Assessments

Contributing Factors / Situations : Environment - Non Weather Related
Primary Problem : Environment - Non Weather Related

Narrative: 1

Bird strike at approximately 300-400 AGL during a visual approach. Heard impact close to cockpit. No noted changes to engine nor flight performance. Close to ground with clearance to land, we decided to continue to landing with First Officer (FO) flying. Excellent approach to landing on centerline. No degradation of flight controls nor degradation of braking on rollout. Master caution appeared as we exited the runway on high speed taxiway. Noted HYD3 fail alert. Continued with after landing checklist and contacted ground control. Clearance to hold short of another runway. We complied with taxi instructions as the FO read the QRH for the Hyd3 fail. FO covered the consequences and contacted ramp control to forward our issue along and pass call to maintenance. Captain performed a basic taxi control check and conferred with FO regarding the need for a tow in to the gate due to perceived lack of control in tight right turns as per limitations in QRH. Captain felt able to make the turn on to taxiway after crossing the runway to get as close to the gate as possible. While attempting right turn onto the taxiway, and with the help of information from the following aircraft, the decision was made by the crew to stop the turn and shutdown until maintenance could tow the aircraft. Maintenance and airfield ops came to the aircraft to commence the tow into a closer gate, and found that a large Hawk had impacted the front of the nose gear shearing the hydraulic line and emptying the number 3 hydraulic system.

Synopsis

On short final, an MD-11 was impacted by a bird, which sheared a hydraulic line in the nose gear assembly. This resulted in a loss of the Number 3 Hydraulic System and ability to taxi. The crew requested and received a tow to parking.

ACN: 1295872 *(11 of 50)*

Time / Day

Date : 201509
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : S43.Airport
State Reference : WA
Altitude.AGL.Single Value : 200

Environment

Flight Conditions : VMC
Weather Elements / Visibility.Visibility : 10
Light : Daylight
Ceiling : CLR

Aircraft : 1

Reference : X
ATC / Advisory.CTAF : S43
Aircraft Operator : Personal
Make Model Name : Small Aircraft, Low Wing, 1 Eng, Fixed Gear
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : None
Mission : Personal
Flight Phase : Climb
Route In Use : None
Airspace.Class G : S43

Aircraft : 2

Reference : Y
ATC / Advisory.CTAF : S43
Aircraft Operator : FBO
Make Model Name : Helicopter
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : None
Mission : Training
Flight Phase : Climb
Route In Use : None
Airspace.Class G : S43

Person

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Personal
Function.Flight Crew : Pilot Flying
Function.Flight Crew : Single Pilot
Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Commercial
Qualification.Flight Crew : Flight Instructor
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Sea
Qualification.Flight Crew : Glider
Experience.Flight Crew.Total : 2747
Experience.Flight Crew.Last 90 Days : 18
Experience.Flight Crew.Type : 2703
ASRS Report Number.Accession Number : 1295872
Human Factors : Workload
Human Factors : Time Pressure
Human Factors : Confusion
Human Factors : Situational Awareness

Events

Anomaly.Conflict : NMAC
Anomaly.Deviation - Track / Heading : All Types
Anomaly.Deviation - Procedural : Published Material / Policy
Anomaly.Inflight Event / Encounter : Bird / Animal
Detector.Person : Flight Crew
Miss Distance.Horizontal : 75
Miss Distance.Vertical : 0
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

Contributing Factors / Situations : Human Factors
Contributing Factors / Situations : Airport
Contributing Factors / Situations : Procedure
Primary Problem : Procedure

Narrative: 1

S43 is a privately-owned public-access airport, with a flight school with fixed wing and rotary wing aircraft, and a sky diving operation. Advanced and tandem sky divers land in a designated LZ on the airport, near the north end of the airport, just east of the runway. Sky divers stay east of the runway. (Less experienced sky divers land about a mile east of the airport.)

The sky was clear, visibility greater than 10 miles, with a light wind from the north. While doing my preflight and preparing for takeoff, I intermittently saw sky divers landing in the LZ. They were all approaching the LZ form the east, over a taxiway, assuring that there would be no conflicts with aircraft using the runway. I also noticed a helicopter working the traffic pattern. I recognized the helicopter.

Runway 33 is clearly marked with a large sign advising pilots to turn to a heading of 290 degrees as soon as practical for noise abatement. As I started my takeoff roll on runway 33, I saw several sky divers descending, all east of the runway. As I climbed through about 200-300 feet AGL, I saw a skydiver swing wide to the west side of the drop zone, right over the right edge of the runway, right in front of me. I estimated the sky diver to be about 100 feet above me, descending quickly. Although the sky diver turned back to my right, away from the runway, I immediately started my left turn to 290 degrees, to assure that I missed the sky diver. My attention was focused on the sky diver, to be sure

that they kept moving away from me. About 20 degrees into the turn I took a quick look to my left, in the direction of my turn. I was surprised to see the training helicopter about 70-80 feet away, at my altitude, converging. The helicopter appeared to be in level flight, flying parallel to the runway, in my same direction, at my altitude. I can't think of any logical reason for it to have been there. Had I continued the turn to 290, a midair would have been likely. I immediately turned back to my right, toward the runway. Fortunately, the sky diver was now clear of my flight path.

I continued on my flight without further incident.

Synopsis

A pilot departed S43 Runway 33. At 200 feet the pilot turned left to avoid a parachutist which resulted in a NMAC with a helicopter in the landing pattern.

ACN: 1295375 *(12 of 50)*

Time / Day

Date : 201509
Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : MUE.Airport
State Reference : HI
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC
Light : Dawn

Aircraft

Reference : X
ATC / Advisory.CTAF : MUE
Aircraft Operator : Air Taxi
Make Model Name : Commercial Fixed Wing
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 135
Flight Plan : IFR
Mission : Passenger
Flight Phase : Takeoff
Route In Use : Direct
Airspace.Class G : HCF

Person

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Air Taxi
Function.Flight Crew : First Officer
Function.Flight Crew : Pilot Not Flying
Qualification.Flight Crew : Commercial
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Instrument
Experience.Flight Crew.Total : 901.8
Experience.Flight Crew.Last 90 Days : 263.9
Experience.Flight Crew.Type : 869.3
ASRS Report Number.Accession Number : 1295375
Human Factors : Distraction
Human Factors : Situational Awareness

Events

Anomaly.Deviation - Procedural : Published Material / Policy
Anomaly.Ground Event / Encounter : Person / Animal / Bird
Detector.Person : Flight Crew
When Detected.Other
Result.General : Maintenance Action

Assessments

Contributing Factors / Situations : Procedure
Contributing Factors / Situations : Environment - Non Weather Related
Primary Problem : Environment - Non Weather Related

Narrative: 1

We were on the takeoff roll from runway 04 at PHMU. At or just before rotation speed of 70 knots, I saw something small and black go straight over the aircraft. I thought we had just barely missed whatever it was. The captain I was flying with said it was a bird and it had gone through the propeller. I didn't see it go through the propeller, and neither of us felt a "thud" or any sort of impact from the bird. All of our engine instruments were reading normal, there were no unusual vibrations from the propeller, and none of our avionics or radios had gone offline. Although we were no more than a couple miles from the airport and a thousand feet or so in altitude, we elected to continue to our destination.

The flight continued uneventfully. Upon arrival, we discovered some residue from the bird that we had hit on a four inch section of one of the propeller blades. That was the only evidence that we had of a bird strike, and the plane took no damage elsewhere. The propeller blade suffered nothing more than a few smears, and maintenance quickly inspected and returned the aircraft to service.

In hindsight, our decision to continue was unsafe. We had no idea if or how much damage the aircraft had taken, if it had taken any at all. We were close to the airport and could have easily returned for landing. There is no maintenance base, though, but that is no excuse to [not] land there. And since we were just rotating as the bird struck, I could have called to abort the takeoff, as we had more than enough runway available to stop the aircraft. Both of our decision making was hindered that day, as we were both tired and had already started the flight catching errors.

Synopsis

An air taxi aircraft struck a bird on the takeoff roll from PHMU and continued to their destination where Maintenance found bird strike evidence on one of the propeller blades.

ACN: 1288902 *(13 of 50)*

Time / Day

Date : 201508
Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : 2G2.Airport
State Reference : OH
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC
Weather Elements / Visibility.Visibility : 10
Light : Dusk
Ceiling : CLR

Aircraft

Reference : X
ATC / Advisory.CTAF : 2G2
Aircraft Operator : Personal
Make Model Name : Small Aircraft
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : None
Mission : Personal
Flight Phase : Landing
Route In Use : Visual Approach

Person

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Personal
Function.Flight Crew : Pilot Flying
Function.Flight Crew : Single Pilot
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Private
Experience.Flight Crew.Total : 1710
Experience.Flight Crew.Last 90 Days : 30
Experience.Flight Crew.Type : 1285
ASRS Report Number.Accession Number : 1288902
Human Factors : Distraction

Events

Anomaly.Ground Event / Encounter : Person / Animal / Bird
Detector.Person : Flight Crew
When Detected : In-flight
Result.General : Maintenance Action
Result.Aircraft : Aircraft Damaged

Assessments

Contributing Factors / Situations : Environment - Non Weather Related
Contributing Factors / Situations : Airport
Primary Problem : Environment - Non Weather Related

Narrative: 1

Struck a deer immediately after touching down in wheel landing mode. Deer crossed in front of aircraft from left side while executing a normal landing on runway 32 at Jefferson County Airpark (2G2). I was able to maintain complete control of aircraft during the event. Visible damage caused by strike includes prop, right gear fairings, under belly panels, venture, and transponder antenna. No personal injuries to me or passenger were sustained. There was no time afforded to take evasive action prior to strike without risking a groundloop and risking further damage and/or personal injury. The landing lights were on during the landing and 2 notches of flaps were used which is the normal mode of configuration. A clearing approach to landing was made immediately prior to the landing in question in order to attempt to clear the area of wildlife.

Synopsis

A pilot of a vintage single engine aircraft reported striking a deer during landing rollout. No injuries were reported to either the pilot or his passenger, however the aircraft did sustain visible damage to exterior components.

ACN: 1288517 *(14 of 50)*

Time / Day

Date : 201508
Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : STP.Airport
State Reference : MN
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC
Weather Elements / Visibility : Cloudy
Weather Elements / Visibility.Visibility : 10
Light : Daylight
Ceiling.Single Value : 6000

Aircraft

Reference : X
ATC / Advisory.Tower : STP
Make Model Name : Gulfstream Jet Undifferentiated or Other Model
Crew Size.Number Of Crew : 2
Flight Plan : IFR
Mission : Passenger
Flight Phase : Takeoff

Person : 1

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Fractional
Function.Flight Crew : Captain
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Air Transport Pilot (ATP)
ASRS Report Number.Accession Number : 1288517
Human Factors : Situational Awareness
Human Factors : Distraction
Human Factors : Time Pressure

Person : 2

Reference : 2
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Function.Flight Crew : First Officer
Function.Flight Crew : Pilot Not Flying
Qualification.Flight Crew : Air Transport Pilot (ATP)
ASRS Report Number.Accession Number : 1288877
Human Factors : Situational Awareness
Human Factors : Distraction
Human Factors : Time Pressure

Events

Anomaly.Ground Event / Encounter : Person / Animal / Bird
Detector.Person : Flight Crew
When Detected : In-flight
Result.General : Flight Cancelled / Delayed
Result.General : Maintenance Action
Result.Flight Crew : Rejected Takeoff
Result.Flight Crew : Returned To Gate
Result.Aircraft : Aircraft Damaged

Assessments

Contributing Factors / Situations : Airport
Contributing Factors / Situations : Environment - Non Weather Related
Primary Problem : Environment - Non Weather Related

Narrative: 1

Departing runway 14 from St. Paul (KSTP) we had a bird strike during the takeoff roll. After being cleared for takeoff, we took the runway and commenced the takeoff roll. At 60 knots the PM (Pilot Monitoring) called "power set", followed then by the call "80 knots". At that moment I noticed a bald eagle coming at us from the right, only a few meters from the nose. I stated "bird" and attempted to steer the aircraft slightly to the left. The eagle continued toward our aircraft and flew under the nose. At approximately 90 knots the PM called "abort" at the same time I had pulled the throttles back to idle and deployed the thrust reversers. The PM then deployed the speed brakes as a backup to the abort procedures. The aircraft was brought to a slow speed and we cleared the runway at taxiway A2. During post flight it was discovered that the eagle had struck our nose gear, then the left leading edge wing root followed by the lower left engine cowl. [Maintenance Control] was advised and immediately cleared the bird remains from runway 14, and we met with the USDA back in our hangar before departing with another aircraft to complete the mission.

Narrative: 2

[Report narrative contained no additional information.]

Synopsis

A flight crew reported that their aircraft was struck by an eagle during the takeoff roll. The takeoff was successfully rejected and the aircraft returned to the hangar for damage assessment.

ACN: 1282376 *(15 of 50)*

Time / Day

Date : 201507
Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : VGC.Airport
State Reference : NY
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC
Weather Elements / Visibility.Visibility : 10
Light : Night

Aircraft

Reference : X
Aircraft Operator : Corporate
Make Model Name : Challenger CL600
Operating Under FAR Part : Part 91
Flight Plan : IFR
Mission : Ferry
Flight Phase : Landing
Route In Use : Visual Approach

Person

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Corporate
Function.Flight Crew : Captain
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Air Transport Pilot (ATP)
Qualification.Flight Crew : Flight Instructor
Qualification.Flight Crew : Multiengine
Experience.Flight Crew.Total : 4500
Experience.Flight Crew.Last 90 Days : 180
Experience.Flight Crew.Type : 300
ASRS Report Number.Accession Number : 1282376

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Ground Event / Encounter : Person / Animal / Bird
Detector.Person : Flight Crew
When Detected.Other
Result.Aircraft : Aircraft Damaged

Assessments

Contributing Factors / Situations : Environment - Non Weather Related
Contributing Factors / Situations : Airport
Primary Problem : Environment - Non Weather Related

Narrative: 1

During touchdown a deer ran across the runway and impacted the aircraft's right inboard flap. Landing and rollout were without incident. Taxied clear. Upon visual inspection observed damage to flap. Airport is completely fenced in, but wildlife is still abundant.

Synopsis

CL-600 Captain reported impact with a deer at VGC during landing roll.

ACN: 1279605 *(16 of 50)*

Time / Day

Date : 201507
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 50

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft

Reference : X
Aircraft Operator : Air Carrier
Make Model Name : B747-400
Crew Size.Number Of Crew : 3
Operating Under FAR Part : Part 121
Mission : Cargo / Freight
Flight Phase : Takeoff
Airspace.Class C : ZZZ

Component

Aircraft Component : Turbine Engine
Aircraft Reference : X
Problem : Malfunctioning

Person

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Air Carrier
Function.Flight Crew : Relief Pilot
Function.Flight Crew : Pilot Not Flying
Function.Flight Crew : First Officer
Qualification.Flight Crew : Air Transport Pilot (ATP)
ASRS Report Number.Accession Number : 1279605

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Inflight Event / Encounter : Bird / Animal
Detector.Automation : Aircraft Other Automation
Detector.Person : Flight Crew
When Detected : In-flight
Result.Flight Crew : Returned To Departure Airport
Result.Flight Crew : Landed As Precaution
Result.Aircraft : Aircraft Damaged

Assessments

Contributing Factors / Situations : Environment - Non Weather Related
Primary Problem : Environment - Non Weather Related

Narrative: 1

When we rotated we had a bird strike at approximately 50 feet AFE (Above Field Elevation). We saw the bird only a moment before we struck it. There were two birds together, one dove low, and the one that struck the aircraft stayed at the same height. When we passed the birds, we felt a large vibration, heard an audible change in engine sound, and at a safe altitude verified that there was indeed a large indicated N2 vibration on the #4 engine. We advised ATC, and at a safe altitude, we cleaned up the aircraft to flaps 1, and approximately 230 knots, and leveled off at 4000 feet with ATC's concurrence.

As a group, we delegated work load. The Captain (Pilot Flying) controlled the a/c, the First Officer (Pilot Monitoring) handled the left radio (ATC) and myself in the observers seat contacted our Dispatcher via SATCOM. Once initial contact was established and the First Officer took control of the a/c the Captain joined the call. As a group we decided that the vibration would be an issue that would prevent us from continuing to destination and the engine would not be shut down because at idle the vibration was within acceptable limits, and a return was the best course of action. The SATCOM was disconnected from the company and we advised ATC that we would be returning, and original pilot duties were resumed. We were given a hold and a climb to 6000 ft. Once in the hold and at our assigned altitude, we began a planned fuel jettison following the checklist to get below our max landing weight. We Jettisoned fuel from approximately 76,000 kgs to 34,000 kgs. After the fuel jettison checklist was completed, we advised approach that we were ready for vectors to the ILS. A normal approach and landing were executed with all 4 engines under our max landing weight and once on the ground we secured the #4 engine.

Synopsis

B747 Relief Pilot described a bird strike on takeoff that damaged the number four engine. After consulting with the company the crew elects to return to the departure airport after dumping fuel down to maximum landing weight.

ACN: 1264063 *(17 of 50)*

Time / Day

Date : 201505
Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 7000

Environment

Flight Conditions : VMC

Aircraft

Reference : X
ATC / Advisory.TRACON : ZZZ
Aircraft Operator : Air Carrier
Make Model Name : B757 Undifferentiated or Other Model
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 121
Flight Plan : IFR
Mission : Passenger
Flight Phase : Climb
Airspace.Class B : ZZZ

Component

Aircraft Component : Turbine Engine
Manufacturer : Rolls Royce
Aircraft Reference : X
Problem : Malfunctioning

Person : 1

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Air Carrier
Function.Flight Crew : Captain
Function.Flight Crew : Pilot Not Flying
Qualification.Flight Crew : Air Transport Pilot (ATP)
Experience.Flight Crew.Total : 23450
ASRS Report Number.Accession Number : 1264063

Person : 2

Reference : 2
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Air Carrier
Function.Flight Crew : First Officer
Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Air Transport Pilot (ATP)
Experience.Flight Crew.Total : 13000
ASRS Report Number.Accession Number : 1264076

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Inflight Event / Encounter : Bird / Animal
Detector.Automation : Aircraft Other Automation
Detector.Person : Flight Crew
Detector.Person : Flight Attendant
When Detected : In-flight
Result.Flight Crew : Returned To Departure Airport
Result.Flight Crew : Landed As Precaution
Result.Aircraft : Aircraft Damaged

Assessments

Contributing Factors / Situations : Environment - Non Weather Related
Contributing Factors / Situations : Aircraft
Primary Problem : Environment - Non Weather Related

Narrative: 1

On climb out at approximately 7,000 feet we heard a loud impact sound on the left forward fuselage. The First Officer (FO) stated she briefly saw a large white object pass by so we suspected a bird strike. Initially, all flight instrument indications and system parameters (engines, flight controls, pressurization, hydraulics, electrical, radar) appeared normal.

During our assessment and after a few minutes the #1 flight attendant called and stated that she and the #3 flight attendant were hearing a strange sound coming from the left engine and felt a strong vibration in the floor of the aircraft.

While on the interphone the FO and I also felt the vibration and briefly saw the left engine vibration indicator (N3) jump. We then requested from ATC a turn back. We sent a free text message to dispatch and a radio call to operations informing them of the situation and briefed the flight attendants of our intent. We made the appropriate PA's. We then switched control of the aircraft to Captain Flying and accomplished the Overweight Landing and Emergency Landing checklist. Pulling off the taxi way we had Aircraft Rescue Firefighting (ARFF) inspect the landing gear for overheating and the left engine for damage or leaks. After satisfactory inspection we proceeded to the gate without further incident.

Narrative: 2

[Report narrative contained no additional information]

Synopsis

B757 flight crew reports a loud impact on the left radome, from a large bird at 7,000 feet. Initially no anomalies are detected but then the flight attendants report a strange sound and a strong vibration coming from the left engine. The crew also feels the vibration and elects to return to the departure airport.

ACN: 1264030 *(18 of 50)*

Time / Day

Date : 201505
Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 0

Environment

Light : Daylight

Aircraft

Reference : X
Aircraft Operator : Air Carrier
Make Model Name : A320
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 121
Mission : Passenger
Flight Phase : Parked
Maintenance Status.Maintenance Deferred : N
Maintenance Status.Records Complete : N
Maintenance Status.Released For Service : Y
Maintenance Status.Maintenance Type : Unscheduled Maintenance
Maintenance Status.Maintenance Items Involved : Inspection

Component : 1

Aircraft Component : Turbine Engine
Aircraft Reference : X

Component : 2

Aircraft Component : Fan Blade
Aircraft Reference : X

Component : 3

Aircraft Component : Checklists
Manufacturer : Airbus
Aircraft Reference : X
Problem : Malfunctioning

Person

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Air Carrier
Function.Flight Crew : Captain
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Air Transport Pilot (ATP)

ASRS Report Number.Accession Number : 1264030
Human Factors : Communication Breakdown
Human Factors : Confusion
Human Factors : Time Pressure
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Maintenance
Analyst Callback : Completed

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Deviation - Procedural : Published Material / Policy
Anomaly.Inflight Event / Encounter : Bird / Animal
Detector.Person : Flight Crew
Were Passengers Involved In Event : N
When Detected : Pre-flight
Result.General : Flight Cancelled / Delayed
Result.General : Maintenance Action
Result.Aircraft : Aircraft Damaged

Assessments

Contributing Factors / Situations : Procedure
Contributing Factors / Situations : Logbook Entry
Contributing Factors / Situations : Human Factors
Contributing Factors / Situations : Company Policy
Primary Problem : Company Policy

Narrative: 1

First Officer during pre flight noticed possible bird strike indications on #2 engine cowl and a large mark on one of the fan blades. I entered this into the logbook and notified Maintenance as well as Operations. The cowl had streaks of material and the fan blade showed a large white mark about four inches in diameter near the tip. Maintenance took the log book with about 10 minutes to go before scheduled departure. They returned the log book to me 12 minutes later with a signoff saying no damage noted ok for flight. We were about to close the door when maintenance returned to get the log book back from me. They took it from the flight deck and returned with another notation saying in the Discrepancy block "landing gear safety devices installed" and in the Corrective block "landing gear safety devices removed". At no time were these devices removed from the flight deck. I also understand the only safety devices for landing gear must be used from each individual airplane. In other words a Mechanic cannot have a set they keep in their tool box. This appeared to be an afterthought just to make the previous entry for "ok for flight" legal. How would I know, since pilots have no idea what is required to be completed.

With the removal of the requirement of an Airworthiness Release after a bird strike inspection it leaves open any manner of inspections. We, as pilots, can only accept the log book from maintenance in hope that the entire procedure was accomplished by maintenance personnel. This obviously was a "quick" inspection due to our close departure time and the fact that maintenance had missed this on their post flight inspection after the planes arrival from ZZZ1 into ZZZ2. Who knows what was ingested into that engine. I know for a fact there is no bug in this world that can leave that size mark on a cowl and fan blade. Currently any Mechanic can sign this [Bird Strike Inspection] off, but it [company] should return to the requirement of an Airworthiness Release and a more

thorough inspection be accomplished, no matter how long it takes. I just hope any subtle damage will not later manifest itself in a failure at a later date.

Callback: 1

The reporter stated the A320 flight was on a 'quick turn' and everyone was rushing to get the aircraft pushed for an 'on-time' departure. His Air Carrier has removed the requirement to have an Airworthiness Release signed after a Bird Strike Inspection and even states that on their Maintenance Release. Given the quickness that Maintenance had signed off the Bird Strike Inspection in their Logbook without any reference to any document of items to check for when performing that type of inspection, made him wonder just what was inspected. He's not sure if Maintenance requires a certain qualification for technicians to be allowed to do a Bird Strike Inspection. He still believes a more detailed inspection should have been done. He still doesn't know why the "Landing Gear safety devices" were even entered in the Logbook, because they should not have any bearing on the issue of inspecting the engine for damage.

Synopsis

A Captain expresses his concerns about the 'quickness' that Maintenance had performed on a Bird Strike Inspection on # 2 Engine for an A320 aircraft, without any reference procedure noted in the Logbook sign-off. Adding to his concerns, was his Air Carrier's removal of a previous requirement that an Airworthiness Release also be issued after a Bird Strike Inspection.

ACN: 1261972 *(19 of 50)*

Time / Day

Date : 201505
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 10500

Environment

Flight Conditions : IMC

Aircraft

Reference : X
ATC / Advisory.TRACON : ZZZ
Aircraft Operator : Air Carrier
Make Model Name : A319
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 121
Flight Plan : IFR
Mission : Passenger
Flight Phase : Climb
Airspace.Class E : ZZZ

Component

Aircraft Component : Turbine Engine
Aircraft Reference : X
Problem : Malfunctioning

Person

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Air Carrier
Function.Flight Crew : Captain
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Air Transport Pilot (ATP)
ASRS Report Number.Accession Number : 1261972

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Inflight Event / Encounter : Bird / Animal
Detector.Person : Flight Crew
When Detected : In-flight
Result.Flight Crew : Landed As Precaution
Result.Flight Crew : Returned To Departure Airport
Result.Aircraft : Aircraft Damaged

Assessments

Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1

Just after taking of runway 09R in ZZZ we were climbing out of approx. 10,500 feet when I saw something black and of roundish shape out of the corner of my eye from left to right. It impacted the aircraft. My First Officer (FO) stated "that's a bird". As soon as it impacted the aircraft we immediately got an ECAM for ENG 2 STALL. Assuming that it was a bird we felt that it had gone through the engine. My FO stated that he also saw the engine indications decrease. We requested ATC to level of at 13,000 feet and to turn back to ZZZ. The engine did stabilize and seemed to be working normally. The FO briefed the flight attendants and then I made an announcement to the passengers. A normal approach and landing was made. We were below max landing weight. We pulled off of the runway and had the emergency crew do a drive around the aircraft as a precaution. They stated that they did not see anything unusual so we taxied to the gate normally.

Synopsis

An A319 Captain reported abnormal engine indications after a bird strike shortly following takeoff. The flight crew elected to return to the departure airport.

ACN: 1261724 *(20 of 50)*

Time / Day

Date : 201505
Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 0

Aircraft

Reference : X
Aircraft Operator : Air Carrier
Make Model Name : B757-200
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 121
Flight Plan : VFR
Mission : Passenger
Flight Phase : Takeoff

Person : 1

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Air Carrier
Function.Flight Crew : First Officer
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Air Transport Pilot (ATP)
ASRS Report Number.Accession Number : 1261724

Person : 2

Reference : 2
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Air Carrier
Function.Flight Crew : Captain
Function.Flight Crew : Pilot Not Flying
Qualification.Flight Crew : Air Transport Pilot (ATP)
ASRS Report Number.Accession Number : 1261725

Events

Anomaly.Ground Event / Encounter : Person / Animal / Bird
Detector.Person : Flight Crew
When Detected : In-flight
Result.General : Flight Cancelled / Delayed
Result.Flight Crew : Rejected Takeoff
Result.Flight Crew : Returned To Gate

Assessments

Contributing Factors / Situations : Environment - Non Weather Related
Primary Problem : Environment - Non Weather Related

Narrative: 1

Upon advice of the Flight Operations Quality Assurance (FOQA) gate keeper I am submitting this report.

We did a high speed abort after rolling thru a flock on pigeons on Runway 18. I was the Pilot Flying (PF) and noticed birds crossing the centerline at about 60 to 80 knots. A moment later a flock of pigeons came out of the grass next to the runway going left to right. I heard a loud thump and the Captain instantly closed the throttles and kicked off the auto brakes. We rolled a way down the runway before clearing without using the brakes. Tower was informed and they closed the runway for an inspection.

We taxied to a gate where airport Ops came plane side and showed us a bag of dead pigeons. There was evidence of bird strikes on the nose, the inboard slats, and the engine nacelles. 3 hours later we departed again, this time uneventfully.

Narrative: 2

We ran through a flock of birds on takeoff. We were approaching 100 kts. With 13,000 feet of runway I chose to abort. I immediately released the RTO and coasted to the end of runway.

Synopsis

A B757 air crew performed a rejected takeoff after multiple bird strikes at around 100 knots. They returned to the gate. After maintenance inspected the aircraft they once again departed for their destination uneventfully.

ACN: 1257071 *(21 of 50)*

Time / Day

Date : 201504
Local Time Of Day : 0001-0600

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 100

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft

Reference : X
ATC / Advisory.Tower : ZZZ
Aircraft Operator : Air Carrier
Make Model Name : A319
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 121
Flight Plan : IFR
Mission : Passenger
Flight Phase : Takeoff
Airspace.Class C : ZZZ

Component

Aircraft Component : Main Gear Door
Aircraft Reference : X
Problem : Malfunctioning

Person

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Air Carrier
Function.Flight Crew : Captain
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Air Transport Pilot (ATP)
ASRS Report Number.Accession Number : 1257071
Human Factors : Situational Awareness

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor
Anomaly.Inflight Event / Encounter : Bird / Animal
Detector.Automation : Aircraft Other Automation
Detector.Person : Flight Crew
When Detected : In-flight

Result.Flight Crew : Returned To Departure Airport
Result.Flight Crew : Landed As Precaution
Result.Aircraft : Aircraft Damaged

Assessments

Contributing Factors / Situations : Environment - Non Weather Related
Primary Problem : Environment - Non Weather Related

Narrative: 1

Just after Vr two Canadian Geese came up off the grass on the left side of the runway and flew across the runway. As we broke ground I pulled up to try and avoid them but they impacted the right engine and right main landing gear. There were two very large bangs which I think were compressor stalls from the right engine. We retracted the gear and got a L/G LGCIU FAULT ECAM message. We reported to the Tower Controller that we had hit two Geese but were not sure if they had gone through the engine. The controller said that they had seen fire out of the right engine and asked our intentions. I asked the F/O (First Officer) to put the gear down to see if it would come down ok. We got three down green light on both the gear lights and the ECAM but the ECAM was showing closed but amber door indications. We told tower that we would like to return for a landing on runway 14 considering the possible debris on [other runway.] I continued to fly the aircraft and asked the First Officer to preform ECAM actions. He stated that there were no ECAM actions and the follow up was Crew Awareness.

I asked the F/O to call Operations and ask them to get Dispatch in the loop and that we were returning. While he was talking to Operations I told him I would talk to the F/A (Flight Attendant) and the passengers. I called the F/A and explained to them what had happened and that I would make a P/A to the passengers. The F/A said that they could smell a burning smell. I told them that most likely it was from the bird going through the engine. I made a P/A explained what had happened and assured the passengers that all was ok and that we would be returning for landing and that it would be a normal landing.

We also got a momentary HYD ECAM which went away. We checked the HYD page and all looked normal. Being we were under max landing weight and we had several ECAMs come up and go away I made the decision to land without flying around to talk to Dispatch or determine all the damage. We had three gears down and locked and both engines running so I determined that the safest course of action was to get the aircraft back on the ground so the passenger anguish would be as short as possible. We accomplished a before landing checklist and made a visual approach to runway 14 and landed without incident. After clearing the runway we stopped on the taxiway and asked the CFR (Crash Fire Rescue) crew if they would inspect the aircraft and make sure they saw no fire or anything that would prevent us from returning to the gate safely. We were advised that all looked ok and we taxied to the gate with no problem.

I stood at the flight deck door and apologized to the passenger for the inconvenience and thank them for their understanding. Almost all of the passenger thanked me and said that the crew did a great job and that we didn't need to apologize. Many thanked me for comforting and reassuring them while we were in flight.

Synopsis

A319 Captain reports hitting two geese on rotation. The only damage appears to be to the gear doors and the crew returns for an uneventful landing.

ACN: 1256621 *(22 of 50)*

Time / Day

Date : 201504
Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : ORF.Airport
State Reference : VA
Altitude.MSL.Single Value : 4000

Environment

Flight Conditions : VMC
Weather Elements / Visibility : Turbulence
Light : Night

Aircraft

Reference : X
ATC / Advisory.TRACON : ORF
Aircraft Operator : Air Carrier
Make Model Name : Regional Jet 900 (CRJ900)
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 121
Flight Plan : IFR
Mission : Passenger
Nav In Use.Localizer/Glideslope/ILS : Runway 5
Flight Phase : Descent
Airspace.Class C : ORF

Person

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Air Carrier
Function.Flight Crew : Captain
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Air Transport Pilot (ATP)
ASRS Report Number.Accession Number : 1256621
Human Factors : Other / Unknown

Events

Anomaly.Inflight Event / Encounter : Weather / Turbulence
Anomaly.Inflight Event / Encounter : Bird / Animal
Anomaly.Inflight Event / Encounter : Loss Of Aircraft Control
Detector.Person : Flight Crew
When Detected : In-flight
Result.General : Physical Injury / Incapacitation
Result.Flight Crew : Took Evasive Action
Result.Air Traffic Control : Issued New Clearance

Assessments

Contributing Factors / Situations : Weather
Contributing Factors / Situations : Human Factors
Contributing Factors / Situations : Environment - Non Weather Related
Primary Problem : Weather

Narrative: 1

On the descent into ORF we were in smooth VMC conditions. We were cleared direct to CALEY for the ILS 5. I was in the process of beginning to slow the aircraft when we noticed traffic in front of us over CALEY as we observed and discussed this traffic ATC came over the radio and advised us of it. At that time we encountered SEVERE turbulence with roll rates in excess of 35 degrees and airspeed changes in excess of 30 knots the aircraft for a short time was uncontrollable. During this encounter while trying to regain control of the aircraft we had a bird strike to complicate matters. I immediately executed a climb and advised the First Officer to let ATC know we were climbing and asked for heading. We climbed to 4,000 feet on a heading and once clear of the worst of the turbulence (Below 3,000 feet) began to assess the situation.

Another regional jet was also in the area and was behind us on the approach at a lower altitude. We waited to see the outcome of his approach. He advised the worst was between 3,000 and 1,600 with moderate below 1,000 feet. I elected to attempt a 2nd approach with the intention of diverting if it was unsuccessful. On the second approach the turbulence was only moderate with nowhere near what we encountered the first time. We continued the approach and landing uneventfully and the aircraft logbook was noted to the bird strike as well as encounter with severe turbulence. No passengers or crew sustained injury during this encounter.

Synopsis

CRJ900 Captain experiences severe turbulence during approach to ORF at 3000 feet, followed quickly by a bird strike. The Captain allows another RJ to go ahead then attempts a second approach which is successful.

ACN: 1254113 *(23 of 50)*

Time / Day

Date : 201504
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : IMC
Weather Elements / Visibility.Visibility : 4
Light : Daylight
Ceiling.Single Value : 500

Aircraft

Reference : X
Aircraft Operator : Air Carrier
Make Model Name : A300
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 121
Flight Plan : IFR
Mission : Cargo / Freight
Flight Phase : Takeoff
Route In Use : None

Person : 1

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Air Carrier
Function.Flight Crew : Captain
Function.Flight Crew : Pilot Flying
ASRS Report Number.Accession Number : 1254113
Human Factors : Situational Awareness

Person : 2

Reference : 2
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Function.Flight Crew : First Officer
Function.Flight Crew : Pilot Not Flying
Experience.Flight Crew.Total : 9730
Experience.Flight Crew.Last 90 Days : 140
Experience.Flight Crew.Type : 4055
ASRS Report Number.Accession Number : 1254116

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Inflight Event / Encounter : Bird / Animal
Detector.Person : Other Person
Detector.Person : Flight Crew
When Detected : In-flight
Result.General : Maintenance Action
Result.Flight Crew : Returned To Departure Airport
Result.Flight Crew : Landed As Precaution
Result.Air Traffic Control : Issued Advisory / Alert
Result.Aircraft : Aircraft Damaged

Assessments

Contributing Factors / Situations : Environment - Non Weather Related
Primary Problem : Environment - Non Weather Related

Narrative: 1

Captain was pilot flying and First Officer (FO) Pilot Monitoring (PM). We were cleared to takeoff with an initial heading of 270 and a climb to 5,000 feet. Due to gusty winds and convective activity in the area, a Takeoff Go Around (TOGA) thrust takeoff was performed. As the aircraft approached V1 I saw a large bird moving right to left just under the nose. I announced bird. Then we heard an impact noise and bang, which was felt on the floor and rudder pedals. At the time of impact the aircraft had passed V1 so I continued the takeoff. At this time I believed the bird had struck the nose gear and exited down the left side and possibly into the left engine. I paused for a second about retracting the landing gear due to possible damage to the nose gear, but felt the possible engine damage was the biggest threat at the time and called for gear up and remained on runway heading.

Engine parameters in the initial climb seemed normal. FO asked if I wanted 270 HDG. Since all engines seemed to be normal I requested heading select to continue the departure. FO informed the Tower of the bird strike and indicated that we needed no assistance at this time and switched to departure frequency. We cleaned the aircraft up on schedule and performed an after takeoff checklist. Departure control issued a climb to 10,000 feet. Due to fact this was such a large bird and large impact, I felt we needed more time to evaluate damage before continuing. So, I asked my FO to request a present position hold just west of the airfield. We entered the hold and leveled at 10,000 feet.

I requested my FO to initiate a call to Dispatch. He was unable to connect after two attempts, so I requested ATC to call the company and have them SELCAL us and sent a message on ACARS. I transferred controls to the FO and began talking to Dispatch and maintenance about the bird strike and formulating a plan. I indicated to flight control I felt the impact was significant enough to warrant a precautionary return to inspect for damage before continuing. Dispatcher agreed and was in the middle of issuing a release for the return when my FO informed me that ATC had advised him that a company aircraft had reported a fire from the tailpipe of the left engine on takeoff. At this time I realized that the loud band that was felt in the rudder pedals was probably a compressor stall of the left engine due to bird ingestion. I briefly discussed our situation with my FO an agreed we should declare an emergency and have the emergency equipment standing by on our return in the event we needed their assistance.

I chose not to shut down the left engine at this time due to no fire indication or abnormal engine indication. I informed Dispatch I was declaring an emergency and returning due to the reported left engine fire on takeoff and possible nose gear damage. The FO transferred

controls back to me, Capt. Pilot flying and FO pilot monitoring. I [notified the situation to] ATC and requested an ILS. ATC gave us vectoring and descent for the return. During the approach briefing the FO suggested a flaps 20 landing due to possibility of left engine failure. I agreed that was a good idea and the FO checked minimum landing field length tables for flaps 20 landing. FO reminded me to select GPWS to 15/20 flaps, "Good Catch". We performed an approach checklist. Due to the 10,000 Ft. hold close to the airfield, I called for the gear down early. We intercepted the LOC and glideslope (G/S). Despite my efforts to slow and descend, we were not fully configured and still fast on the approach just outside the FAF. I elected to discontinue the approach at the initial approach altitude of 2500 feet. I announced discontinued approach and selected ALT hold. We requested and received a 360 an intercepted the ILS a second time fully configured and on speed before the FAF. The remainder of the approach was uneventfully. On touchdown I lowered the nose gear gently to the runway. During rollout steering and control seemed normal. We taxied back to the ramp followed by emergency vehicles. A logbook entry was made in reference to the bird strike.

Narrative: 2

Just after V1 we hit a hawk. We thought initially that we had hit it with the nose wheel. On climb out the Captain elected to set up a hold to ensure that everything was working properly. While in the hold another aircraft, through Departure reported that they saw fire come out of the left engine when we took off. At that point we elected to return [to departure airport]. Even though we had no abnormal indications on any of the engine instruments, we looked up the 20 flap landing data and prepared for a 20 flap approach just in case any problems developed on that engine. The runway was dry and we had plenty of runway so this posed no problem. The captain made an uneventful landing and taxied the aircraft to parking. They recovered the bird parts from the runway and informed us is was a Red Tailed Hawk. The left engine cowl had a dent on the inboard side and the mechanic said 3 of the fan blades were bent.

Synopsis

A300 flight crew experiences a bird strike on takeoff that seems to be in the nose gear area. Holding is initiated to contact Maintenance and ATC informs that another crew saw fire from the left engine at rotation. The crew elects to return to the departure airport where three bent fan blades are discovered by Maintenance.

ACN: 1252397 *(24 of 50)*

Time / Day

Date : 201504
Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 800

Environment

Flight Conditions : VMC
Weather Elements / Visibility.Visibility : 10
Light : Daylight
Ceiling.Single Value : 10000

Aircraft

Reference : X
ATC / Advisory.Tower : ZZZ
Aircraft Operator : Air Carrier
Make Model Name : B737-700
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 121
Flight Plan : IFR
Mission : Passenger
Flight Phase : Takeoff
Airspace.Class B : ZZZ

Component

Aircraft Component : Pitot-Static System
Aircraft Reference : X

Person : 1

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Air Carrier
Function.Flight Crew : Pilot Flying
Function.Flight Crew : Captain
Qualification.Flight Crew : Air Transport Pilot (ATP)
ASRS Report Number.Accession Number : 1252397
Human Factors : Communication Breakdown
Human Factors : Confusion
Human Factors : Human-Machine Interface
Human Factors : Time Pressure
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Flight Crew

Person : 2

Reference : 2
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Air Carrier
Function.Flight Crew : First Officer
Function.Flight Crew : Pilot Not Flying
Qualification.Flight Crew : Air Transport Pilot (ATP)
ASRS Report Number.Accession Number : 1252357

Events

Anomaly.Deviation - Speed : All Types
Anomaly.Deviation - Procedural : Published Material / Policy
Anomaly.Inflight Event / Encounter : Bird / Animal
Detector.Automation : Aircraft Other Automation
Detector.Person : Flight Crew
When Detected : In-flight
Result.General : Maintenance Action
Result.Flight Crew : Took Evasive Action
Result.Flight Crew : FLC complied w / Automation / Advisory
Result.Flight Crew : Became Reoriented

Assessments

Contributing Factors / Situations : Procedure
Contributing Factors / Situations : Human Factors
Contributing Factors / Situations : Aircraft
Primary Problem : Procedure

Narrative: 1

On takeoff roll after power set by the autothrottles, we received a Master Caution with ENG light. I checked the engine control panel and saw both engines had degraded to soft ALTN. I checked the engine stack and parameters were good. Above 80 KIAS, I told the First Officer (FO) we were continuing. Autothrottles then disengaged. I confirmed takeoff power was set manually and continued the takeoff. I was unaware somewhere during the takeoff roll that my FO's airspeed and altitude became unreliable.

After takeoff from [RWY XY] at about 800 feet AGL, we received a stall warning because the FO's airspeed was indicating low. I cross checked the standby airspeed indicator against my airspeed indicator and performed the airspeed unreliable checklist memory items. The stall warning quickly went away as we accelerated. After we were at a safe altitude, we got in the QRH for Unreliable Airspeed and EEC (Electronic Engine Control) Alternate Mode checklists. Called Operations for phone patch to Dispatch and gave them all the information and that we would be negative RVSM. Informed Flight Attendants what was happening. Dispatch and Maintenance Control determined we were okay to continue to our filed destination.

Dispatch ran new flight plan and we had enough fuel. We put EEC malfunction in the performance computer. We also realized we were probably going to have the stall warning on final approach. Uneventful landing. Debriefed with Maintenance. This aircraft had a bird strike inbound to our departure airport. Maintenance did required inspection and signed logbook.

I feel we performed well as a Crew. If we had noticed the airspeed problem below 80 KIAS, I would have aborted.

Narrative: 2

Cleared for takeoff, Captain initiated the takeoff roll normally with autothrottles engaged. I referenced my airspeed indicator after confirming the takeoff N1 was set, getting ready to announce "80 knots" but my airspeed was hovering at 50 knots and unusually slow to accelerate. I then referenced the Captain's airspeed indicator and saw we were passing through 90 knots according to his (which seemed logical).

At that time, the Master Caution - ENG recall lights came on and autothrottles disengaged. I verbally acknowledged the Master Caution - ENG and the Captain referenced his airspeed and announced "continuing." I referenced my airspeed indicator again and it was slowly passing through 70 knots as the Captain's was approaching 100 knots. The Captain called "V1, Rotate" at the appropriate airspeed based on his airspeed indicator. Engine instruments were normal throughout.

Synopsis

Maintenance personnel completed and cleared a B737 bird strike maintenance log entry. On the next takeoff, the First Officer's airspeed lagged in relation to the Captain's and the ENG light accompanied the autothrottle disconnect. During the turn after takeoff the First Officer's stall warning alerted.

ACN: 1249792 *(25 of 50)*

Time / Day

Date : 201503
Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : N79.Airport
State Reference : PA
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC
Weather Elements / Visibility.Visibility : 20
Light : Night
Ceiling.Single Value : 10000

Aircraft

Reference : X
ATC / Advisory.Center : ZZZ
ATC / Advisory.Tower : ZZZ
ATC / Advisory.TRACON : ZZZ
Aircraft Operator : Personal
Make Model Name : Small Aircraft
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : IFR
Mission : Personal
Flight Phase : Takeoff

Person

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Personal
Function.Flight Crew : Pilot Flying
Function.Flight Crew : Single Pilot
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Private
Experience.Flight Crew.Total : 550
Experience.Flight Crew.Last 90 Days : 25
Experience.Flight Crew.Type : 300
ASRS Report Number.Accession Number : 1249792

Events

Anomaly.Inflight Event / Encounter : Bird / Animal
Miss Distance.Horizontal : 0
Miss Distance.Vertical : 0
When Detected : In-flight
Result.General : Declared Emergency
Result.Flight Crew : Took Evasive Action

Assessments

Contributing Factors / Situations : Environment - Non Weather Related
Primary Problem : Environment - Non Weather Related

Narrative: 1

Upon take off roll the plane was at 70 mph. I had added 10 mph to rotation speed to account for gusty right crosswinds. 4-5 deer ran directly in front of the airplane. I rotated and was able to climb over the deer. There was an audible thump but no physical sensation of impact.

I reported to approach upon initial contact with them that we had experienced a deer strike with the landing gear but that we did not suspect significant damage. The airplane was flying without any difficulty. There was no indication of a prop strike. I elected to continue the planned flight to [destination]. [Destination] was the nearest airport with emergency services available on the field. N79 is unattended at the hour of this incident. Approach, Center and [Destination] tower coordinated my request and rescue vehicles were present at the end of the flight. I landed the plane without incident. A mechanic evaluated the landing gear and found no damage. A tuft of deer hair was wedged into the wheel pant.

Synopsis

Small aircraft pilot reported hitting a deer on takeoff at N79.

ACN: 1249428 *(26 of 50)*

Time / Day

Date : 201503
Local Time Of Day : 0001-0600

Place

Locale Reference.ATC Facility : ZZZ.TRACON
State Reference : US
Altitude.MSL.Single Value : 2000

Environment

Flight Conditions : VMC

Aircraft

Reference : X
Make Model Name : B737-800
Flight Phase : Climb

Person : 1

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Air Carrier
Function.Flight Crew : Captain
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Air Transport Pilot (ATP)
Experience.Flight Crew.Total : 12510
ASRS Report Number.Accession Number : 1249428

Person : 2

Reference : 2
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Air Carrier
Function.Flight Crew : First Officer
Function.Flight Crew : Pilot Not Flying
Qualification.Flight Crew : Air Transport Pilot (ATP)
ASRS Report Number.Accession Number : 1249437

Events

Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor
Anomaly.Inflight Event / Encounter : Bird / Animal
Detector.Person : Flight Crew
Detector.Person : Flight Attendant
When Detected : In-flight
Result.Flight Crew : Returned To Departure Airport
Result.Flight Crew : Landed As Precaution
Result.Aircraft : Aircraft Damaged

Assessments

Contributing Factors / Situations : Environment - Non Weather Related
Primary Problem : Environment - Non Weather Related

Narrative: 1

Flight took off Runway 17, during night VMC conditions. During LNAV turn to east, after flaps up, between 2,000-3,000 feet MSL, extremely loud bang heard in cockpit, from right side and below First Officer (FO) seat. Initial action was a check of all instruments with no abnormalities noted. A few moments later a foul acrid smell (no smoke) was detected with confirmation of same odor in cabin. Probable bird strike(s), and return immediately to [departure airport was made] with possibility of smoke and or fire aboard. Single frequency approach made with vectors for a visual to Runway 17 with ILS back up, flaps 30, auto brakes set at 2. Aircraft handled normally throughout approach and landing. No abnormal or warning lights illuminated at any time. Landing weight was 143.5K. ARFF inspected aircraft on runway and noted no fire, smoke or other conditions precluding normal taxi to gate. Flaps were kept at 30 until engine shutdown. ARFF followed aircraft to gate. Post flight inspection revealed at least five separate bird strikes on aircraft. Bird debris (suspect birds were Canadian Geese) located on right side pitot static area below FO right window, right nose gear door, left wing root and inboard slat and engine cowl, number one engine compressor with fan blade damage, and left wing outboard trailing edge flap actuator fairing. I debriefed with Fire Chief and maintenance. This is the end of the narrative.

Narrative: 2

[Report narrative contained no additional information].

Synopsis

B737-800 flight crew reported during departure they noticed a smoky odor after a bird strike. The flight returned to departure airport. After landing, damage to #1 engine fan blade was found.

ACN: 1247807 *(27 of 50)*

Time / Day

Date : 201503
Local Time Of Day : 0601-1200

Place

Locale Reference.ATC Facility : ZZZ.TRACON
State Reference : US

Aircraft

Reference : X
Aircraft Operator : Air Carrier
Make Model Name : B757 Undifferentiated or Other Model
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 121
Flight Plan : IFR
Mission : Passenger
Flight Phase : Climb
Airspace.Class B : ZZZ

Component

Aircraft Component : Electronic Flt Bag (EFB)
Aircraft Reference : X
Problem : Malfunctioning

Person

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Air Carrier
Function.Flight Crew : First Officer
Function.Flight Crew : Pilot Not Flying
Qualification.Flight Crew : Air Transport Pilot (ATP)
ASRS Report Number.Accession Number : 1247807

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Inflight Event / Encounter : Bird / Animal
Detector.Person : Flight Crew
When Detected : In-flight
Result.Flight Crew : Landed As Precaution
Result.Flight Crew : Returned To Departure Airport

Assessments

Contributing Factors / Situations : Environment - Non Weather Related
Primary Problem : Environment - Non Weather Related

Narrative: 1

On climb, as we came out of a cloud, encountered a flock of Geese. We hit the flock and felt the hits. Engine parameters remained normal. Returned back to departure airport and executed an overweight landing. During the event, the QRH overweight landing checklist had us refer to the performance section of the manuals. Both myself First Officer (FO) and Captain (CA) tried to refer to the section and found that Both of our apps had stalled. In order for me to get to the reference page, I had to close the app and relaunch it. Totally unacceptable in this situation.

I don't use my company iPad for any personal use and only have my FOM and the Jepps app open while flying. All other apps remain closed as part of my preflight. I open the app before departure to ensure that I have the needed performance and reference items available if needed. I have had this app freeze up in the past and so I was hoping the most recent update would solve this problem. However, this event proved that it did not. This app is not helpful in a critical situation. Someone needs to fix it!

Synopsis

B757 First Officer (FO) reports hitting a flock of geese during climbout. The engines appear unscathed, but a return to the departure airport occured. The Captain and the FO both attempt to access their iPad's for overweight landing information to find both apps frozen.

ACN: 1246547 *(28 of 50)*

Time / Day

Date : 201501

Place

Locale Reference.Airport : ZZZZ.Airport
State Reference : FO
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : IMC
Weather Elements / Visibility : Rain
Light : Daylight

Aircraft

Reference : X
ATC / Advisory.Ramp : ZZZZ
Aircraft Operator : Air Carrier
Make Model Name : B757 Undifferentiated or Other Model
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 121
Flight Plan : IFR
Flight Phase : Taxi

Person

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Air Carrier
Function.Flight Crew : Pilot Not Flying
Function.Flight Crew : First Officer
Experience.Flight Crew.Total : 14700
Experience.Flight Crew.Last 90 Days : 200
Experience.Flight Crew.Type : 5600
ASRS Report Number.Accession Number : 1246547
Human Factors : Communication Breakdown
Human Factors : Confusion
Human Factors : Distraction
Human Factors : Workload
Human Factors : Situational Awareness
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Ground Personnel
Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Flight Deck / Cabin / Aircraft Event : Other / Unknown
Anomaly.Deviation - Procedural : Published Material / Policy
Anomaly.Ground Event / Encounter : Person / Animal / Bird
Detector.Person : Ground Personnel

When Detected : Taxi
Result.General : None Reported / Taken

Assessments

Contributing Factors / Situations : Procedure
Contributing Factors / Situations : Human Factors
Contributing Factors / Situations : Company Policy
Primary Problem : Company Policy

Narrative: 1

Aircraft was pushed back and started via normal procedures. All appropriate checklists were accomplished. There was a delay in obtaining takeoff data due to a change in desired engine anti-ice configuration triggering errors. Prior to aircraft taxi the captain had me visually clear my side of the aircraft. I could not see any ground personnel or equipment, and gave him a clear indication for my side. We obtained clearance from ground control and taxied to the assigned runway.

I was recently made aware that the ground crew had not disconnected when we taxied. Obviously, there was a breakdown in communication that resulted in a very unsafe and disturbing situation. Fortunately no personnel were injured.

Synopsis

After the fact, a B757 First Officer was made aware that he and Captain taxied with a ground crewmen head set still attached to the aircraft. Neither pilot saw the person.

ACN: 1246497 *(29 of 50)*

Time / Day

Date : 201503
Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 5000

Aircraft

Reference : X
ATC / Advisory.TRACON : ZZZ
Aircraft Operator : Air Carrier
Make Model Name : Large Transport, Low Wing, 2 Turbojet Eng
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 121
Flight Plan : IFR
Mission : Passenger
Flight Phase : Climb
Airspace.Class B : ZZZ

Person : 1

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Air Carrier
Function.Flight Crew : Captain
Qualification.Flight Crew : Air Transport Pilot (ATP)
ASRS Report Number.Accession Number : 1246497
Human Factors : Situational Awareness
Human Factors : Workload

Person : 2

Reference : 2
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Air Carrier
Function.Flight Crew : First Officer
Qualification.Flight Crew : Air Transport Pilot (ATP)
ASRS Report Number.Accession Number : 1246634
Human Factors : Situational Awareness
Human Factors : Workload

Events

Anomaly.Inflight Event / Encounter : Bird / Animal
Detector.Person : Flight Crew
When Detected : In-flight
Result.General : Maintenance Action
Result.General : Declared Emergency

Result.Flight Crew : Landed in Emergency Condition
Result.Flight Crew : Took Evasive Action
Result.Flight Crew : Returned To Departure Airport
Result.Aircraft : Aircraft Damaged

Assessments

Contributing Factors / Situations : Environment - Non Weather Related
Primary Problem : Environment - Non Weather Related

Narrative: 1

On departure between 5,000 feet and 6,000 feet, multiple bird strikes on the aircraft. Felt like the majority of the strikes were on the right side of the aircraft and there seemed to be a vibration coming from the airframe and/or engine. Engine parameters were normal and within limits. The vibration indicator on the #2 engine was a little higher than the #1 engine but again everything was within limits. We started a descent and right turn to return to ZZZ. An ILS was flown were an uneventful overweight landing was accomplished. Airport fire and rescue scanned the aircraft and we taxied to gate. During taxi, the #2 engine was shut down to a noticeable vibration when power was advanced from idle. After parking at the gate, maintenance looked over the aircraft and advised us that there was a hole in the lower right radome, damage to the fan blades on the #2 engine, and multiple impacts on the right wing and winglet. Dispatch was called after parking at the gate.

Narrative: 2

There was no abnormal engine indications but, there was a loud vibration sound.

Synopsis

An air carrier crew departed and struck a bird flock between 5,000 feet and 6,000 feet. Because of engine and airframe vibration the crew returned to departure airport where damage was found to the radome, #2 engine fan blades, the right wing and winglet.

ACN: 1245570 *(30 of 50)*

Time / Day

Date : 201503

Place

Locale Reference.Airport : DEN.Airport
State Reference : CO
Altitude.AGL.Single Value : 0

Aircraft

Reference : X

Person

Reference : 1
Location Of Person : Hangar / Base
Reporter Organization : Air Carrier
Function.Ground Personnel : Other / Unknown
ASRS Report Number.Accession Number : 1245570
Human Factors : Training / Qualification

Events

Anomaly.Ground Event / Encounter : Person / Animal / Bird
Detector.Person : Ground Personnel
When Detected : Pre-flight
Result.General : None Reported / Taken

Assessments

Contributing Factors / Situations : Procedure
Primary Problem : Procedure

Narrative: 1

On the swing shift the [line ramp] lead removed an animal to clean its kennel. The animal that was removed from the kennel was a wild wolf on the way to [a] zoo. This wolf was released with other kennels in the room along with other coworkers in the same room. This happened because here in Denver we do not have a vendor to deal with animals. The leads are told it is their responsibility to clean all dirty cages, however the leads are given no formal training in handling animals at all let alone a wild animal. I feel that the current procedure used here in Denver is unsafe and inadequate. As far as I know we are all trained per the ramp service manual which states that we should never remove an animal from its kennel. How the local management team got this procedure approved here is beyond me, it is a very dangerous situation and only a matter of time until there is a major tragedy.

Synopsis

DEN airline ramp employee reported leads have to deal with in-transit animals, including a wild wolf that was the subject of this report. Reporter stated they had no training in how to deal with animals.

ACN: 1242937 *(31 of 50)*

Time / Day

Date : 201502

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 0

Environment

Weather Elements / Visibility : Rain

Aircraft

Reference : X
Aircraft Operator : Air Carrier
Make Model Name : Commercial Fixed Wing
Operating Under FAR Part : Part 121
Mission : Passenger
Flight Phase : Parked

Person

Reference : 1
Location Of Person : Gate / Ramp / Line
Reporter Organization : Air Carrier
Function.Ground Personnel : Ramp
ASRS Report Number.Accession Number : 1242937
Human Factors : Physiological - Other

Events

Anomaly.Ground Event / Encounter : Person / Animal / Bird
Anomaly.Inflight Event / Encounter : Weather / Turbulence
Detector.Person : Ground Personnel
Were Passengers Involved In Event : N
When Detected : Aircraft In Service At Gate
Result.General : None Reported / Taken

Assessments

Contributing Factors / Situations : Airport
Contributing Factors / Situations : Weather
Contributing Factors / Situations : Human Factors
Primary Problem : Ambiguous

Narrative: 1

I was wing walking the first officer's side of a flight [arriving at the gate] during very cold and icy conditions. After the aircraft came to a complete stop the pilots shut the engines down immediately and left the APU running. I waited for the marshaller to give me the clear to approach sign and [then] chocked the aircraft main gear on the first officer's side. I put the chocks in very tight and even kicked in the rear chock because of the icy conditions. After both sides were chocked the marshaller gave the chocks in sign to the

flight deck and I turned to open the rear pit door while standing on the ground. I opened the cargo door and as I went to push the door up higher the aircraft released brakes and the side of the door opening hit my arm because the aircraft started sliding back from the stop mark. Luckily no one was in the way of the aircraft and the passenger loading bridge was not completely up or we could have had major injuries or aircraft damage. The aircraft slid back approximately three feet before it stopped. It was a nerve racking experience and there was nothing I could do to prevent the situation from happening.

Synopsis

After wing walking the aircraft into the gate and chocking the right main gear, a ramp person was alarmed when the aircraft moved backward approximately three feet. Cold and icy conditions were likely contributing factors to the aircraft's unsolicited movement.

ACN: 1239143 *(32 of 50)*

Time / Day

Date : 201502
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : SWI.Airport
State Reference : TX
Relative Position.Distance.Nautical Miles : 15
Altitude.AGL.Single Value : 1500

Environment

Flight Conditions : VMC
Weather Elements / Visibility.Visibility : 6
Light : Daylight
Ceiling.Single Value : 12000

Aircraft

Reference : X
Aircraft Operator : Personal
Make Model Name : RV-7
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : None
Mission : Personal
Flight Phase : Cruise
Route In Use : Direct

Component

Aircraft Component : VHF
Aircraft Reference : X
Problem : Improperly Operated

Person

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Personal
Function.Flight Crew : Pilot Flying
Function.Flight Crew : Single Pilot
Qualification.Flight Crew : Private
Qualification.Flight Crew : Instrument
Experience.Flight Crew.Total : 754
Experience.Flight Crew.Last 90 Days : 14
Experience.Flight Crew.Type : 436
ASRS Report Number.Accession Number : 1239143
Human Factors : Human-Machine Interface
Human Factors : Communication Breakdown
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Deviation - Procedural : Published Material / Policy
Anomaly.Inflight Event / Encounter : Bird / Animal
Detector.Person : Flight Crew
Miss Distance.Horizontal : 800
Miss Distance.Vertical : 800
When Detected : In-flight
Result.General : None Reported / Taken

Assessments

Contributing Factors / Situations : Human Factors
Contributing Factors / Situations : Aircraft
Primary Problem : Human Factors

Narrative: 1

After local flying around the area East of TKI I determined I would need to fuel up the plane. So I turned toward WSI. Along the way I saw on my tablet that I would be in the area of a jump zone so I tuned the radio to monitor the frequency. I was also trying to keep track of my location on my tablet. While enroute I looked up and saw parachutes above me. I hadn't heard any broadcasts about jumpers in the air, but discovered that although I had tuned the radio to the frequency either I had not pressed the swap button or possibly had pressed it a second time after already pressing it. The result was that I would have missed any jump transmission. Also, as a contributing factor, I had not noticed that the tablet's GPS had lost its lock and was not showing the plane's current actual position.

Synopsis

Approaching a jump zone, an RV7 pilot attempts to tune in the jump frequency but does not press the swap button. Parachutes are then seen blossoming above his aircraft as he continues through the jump zone. The loss of the GPS (Global Positioning System) signal on the tablet was also a contributing factor.

ACN: 1238255 *(33 of 50)*

Time / Day

Date : 201502

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 0

Aircraft

Reference : X
Aircraft Operator : Air Carrier
Make Model Name : Commercial Fixed Wing
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 121
Flight Phase : Taxi

Person

Reference : 1
Location Of Person : Gate / Ramp / Line
Reporter Organization : Air Carrier
Function.Ground Personnel : Ramp
ASRS Report Number.Accession Number : 1238255
Human Factors : Communication Breakdown
Human Factors : Situational Awareness
Communication Breakdown.Party1 : Ground Personnel
Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Deviation - Speed : All Types
Anomaly.Deviation - Track / Heading : All Types
Anomaly.Deviation - Procedural : Published Material / Policy
Anomaly.Ground Excursion : Ramp
Anomaly.Ground Event / Encounter : Person / Animal / Bird
Detector.Person : Ground Personnel
Were Passengers Involved In Event : N
When Detected : Taxi

Assessments

Contributing Factors / Situations : Human Factors
Primary Problem : Human Factors

Narrative: 1

I was the lead for [for marshaling arrivals and departures at our assigned gate]. The crew and [I] had just finished pushing [an] aircraft and...After closing the flight out, I proceeded to do my pre-arrival FOD walk. As I was walking from the outer [safety ring] to the concourse. I reached down to pick up some FOD. I heard aircraft engines spool up and become louder and louder. I looked over my shoulder and became startled to realize that an aircraft was proceeding down the lead in line about 10 feet behind me. The crew

proceeded without the aircraft being marshaled in. AT the point of realizing the aircraft was still rolling I immediately placed the STOP indicator. (With the wands being crossed properly) Video can confirm these actions. At that point I walked to discard the FOD I had collected on my walk around. I proceeded to the lead in line and marshalled the aircraft the remaining distance to the stop mark.

Synopsis

While performing a post departure FOD inspection at his assigned gate the Lead Marshaler was alarmed by the sound of engines spooking up behind him and only then noted that an aircraft was taxiing into the gate despite his presence in its path and the lack of a Marshaler. He recovered quickly, got the flight crew's attention with a wands crossed "STOP" signal and then marshaled the balance of their arrival.

ACN: 1235846 *(34 of 50)*

Time / Day

Date : 201412
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 0

Aircraft

Reference : X
ATC / Advisory.Ramp : ZZZ
Aircraft Operator : Air Carrier
Make Model Name : Regional Jet 200 ER/LR (CRJ200)
Operating Under FAR Part : Part 121
Flight Phase : Parked

Person

Reference : 1
Location In Aircraft : Flight Deck
Reporter Organization : Air Carrier
Function.Maintenance : Technician
Qualification.Maintenance : Airframe
Qualification.Maintenance : Powerplant
ASRS Report Number.Accession Number : 1235846
Human Factors : Situational Awareness
Human Factors : Training / Qualification
Human Factors : Communication Breakdown
Communication Breakdown.Party1 : Maintenance
Communication Breakdown.Party2 : Ground Personnel

Events

Anomaly.Deviation - Procedural : Published Material / Policy
Anomaly.Ground Event / Encounter : Person / Animal / Bird
Detector.Person : Maintenance
When Detected : Aircraft In Service At Gate

Assessments

Contributing Factors / Situations : Human Factors
Primary Problem : Human Factors

Narrative: 1

I was assigned to inspect the #2 Engine for possible FOD Ingestion. During walk around the pilot noticed something resting in the vent of the R/H Lower Main Core Cowl and wrote it up in the logbook. Inspection of the R/H Lower Main Core Cowl revealed the presence of what was later determined to be a part related to the engine igniters, no damage was found on the part which would imply that it was left in the cowl rather than ingested in the #2 Engine. Furthermore the pilots confirmed that they had no abnormal indications on

EICAS regarding the affected engine. After considering all the variables I decided to run both engines to verify that #2 Engine was in serviceable condition. Current ramp procedures are that no one should attempt to approach an aircraft that has the beacon on. If the beacon is on that signals anyone on the ramp that the aircraft is unapproachable until further notice. Despite knowledge of this procedure rampers continue to approach aircraft that have the beacon on, sometimes resulting in harm to themselves.

I was advised to use one of the crewmembers to run the engines because we were short staffed at the time. I did my pre-run walk around, closing the cargo door and moving the baggage loader away from the #1 Engine. After completing my walk around one of the pilots agreed to right seat for me, and we started the #2 Engine successfully with no problems. While attempting to start the #1 Engine I received an amber Cargo Door Caution Message on EICAS and immediately aborted the #1 Engine Start. Immediately after aborting the start I advised the pilot in the right seat that I would be back shortly as I felt there was a serious safety risk on the ramp, with someone approaching my aircraft while I'm running engines. Upon exiting the jet bridge to the ramp I noticed a baggage handler had not only opened the Cargo Door but had repositioned the baggage loader underneath the #1 Engine. I very delicately explained to him the seriousness of what had just occurred and strongly advised him to not approach the plane again until we were finished running engines. I went back to the cockpit and resumed #1 Engine start with no further problems, and went on to sign off the open discrepancy. In hindsight in heat of the moment I felt my actions were just, a ramper approached my aircraft while running engines despite having the beacon on and was directly in the vicinity of the #1 Engine Inlet. I left the cockpit assuming the pilot in right seat was more than capable of assuming control of the right engine until I came back.

I honestly do not know what can be done to avoid rampers approaching planes that have the beacon on. We continue to have problems despite being told that they are aware of this when they are trained. Since this incident I try to make a conscious effort to inform any rampers around my Aircraft that I will be running engines or pressurizing the plane and advise them to wait until we are done. As for my actions in the cockpit I felt fully capable leaving the #2 engine in the care of the pilot while I addressed the ramper trying to open the cargo door. I felt there was an immediate safety risk that needed to be resolved and didn't warrant shutting down the right engine.

Synopsis

A mechanic performing an engine run at the gate detects an amber Cargo Door Caution Message on EICAS and immediately aborts the Number 1 Engine Start. A bag handler had approached the aircraft and parked a belt loader in front of the left engine despite the beacon being on and the right engine running.

ACN: 1235672 *(35 of 50)*

Time / Day

Date : 201412
Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 2000

Environment

Flight Conditions : Mixed
Weather Elements / Visibility.Visibility : 8
Light : Night
Ceiling.Single Value : 1500

Aircraft

Reference : X
Aircraft Operator : Air Carrier
Make Model Name : B737-700
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : IFR
Mission : Passenger
Flight Phase : Initial Approach
Airspace.Class C : ZZZ

Component

Aircraft Component : Turbine Engine
Aircraft Reference : X
Problem : Malfunctioning

Person

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Air Carrier
Function.Flight Crew : Captain
Function.Flight Crew : Pilot Not Flying
Experience.Flight Crew.Last 90 Days : 168
ASRS Report Number.Accession Number : 1235672
Human Factors : Confusion
Human Factors : Human-Machine Interface

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Inflight Event / Encounter : Bird / Animal
Anomaly.Inflight Event / Encounter : Loss Of Aircraft Control
Detector.Person : Flight Crew

Detector.Person : Flight Attendant
Were Passengers Involved In Event : Y
When Detected : In-flight
Result.General : Declared Emergency
Result.Flight Crew : Landed in Emergency Condition
Result.Flight Crew : Regained Aircraft Control
Result.Flight Crew : Requested ATC Assistance / Clarification
Result.Air Traffic Control : Issued New Clearance

Assessments

Contributing Factors / Situations : Human Factors
Contributing Factors / Situations : Environment - Non Weather Related
Primary Problem : Environment - Non Weather Related

Narrative: 1

On downwind being vectored at 2000 feet AGL for an ILS approach, we hit a flock of either ducks or geese. We were already 1.5 hours late on leg three of four on a PM trip. Upon impact, we immediately knew we'd hit something large and could tell by the smell that we'd ingested one or more in the engines. My First Officer (FO) said, "We've hit a bunch of birds"! He saw the flashes but couldn't tell what they were. We both believed them to be either geese or ducks and were relieved to see the engines still running. The Flight Attendants (FA) immediately dinged us and I said "We've hit a flock of geese." About that time, the plane began to shake violently as multiple large bangs were heard and my FO said "We're hitting more"! I said, "Turn toward the runway"! Unbeknownst to me, the Number 2 engine was violently compressor stalling and shooting flames out the back. The passengers began screaming. The plane overbanked in the direction of the failing engine and began chiming "Bank angle, bank angle" as the FO punched off the autopilot and turned us into a cloud. The FA started "dinging" us non-stop at least five times. I then took the aircraft as the FO was rolling out and stammered to Approach, "We need an immediate turn to the runway"! Approach said "You're requesting tight vectors"? "We've hit a flock of geese and our engines are sputtering! We need an immediate turn to the runway"! About that time I descended slightly to about 1700 feet to get out of the cloud and saw the runway making a bee-line to the approach end. The Company a/c in front of us initiated a turn to get out of our way. Approach asked if we were declaring an emergency and my FO said, "Yes, roll the fire trucks"! I said, "Let's do a flaps 15 approach," since I didn't know which engines were damaged and whether they would keep running. We configured for a flaps 15 approach, turned on the flap inhibit switch, selected autobrakes 3, and landed uneventfully stopping straight ahead.

I then made a PA explaining as best I could what had happened, talked to the FA, and shut down the Number 2 engine. After conferring with the Fire Chief, we taxied uneventfully to the gate with the fire truck trailing us. After talking to everyone we needed to and filling out all requisite paperwork, we flew uneventfully in a different aircraft to our final destination. Everything else being equal, it might have been helpful to talk to the FA before we landed but, being less than 2000 feet AGL with a handful of plane not fully understanding how our engines would run and being slightly fatigued, I felt too overwhelmed to do that or to have my FO do so. I wouldn't do it differently if I were to be in the same situation again.

Synopsis

B737 Captain reports hitting a flock of birds at 2000 feet during vectors for approach damaging at least one engine. Compressor stalls are heard and the Captain takes control

of the aircraft and turns direct to the runway. ATC is advised and a flaps 15 landing ensues.

ACN: 1235237 *(36 of 50)*

Time / Day

Date : 201501
Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : SFO.Airport
State Reference : CA
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC
Light : Night

Aircraft

Reference : X
ATC / Advisory.Ground : SFO
Aircraft Operator : Air Carrier
Make Model Name : B737 Next Generation Undifferentiated
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 121
Flight Plan : IFR
Mission : Passenger
Flight Phase : Taxi

Person

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Air Carrier
Function.Flight Crew : Captain
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Air Transport Pilot (ATP)
Experience.Flight Crew.Last 90 Days : 175
ASRS Report Number.Accession Number : 1235237
Human Factors : Confusion
Human Factors : Distraction
Human Factors : Situational Awareness
Human Factors : Communication Breakdown
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Ground Personnel

Events

Anomaly.Deviation - Procedural : Published Material / Policy
Anomaly.Ground Event / Encounter : Person / Animal / Bird
Detector.Person : Flight Crew
When Detected : Taxi
Result.General : None Reported / Taken

Assessments

Contributing Factors / Situations : Procedure
Contributing Factors / Situations : Human Factors
Contributing Factors / Situations : Environment - Non Weather Related
Contributing Factors / Situations : Airport
Primary Problem : Procedure

Narrative: 1

Upon taxiing from Spot 3, enroute to the Gate, I was surprised to see someone with marshalling wands in the middle of the poorly lit ramp. He was between 300 feet and 400 feet out from the gate. It looked like he was in position to clear my wingtip from a baggage tug that appeared to have stalled in the middle of the ramp. Later, I asked a Ramp Supervisor if it was an inoperative tug way out on the ramp. He told me it was a new airport policy to require a Wing Walker out there. Even on this clear night, it was hard to notice him or understand why he was there. I could easily have missed him if he hadn't parked his vehicle (the tug) behind him. On a cloudy, rainy night I can imagine a scenario where the Pilots would be searching for the lead in line, or concentrating on another aircraft in their area and completely miss the Marshaler.

During pushback, he was in the same position and I noticed he was guarding a service road that crosses the ramp. I felt it was unsafe for anyone to be standing so far out on the ramp in an area where we would never expect to see a Wing Walker/Marshaler. There is nothing about this policy in the SFO 10-7 pages.

Personnel/Wing Walkers are expected near the ends of the safety zone, but not way out on the ramp. Company should present safety concern regarding this to airport and consider alternatives for the gates in this area. If unable to change policy, add 10-7 page warning.

Synopsis

A Captain taxiing to his SFO gate expressed concern about the safety of gate Marshalers who were positioned an extended distance from the gate where they may not be seen.

ACN: 1233932 *(37 of 50)*

Time / Day

Date : 201501
Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 0

Environment

Light : Night

Aircraft

Reference : X
Aircraft Operator : Air Carrier
Make Model Name : B767-300 and 300 ER
Operating Under FAR Part : Part 121
Mission : Passenger
Flight Phase : Taxi
Maintenance Status.Maintenance Deferred : N
Maintenance Status.Released For Service : Y

Component : 1

Aircraft Component : Interphone System
Manufacturer : Boeing
Aircraft Reference : X

Component : 2

Aircraft Component : Communication Systems
Aircraft Reference : X

Person

Reference : 1
Location Of Person : Gate / Ramp / Line
Reporter Organization : Air Carrier
Function.Maintenance : Other / Unknown
Qualification.Maintenance : Airframe
Qualification.Maintenance : Powerplant
ASRS Report Number.Accession Number : 1233932
Human Factors : Confusion
Human Factors : Situational Awareness
Human Factors : Training / Qualification
Human Factors : Communication Breakdown
Communication Breakdown.Party1 : Maintenance
Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Deviation - Procedural : Published Material / Policy
Anomaly.Ground Event / Encounter : Person / Animal / Bird
Detector.Person : Maintenance
Were Passengers Involved In Event : N
When Detected.Other
Result.Flight Crew : Became Reoriented

Assessments

Contributing Factors / Situations : Human Factors
Contributing Factors / Situations : Company Policy
Contributing Factors / Situations : Procedure
Primary Problem : Human Factors

Narrative: 1

In preparation for towing operations, two mechanics, [one] a tug driver and [the other a] flight deck communicator, had connected tug, tow bar and headset to the nose landing gear of B767-300 aircraft three hours prior to departure. Communication was established with the flight crew from the ground five minutes prior to a scheduled departure time of XA:00 pm. Crew requested clearance to pressurize hydraulics and shortly after 'clearance to push' was heard from the ground at XA:00 pm. During push and upon reaching the desired position for taxi the clearance to start engines was given from the ground and received by the crew. The flight crew report "turning two" was received and acknowledged from the ground. "Set brakes" was requested from the ground and received by the flight crew. After disconnecting tug and tow bar "turning one" was stated from the flight deck and confirmed on the ground. The mechanic on headset then disconnected the steering pin and moved behind the nose landing gear.

With the tug clear of the aircraft, on the left side and in view of the Captain, it was observed from the ground crew that the flight deck dome lights were extinguished then relit. At XA:15 pm, while the individual on ground communication was awaiting the call to clear the aircraft and display the steering bypass pin, the flight deck dome light was extinguished and the nose gear taxi light was illuminated. Immediately the mechanic attempted to alert the flight deck of his presence on the normal interphone channel. Seconds later the aircraft began rolling forward. [Mechanic Y], the mechanic on headset, standing behind the nose gear, pulled loose the headset cord and began running away from the aircraft towards the tug on the left. After rolling approximately 10 feet for roughly five seconds, the aircraft came to a sudden stop.

Aircraft alert ground personnel of danger with flashing or rotating beacons and taxi lights for movement. Mechanic Y was on headset that evening and knew that taxi light illumination was an advisory of movement. Aircraft stoppage had occurred after visual contact was established with the ground personnel in close proximity. The tug operator, Mechanic X, could not establish visual contact as he was without lighted wands and in view of only one flight crew member. Communication with the flight crew was lost. Procedures to establish visual contact with ground crew and steering pin [confirmation] were not followed.

New procedures were implemented in ZZZ for aircraft towing/spotting. Ground crew reliance on flight crew procedures have been removed by establishing and maintaining constant visual contact with ground personnel from the flight deck. As per normal positioning procedures the individual on headset will remain a safe distance behind the

nose landing gear and await the interphone call to disconnect. Removal of the steering bypass pin has been delayed until the all clear has been given from the flight crew and burnishing of the steering pin streamer/flag has been made more visible with hand held flashlights. After disconnecting from the aircraft, tug drivers will position themselves in front and in full view of both flight deck personnel. The tug driver will then set the brake and exit with lighted wands raised above his head until all ground crew are clear.

[Recommend] All ground crews should assume a worst-case scenario and proactively protect against possible injury by staying in full view of both flight deck personnel. Precautions should be taken to position ground personnel away from areas of immediate danger, behind and away from the nose landing gear. There should be little to no dependence on aural communication. Maintenance Supervisor. Complacency.

Synopsis

A Maintenance Supervisor describes a pushback incident where several factors contributed to a Mechanic with a headset on and still connected to the Crew Interphone System, had to run away from a company B767-300 as the aircraft suddenly began rolling forward. Procedures to establish visual contact with ground crew and steering pin removal confirmation were not followed.

ACN: 1232199 *(38 of 50)*

Time / Day

Date : 201501
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 3000

Environment

Flight Conditions : VMC
Weather Elements / Visibility.Visibility : 10
Light : Daylight
Ceiling : CLR

Aircraft

Reference : X
ATC / Advisory.Center : ZZZ
Aircraft Operator : Personal
Make Model Name : Skyhawk 172/Cutlass 172
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : VFR
Mission : Personal
Flight Phase : Initial Approach
Route In Use : Visual Approach
Airspace.Class E : ZZZ

Person

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Personal
Function.Flight Crew : Pilot Flying
Function.Flight Crew : Single Pilot
Qualification.Flight Crew : Private
Experience.Flight Crew.Total : 279
Experience.Flight Crew.Last 90 Days : 3.4
Experience.Flight Crew.Type : 279
ASRS Report Number.Accession Number : 1232199
Human Factors : Situational Awareness
Human Factors : Communication Breakdown
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Deviation - Procedural : Published Material / Policy
Anomaly.Deviation - Procedural : FAR
Anomaly.Inflight Event / Encounter : Bird / Animal

Detector.Person : Flight Crew
Miss Distance.Horizontal : 1000
Miss Distance.Vertical : 0
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

Contributing Factors / Situations : Procedure
Contributing Factors / Situations : Human Factors
Contributing Factors / Situations : Company Policy
Primary Problem : Human Factors

Narrative: 1

After practicing radio work and 8 Takeoffs and Landings at ZZZ (base airport) I went back to the tie down area to plan a flight to ZZZ1. I checked the weather; winds varied between calm and 100. Using ForeFlight, I selected the procedure "Cross-midfield, Teardrop" for Runway 10. I wrote down the UNICOM and pattern altitude for ZZZ1 (122.8 and 2000 FT respectively). I departed ZZZ on Runway 13, enroute to ZZZ1. At 3,000 FT MSL I called ZZZ1 UNICOM to announce that I was 7 miles southeast of the field inbound for Runway 10 and would be crossing mid-field at 3,000 FT.I called UNICOM a 2nd time stating that I was 4 miles southeast of the field, inbound for Runway 10 and would be crossing mid-field at 3,000 FT for a tear-drop into the left down-wind for Runway 10. At 3,000 FT I called UNICOM a third time to announce that I was directly south of the field at 3000 FT turning to cross midfield. 4th call to UNICOM: When I was about to cross the airfield I announced that I was crossing midfield at 3,000 FT. Within seconds of my call a parachute jumper dropped in my view at about the 11 o'clock position and approximately 1,000 feet away. He was wearing a red jumpsuit and using a red and white parachute. We made eye contact. I banked to the right and flew northeast out of the airport vicinity. I called UNICOM for a traffic advisory concerning jumpers in the area. Mr. X, at ZZZ1 FBO, called back and said no jumpers are being reported at that time. I told him one just jumped right in front of me --- midfield at 3,000 FT. A 2-minute warning was called out over UNICOM instructing that jumpers were in the area and to not fly over the airport. I stayed northeast of the field at 3,000 FT for quite a while. I called out to Mr. X to get advice as to whether I should return to ZZZ. He said I could go ahead and land when the area was clear. I called UNICOM specifically asking traffic in the area to state their position. They said they were on Final. I stayed in the northeast area at 3,000 FT. I called UNICOM again asking traffic to state their position. They said they were on the ground. I proceeded into the downwind for Runway 10 on a 45 and landed without incident. After tying my plane down and speaking with Mr. X at the FBO about the near-miss I drove over to the Sky Diving School. I spoke with 3 instructors leaving the building. They denied that there had been a near-miss. But, if it had happened it was because my radios were faulty - or I had stepped on the Sky Diving pilot's transmission when he gave the 2 minute warning - or my calls to UNICOM were stepped on. Regardless, the pilot was an airline pilot and with lots of experience. I went inside to find the owner or manager. [The manager] behind the desk was very helpful and made several calls to find out what happened. She called the owner, he did not speak to me and told [her] that there was not a near-miss, saying that he had been on the radio and heard the 2 minute warning call. After several calls [she] confirmed that the jumper involved in the near-miss was a new instructor. She called and talked to him for quite a while. I could only hear her side of the conversation. He told her they had done a Hop N' Pop where they let out one diver out at a low altitude of 5,000 FT before release the other divers at a higher altitude. She directly asked him if he had almost gotten hit by a plane. I got the impression that he said "No." After several more questions

she relayed to me that he did remember seeing me but I was already on the ground and he was at 200 FT. [The manager] called [the owner] back to tell him what she had learned. [The owner] asked to speak to me. He said there had not been a near-miss and that the 2 minute warning was given and that there was nothing else to discuss. I called the FAA Center and reported the Near-Miss. What I believe caused the problem:
1. After the incident I reviewed the Airport Directory and it states "avoid over flights of airport. I should have gone around the airport and entered the downwind of Runway 10 on a 45.
2. The airport is identified on the Sectional as ZZZ1 but is also referred to as ZZZ1 X. I used both names in my transmission but this could have been confusing to the other pilot. I will confirm with the local FBO the preferred call name to use.
3. I believe that the Skydiving Pilot did not call out the 2 minute warning for the diver/ instructor on the Hop N' Pop.
4. The diver was released 2,000 FT above me and had little time to react.
5. I fly a high wing with limited visibility above me and didn't see the parachute until he was directly in front of me. I will need to get advice from my instructor on what to do different in the future.

Synopsis

The pilot of a C172 was surprised to observe a skydiver falling nearby as he crossed over a non-towered airport. He did not hear a pre-drop call from the skydiver's aircraft and suspects that one skydiver exited prior to the announced drop.

ACN: 1230694 *(39 of 50)*

Time / Day

Date : 201501
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US

Environment

Flight Conditions : VMC

Aircraft

Reference : X
ATC / Advisory.Tower : ZZZ
Make Model Name : BAe 125 Series 800
Crew Size.Number Of Crew : 2
Flight Plan : IFR

Component : 1

Aircraft Component : Gear Extend/Retract Mechanism
Aircraft Reference : X
Problem : Malfunctioning

Component : 2

Aircraft Component : Turbine Engine
Aircraft Reference : X
Problem : Failed

Person

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Air Taxi
Function.Flight Crew : First Officer
Function.Flight Crew : Pilot Not Flying
Qualification.Flight Crew : Air Transport Pilot (ATP)
ASRS Report Number.Accession Number : 1230694
Human Factors : Human-Machine Interface

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor
Anomaly.Inflight Event / Encounter : Bird / Animal
Detector.Person : Flight Crew
Were Passengers Involved In Event : N
When Detected : In-flight
Result.General : Declared Emergency
Result.Flight Crew : Inflight Shutdown

Result.Flight Crew : Landed in Emergency Condition
Result.Aircraft : Aircraft Damaged

Assessments

Contributing Factors / Situations : Environment - Non Weather Related
Contributing Factors / Situations : Aircraft
Primary Problem : Environment - Non Weather Related

Narrative: 1

After takeoff with positive rate of climb, the gear was selected up. The gear handle stopped only halfway. I left the gear selected in the down position and figured that we would gain altitude and check it out. I looked out the front and saw a flock of geese. I said it out loud to make sure the pilot flying had seen them, however there was nowhere to go. We then heard and felt geese hit the plane. The left engine indications became erratic and we decided to return for landing. I informed the tower of what had happened and our intentions. We were cleared to enter downwind and land. I then heard someone say that our left engine was smoking. We had gained enough altitude to make the decision to shut the left engine off, especially with the indications we were getting and the fact that it was reported smoking. We landed cautiously with the knowledge that the gear was down during the bird strike and could potentially be damaged. The landing was normal and we taxied to parking.

Synopsis

Distracted by a landing gear that failed to retract, the flight crew of a BAE-125-850XP noted a gaggle of geese too close ahead to avoid, and felt one or more strike the aircraft. The impact was followed by erratic indications and a report of smoke from the left engine heard over the radio. They performed an inflight shut down, and returned to their departure airport for an uneventful landing.

ACN: 1230560 *(40 of 50)*

Time / Day

Date : 201501
Local Time Of Day : 0001-0600

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 600

Environment

Flight Conditions : VMC
Light : Night

Aircraft : 1

Reference : X
ATC / Advisory.Tower : ZZZ
Aircraft Operator : Air Carrier
Make Model Name : Large Transport, Low Wing, 2 Turbojet Eng
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 121
Flight Plan : IFR
Flight Phase : Initial Climb
Airspace.Class C : ZZZ

Aircraft : 2

Reference : Y
ATC / Advisory.Tower : ZZZ
Aircraft Operator : Military
Make Model Name : Fighter
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : IFR
Mission : Tactical
Flight Phase : Final Approach
Airspace.Class C : ZZZ

Person

Reference : 1
Location Of Person.Facility : ZZZ.TOWER
Reporter Organization : Government
Function.Air Traffic Control : Local
Qualification.Air Traffic Control : Fully Certified
Experience.Air Traffic Control.Time Certified In Pos 1 (yrs) : 7
ASRS Report Number.Accession Number : 1230560
Human Factors : Confusion
Human Factors : Distraction
Human Factors : Situational Awareness
Human Factors : Time Pressure

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Inflight Event / Encounter : Bird / Animal
Detector.Person : Flight Crew
When Detected : In-flight
Result.General : Declared Emergency
Result.Flight Crew : Landed in Emergency Condition
Result.Air Traffic Control : Issued New Clearance
Result.Air Traffic Control : Provided Assistance

Assessments

Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1

Aircraft X was cleared for takeoff on runway XXR at XX00Z to meet his CFR time. As Aircraft X was flying past the control tower and over taxiway at approximately 600 feet, I observed large flames coming out of the back of what appeared to be the left hand engine. This was followed with several very loud booms that could easily be heard in the tower cab even with all the noise insulation in the tower cab. I heard in total roughly 5-7 loud booms with roughly as many flashes from the engine in addition to flames shooting out the back of the engine.

The pilot radioed that he [had] a bad vibration and needed to turn around to land at the airport as soon as possible. The pilots then came back and stated they'd lost an engine and were requesting [the runway they had just departed from]. The conditions were VFR and I asked the pilot if they wanted to return and land on [the westerly facing runways]. They said they wanted XXR. I asked if they were able to maintain their own terrain and obstruction clearances so I could vector them below the MVA's. They said they would be able to and informed me that they would be leveling off at 1,500 feet.

I issued a vector for Aircraft X to fly heading 360 to bring them back to the airport. I vectored the aircraft and continued attempting to get the pilots to get the airport in sight. As the aircraft was on the downwind it was reported that there was a possibility of FOD on the runway. I reported this to the pilots and asked if they would be ok with landing [on the left runway] instead. They agreed. I continued issuing vectors to the aircraft.

As the plane was on a 5 mile base I turned the runway lights up to step 5 since the pilots were having a hard time finding the airport visually. They got the airport and runway in sight and I cleared the plane for a visual approach to runway XXL. As the pilots landed I asked them to state their intentions, they wanted to exit the runway and have the fire department examine the plane for any fire. As Aircraft X was off the departure end a flight of 2 fighter jets were on final for XXR. Their company informed them that there may be FOD on the runway so on short final, the flight of 2 went missed. I kept them runway heading and climbed them to 6,000 feet as coordinated by the local one controller and handed them off to the nearby sector in the TRACON so I could continue assisting Aircraft X.

Nothing, they hit birds at night that were not visible from the control tower.

Synopsis

Local Controller reports of a departing flight that ingests birds on departure, loses engine one, and returns safely to the airport.

ACN: 1225462 *(41 of 50)*

Time / Day

Date : 201412
Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 2000

Environment

Flight Conditions : VMC
Light : Night

Aircraft

Reference : X
ATC / Advisory.TRACON : ZZZ
Aircraft Operator : Air Carrier
Make Model Name : B737-700
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 121
Flight Plan : IFR
Mission : Passenger
Flight Phase : Initial Approach
Route In Use : Vectors
Airspace.Class C : ZZZ

Component

Aircraft Component : Turbine Engine
Aircraft Reference : X
Problem : Malfunctioning

Person

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Air Carrier
Function.Flight Crew : First Officer
Experience.Flight Crew.Last 90 Days : 193
Experience.Flight Crew.Type : 338
ASRS Report Number.Accession Number : 1225462

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor
Anomaly.Inflight Event / Encounter : Bird / Animal
Detector.Person : Flight Crew
Were Passengers Involved In Event : N
When Detected : In-flight

Result.General : Declared Emergency
Result.Flight Crew : Landed in Emergency Condition

Assessments

Contributing Factors / Situations : Environment - Non Weather Related
Contributing Factors / Situations : Aircraft
Primary Problem : Environment - Non Weather Related

Narrative: 1

We were being vectored on downwind for the runway. We were at 2000 FT MSL and waiting for our base turn vector. I saw a very quick flash of what appeared to be a flock of birds off the right side of the aircraft. We immediately heard and felt multiple impacts coming from the right side of the plane. Moments later we heard several other sounds that were similar to the previous impacts.

We notified ATC that we had experienced a bird strike and needed a turn into the field. While in the right turn to base, the right engine began to fluctuate and lose partial thrust. We then began a turn towards the runway. We also requested CFR be dispatched. We assumed the engine was experiencing a compressor stall since the fluctuations ceased after about five to seven seconds. At that point the right engine was operating normally with no unusual indications. We left both engines running and executed a flaps 15 landing. We decided on a flaps 15 landing since we were unsure of right engine's condition.

The landing was normal and there were no other issues with the flight. After landing and stopping the aircraft on the runway, we shut down the right engine. CFR examined the aircraft and reported multiple impacts on the right side but no immediate threats at that point.

We taxied to the gate and Passengers deplaned normally. After the flight, we learned that the right engine had been exhausting flames during the compressor stall. There were no reported injuries or other issues with this flight.

Synopsis

A B737-700 being vectored for a visual approach suffered multiple bird strikes which resulted in right engine compressor stall, partial loss of thrust and exhaust flames visible to those in the passenger cabin. The engine soon resumed apparently to normal operation but the flight crew returned to departure airport and landed with 15 degrees of flap as a precaution against possible engine failure.

ACN: 1225454 *(42 of 50)*

Time / Day

Date : 201412
Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 3500

Environment

Flight Conditions : VMC
Light : Night

Aircraft

Reference : X
ATC / Advisory.TRACON : ZZZ
Aircraft Operator : Air Carrier
Make Model Name : B737-700
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 121
Flight Plan : IFR
Mission : Passenger
Flight Phase : Descent
Airspace.Class B : ZZZ

Component

Aircraft Component : Turbine Engine
Aircraft Reference : X
Problem : Malfunctioning

Person : 1

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Air Carrier
Function.Flight Crew : First Officer
Function.Flight Crew : Pilot Flying
Experience.Flight Crew.Last 90 Days : 114
Experience.Flight Crew.Type : 1100
ASRS Report Number.Accession Number : 1225454
Human Factors : Other / Unknown

Person : 2

Reference : 2
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Air Carrier
Function.Flight Crew : Captain

Function.Flight Crew : Pilot Not Flying
Experience.Flight Crew.Last 90 Days : 137
Experience.Flight Crew.Type : 8000
ASRS Report Number.Accession Number : 1225460
Human Factors : Situational Awareness

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor
Anomaly.Inflight Event / Encounter : Bird / Animal
Detector.Automation : Aircraft Other Automation
Detector.Person : Flight Crew
When Detected : In-flight
Result.General : Maintenance Action
Result.General : Declared Emergency
Result.Flight Crew : Landed in Emergency Condition
Result.Aircraft : Aircraft Damaged

Assessments

Contributing Factors / Situations : Environment - Non Weather Related
Contributing Factors / Situations : Aircraft
Primary Problem : Environment - Non Weather Related

Narrative: 1

It was VFR night time on approach. We briefed the visual approach backed up with the ILS. I had just slowed to about 230 knots as we were about seven miles from the FAF and I knew a descent was coming. ATC gave us a descent from 4000 FT to 2000 FT. At approximately 3500 FT we hit a flock of birds. I heard and felt multiple impacts. A rancid odor filled the cabin. I also saw a bird pass by my right side and my first thought was it may have gone in the #2 engine. I immediately looked at the engine parameters for both engines but noticed no change or abnormal indication. The only abnormal indication was the illumination of the Forward Leading Edge in Transit light accompanied by a yellow Overhead Left Wing flap in transit light. The Captain told ATC we hit multiple birds and needed to verify the aircraft configuration before continuing the approach and asked for a vector off final approach to run through the Flap Leading Edge in Transit QRH Checklist. Before running the checklist, the Captain called the Flight Attendants and informed them we hit birds and he would get back to them after we knew our status. While the Captain was talking to the Flight Attendants and turning a downwind, the aircraft started to vibrate. I looked at the VIB display and Number 1 showed 0.1 and Number 2 showed 0.4. I did see the Number 2 engine N1 fall about 15% lower than the Number 1 engine, but the autothrottles pushed it back up to match the Number 1 N1. I reduced the power on the Number 2 engine and the vibration stopped. At some point the autothrottles automatically disengaged. The Captain finished talking to the Flight Attendants and informed me that they reported that the Number 2 engine was on fire. There were no cockpit indications of a fire.

The Captain advised ATC we needed to return to the field and have the fire trucks standing by. He also took control of the aircraft and became the Pilot Flying. We decided that the report of the fire and our proximity to the airport made getting on the ground a priority. The Captain asked for landing gear and flaps to start slowing down. The aircraft handled symmetrically so Forward Leading Edge in Transit light was not a concern when compared to getting on the ground. While we were on about a seven-mile final, the Flight Attendants

informed me that the fire was out and to see if we could make a PA because the Passengers were upset. I made an announcement that we hit some birds and would be making a normal landing shortly. I did not inform the Captain that I made that PA so he ended up making the same announcement about 30 seconds later. Due to the Forward Leading Edge in Transit light, we decided to land flaps 15. The Captain had me run the numbers for a flaps 15 landing. We had the stopping margin and used auto brakes max. In the short time before touchdown, we ran through the Forward Leading Edge in Transit light QRH Landing Checklist. After touchdown, we cleared the runway and we did after landing flow without changing the configuration of the aircraft. We still had no cockpit indications of a fire. I talked to the Fire Chief to have him see if any fire was observed. The Captain talked to the Flight Attendants to update them on our situation. No evacuation planned at this point. ARFF indicated there was no fire upon inspection and we taxied to gate and deplaned normally. We ran the Shutdown Checklist and made a logbook entry. There were no reported injuries to the Passengers or Crew.

The number of people that want your story immediately after an event is understandable. However, it is difficult to tell your story so many times to different people minutes after the incident. It would be helpful to take some time to wait for our reports or to get the story out to one person and have them be a liaison for others wishing to hear the events. Multiple bird strikes causing Leading Edge Flap light and engine vibration/fire.

Narrative: 2

We briefed the Visual Approach, backed up with the ILS and ATC gave us a descent from 4000 FT to 2000 FT with a vector towards the airport. At approximately 3500 FT, we encountered a flock of birds. I heard and felt multiple impacts. We first notice the Forward Leading Edge in Transit light accompanied by a yellow Overhead Left Wing Flap in Transit light. I told ATC we hit multiple birds and needed to verify the aircraft configuration before continuing the approach, and asked for a vector off final approach to run through the Flap Leading Edge in Transit Checklist. Before running the checklist, I called the Flight Attendants and informed them we hit birds and I would get back to them after we knew our status.

After we turned away and started to work the checklist, we got a call from the Flight Attendants informing us the #2 engine was on fire. There were no cockpit indications of a fire. The First Officer observed a reduction in #2 engine N1. We both felt the vibration; the First Officer further reduced the power in the #2 engine and the vibration stopped. I declared an emergency and advised ATC we needed to return to the field and have the fire trucks standing by. We transferred aircraft control and I was the Pilot Flying. The aircraft handled symmetrically. We agreed we needed to land immediately. We got a descent to 2000 FT and took clearance for the visual. The Flight Attendants called to say the fire was out.

We decided to land flaps 15. We ran the QRH for a flaps 15 landing. We had the stopping margin and used auto brakes max. We did a PA to tell the Passengers and Flight Attendants that we had hit birds, but the aircraft was flying fine, and we would land in three minutes, and it would be a normal landing. After touchdown, we still had no cockpit indications of a fire. The First Officer talked to the Fire Chief to have him see if any fire was observed. I talked to the Flight Attendants to update them on our situation. No evacuation planned at this point. ARFF indicated there was no fire upon inspection, and we taxied to gate and deplaned normally. We ran the Shutdown Checklist and made a logbook entry.

Do do not ask Crew Members if they can continue on, just pull them; they are not capable to make that call under the circumstances. We hit a big flock of big birds.

Synopsis

B737-700 flight crew encounters a flock of birds at 3,500 feet during a night visual approach. The crew felt multiple impacts and a Forward Leading Edge in Transit light illuminated. Vibration is felt and indicated on the number two engine and flight attendants report the engine is on fire. When thrust is reduced on the right engine the vibration stops and the flight attendants report the fire is out, although no fire was ever indicated in the cockpit. A flaps 15 approach and landing ensues.

ACN: 1223425 *(43 of 50)*

Time / Day

Date : 201412

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 0

Aircraft

Reference : X
ATC / Advisory.Ramp : ZZZ
Aircraft Operator : Air Carrier
Make Model Name : Commercial Fixed Wing
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 121
Flight Plan : IFR
Mission : Passenger
Flight Phase : Taxi

Person : 1

Reference : 1
Location Of Person : Gate / Ramp / Line
Reporter Organization : Air Carrier
Function.Ground Personnel : Ramp
ASRS Report Number.Accession Number : 1223425

Person : 2

Reference : 2
Location Of Person : Gate / Ramp / Line
Reporter Organization : Air Carrier
Function.Ground Personnel : Ramp
ASRS Report Number.Accession Number : 1223419

Events

Anomaly.Deviation - Procedural : Published Material / Policy
Anomaly.Ground Event / Encounter : Person / Animal / Bird
Detector.Person : Ground Personnel
Were Passengers Involved In Event : N
When Detected : Aircraft In Service At Gate

Assessments

Contributing Factors / Situations : Procedure
Contributing Factors / Situations : Human Factors
Contributing Factors / Situations : Environment - Non Weather Related
Contributing Factors / Situations : Aircraft
Primary Problem : Human Factors

Narrative: 1

After [the flight] blocked in, [while] waiting for the all clear from the marshaller. The marshaller started their walk around of aircraft prior to Number 2 engine shut down and Anti Collision Beacon being turned off. After trying to get ahold of marshaller and unable to the Marshaller started to walk in toward the number 2 engine while it was still running. I was just off the Captain's wing tip waiting for all clear. I walked into the aircraft footprint and proceeded under the aircraft and under the number 2 engine's centerline. I did this in order to move marshaller out of danger from engine ingestion area.

Narrative: 2

Chalked the plane and proceeded to do my walk around. I was not paying attention as one of my coworkers was yelling to get my attention to not walk under the engine 2 because it was running. Then a lead ran and finally got my attention and stopped me right away. I just was not thinking and went ahead and did my walk around without waiting for the engine 2 to be shut off.

Synopsis

After the Marshaller had chocked the inbound aircraft at the gate the Marshaller began a walk around inspection despite the right engine still running and the anti-collision light safety reminder still illuminated. The wing walker from the left side of the aircraft sprinted under the fuselage and under the running engine to prevent the Marshaller from passing in front of or behind it.

ACN: 1220920 *(44 of 50)*

Time / Day

Date : 201411
Local Time Of Day : 0001-0600

Place

Locale Reference.Airport : ZZZ
State Reference : US
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft

Reference : X
Aircraft Operator : Air Carrier
Make Model Name : B737 Undifferentiated or Other Model
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 121
Flight Phase : Parked

Component

Aircraft Component : APU
Problem : Failed

Person

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Air Carrier
Function.Flight Crew : Captain
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Air Transport Pilot (ATP)
Experience.Flight Crew.Total : 15000
Experience.Flight Crew.Last 90 Days : 225
Experience.Flight Crew.Type : 8000
ASRS Report Number.Accession Number : 1220920
Human Factors : Communication Breakdown
Human Factors : Confusion
Human Factors : Human-Machine Interface
Human Factors : Situational Awareness
Human Factors : Distraction
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Ground Personnel

Events

Anomaly.Deviation - Procedural : Published Material / Policy
Anomaly.Ground Event / Encounter : Person / Animal / Bird
Detector.Person : Ground Personnel

Were Passengers Involved In Event : N
When Detected : Aircraft In Service At Gate
Result.General : Physical Injury / Incapacitation

Assessments

Contributing Factors / Situations : Procedure
Contributing Factors / Situations : Human Factors
Contributing Factors / Situations : Company Policy
Contributing Factors / Situations : Aircraft
Primary Problem : Ambiguous

Narrative: 1

I pulled into the gate with the #1 engine running as per our new procedure. I was waiting for ground power to be connected and after 2 or 3 signals from the [ground crewman] I concluded that the GPU was inop. I immediately started the APU and once it was online I shut down the #1 engine. I witnessed some screaming and commotion outside but didn't know what happened. I was informed by the [outbound Captain] that the left wing walker approached the aircraft while the engine was running and was almost sucked in and killed. The thought of something like that happening on my flight is very scary.

Synopsis

When there was a delay in shutting down the left engine of the B-737 at the gate due to being unable to power the aircraft with the GPU, a wing walker walked in front of the engine and was nearly sucked into it.

ACN: 1217947 *(45 of 50)*

Time / Day

Date : 201411
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : TWF.Airport
State Reference : ID
Altitude.AGL.Single Value : 0

Environment

Light : Dusk

Aircraft

Reference : X
ATC / Advisory.Tower : TWF
Make Model Name : Light Transport, Low Wing, 2 Turbojet Eng
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Phase : Landing

Person : 1

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Function.Flight Crew : First Officer
Function.Flight Crew : Pilot Not Flying
ASRS Report Number.Accession Number : 1217947

Person : 2

Reference : 2
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Function.Flight Crew : Captain
Function.Flight Crew : Pilot Flying
ASRS Report Number.Accession Number : 1218402

Events

Anomaly.Ground Event / Encounter : Person / Animal / Bird
Detector.Person : Flight Crew
When Detected : In-flight
Result.General : None Reported / Taken

Assessments

Contributing Factors / Situations : Airport
Primary Problem : Airport

Narrative: 1

Immediately after touching down to land, two animals ran perpendicular to the runway in Twins Falls. A fox caught our eye which was then followed by a coyote. We felt a sudden but slight swerve to the right and heard a "thud." The Captain was pilot flying and continued the roll out without incident. Thrust reversers were deployed at or shortly after the time of impact with the animal. No damage to the gear was perceptible but we informed tower as soon as possible and a fresh animal carcass was found by airport authority.

Narrative: 2

[Report narrative contained no additional information]

Synopsis

A small transport jet flight crew reported they ran over a coyote on landing roll in TWF, no apparent damage to the aircraft.

ACN: 1215846 *(46 of 50)*

Time / Day

Date : 201411
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 0

Environment

Light : Daylight

Aircraft

Reference : X
Aircraft Operator : Air Carrier
Make Model Name : EMB ERJ 170/175 ER/LR
Operating Under FAR Part : Part 121
Mission : Passenger
Flight Phase : Parked
Maintenance Status.Maintenance Deferred : Y
Maintenance Status.Records Complete : N
Maintenance Status.Released For Service : N
Maintenance Status.Required / Correct Doc On Board : N
Maintenance Status.Maintenance Type : Unscheduled Maintenance

Component

Aircraft Component : Pneumatic Valve/Bleed Valve
Aircraft Reference : X
Problem : Failed

Person : 1

Reference : 1
Location Of Person : Company
Reporter Organization : Air Carrier
Function.Maintenance : Technician
Qualification.Maintenance : Airframe
Qualification.Maintenance : Powerplant
ASRS Report Number.Accession Number : 1215846
Human Factors : Time Pressure
Human Factors : Distraction
Human Factors : Situational Awareness

Person : 2

Reference : 2
Location Of Person : Company
Location In Aircraft : Flight Deck
Reporter Organization : Air Carrier
Function.Flight Crew : Captain

Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Air Transport Pilot (ATP)
ASRS Report Number.Accession Number : 1216172

Person : 3

Reference : 3
Location Of Person : Company
Location In Aircraft : Flight Deck
Reporter Organization : Air Carrier
Function.Maintenance : Lead Technician
Qualification.Maintenance : Airframe
Qualification.Maintenance : Powerplant
ASRS Report Number.Accession Number : 1215845

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Deviation - Procedural : Published Material / Policy
Anomaly.Ground Event / Encounter : Person / Animal / Bird
Result.General : Maintenance Action
Result.Flight Crew : Took Evasive Action

Assessments

Contributing Factors / Situations : Human Factors
Contributing Factors / Situations : Aircraft
Primary Problem : Human Factors

Narrative: 1

Lead mechanic and I entered the aircraft to complete the procedure which included engine running procedure. I was instructed from lead mechanic to stay away from the engine, but go around the engine while it is running. Lead mechanic was inside of flight deck with crew, and I was outside of aircraft underneath the belly fairing area to complete the procedure. I needed additional tools to complete my job, I was running across in front of Engine #1 to grab my tools, totally forgot both engines were running, I was almost sucked into the engine, but I was holding onto the engine inlet about 30sec my I.D (airport authority I.D. and company I.D) and pens were sucked into the engine. Because this aircraft got pushed back and delayed couple of times due to lack of resources (Air Cart, No crew available), I wanted to get my job done correctly and as soon as possible. Always know what is happening surrounding you and if there were more adequate staffs to help us out. This event could've been avoided.

Narrative: 2

Upon arriving in ZZZ my crew and I were swapped into an aircraft which was down for maintenance. Upon receiving our dispatch release I noted that the aircraft had MELs 38-10-00-1 for the potable water system, 49-00-00-1 for the APU and 36-10-01-1 for the cross bleed valve. There was also a note in the remarks that maintenance would need to be present to open and close the cross bleed valve manually. I called maintenance control and confirmed that this was going to be the procedure preformed in order for us to take a plane full of passengers to ZZZ1 where the cross bleed valve would then be changed out. We were informed by the gate that an FAA Maintenance Inspector was going to be jumpseating with us as well. I informed the ground crew and the gate agent that we would be boarding the passengers and loading the bags normally. Then once that was done we would be keeping the jetway on the aircraft so that the maintenance crew could get on

and off the plane and we could use the jetway GPU. We would be starting the right engine #2 with the ground air cart. Once the #2 engine was started we would disconnect the air cart and move it a safe distance away. Then we would increase the power on the #2 engine and the maintenance crew would open the cross bleed manually so that we could start the left engine #1. Then maintenance would finish their logbook entries and we would close up, push back and go. Once everyone was in their places (the passengers on board, the flight attendants at their stations, the gate agent in the jetway, the FAA milling about the forward galley, one ramper on the headset, one or more rampers working the air cart and keeping the area clear, one maintenance guy under belly of the plane at the cross bleed valve, one maintenance guy in the cockpit reading off the procedure, and the First Officer (FO) and I in our seats with our headsets half way on) we were ready to try to start the engines. We called the ramp tower and got permission to start our engines at the gate with a power up of about 40%. We managed to get the #2 engine started but got an engine #2 bleed valve fail EICAS message and an X on the ECS MFD page. We cycled the #2 bleed on and off and got the X on the ECS page to go away but the EICAS message remained. Maintenance suggested we power down the aircraft completely and try again after a reset. After resetting we had to wait twenty minutes to get our air cart back since it had been taken for another aircrafts use. Once we were prepared again we started the #2 engine and did not get any bleed #2 fail messages. We then successfully performed the cross bleed start and had both engines back running at idle thrust. At this point the maintenance guy left the cockpit and about 20 seconds later we heard a loud rattle and banging and the sound of the engines changed a bit. Immediately the ramper on the headset started yelling "shut it down, shut it down". The FO and I reached for the engine start/stop selectors at the same time. She turned off the #2 engine at about the same time I turned off the #1 engine. As the FO secured the shutdown of the aircraft I quickly jumped out of my seat and rushed into the jetway and down onto the ramp. It was there that I found several rampers and both maintenance guys clustered around the front of the #1 engine. I asked what had happened and was told that the maintenance guy who had been operating the cross bleed valve under the aircraft had forgotten that both engines were running and that he had walked right in front of the #1 engine. He had almost been sucked into the engine by the flow of air but had managed to stop himself by grabbing hold of the engine cowling. His ID which had been on a lanyard around his neck had been sucked into the engine and that was source of the strange noise we had heard inside of the aircraft. I made sure that our maintenance guy was 100% ok and then I went back up into the jetway. I told the gate agent there that we needed to deplane the passengers right away. Once the passengers were off I called dispatch and maintenance control and informed them of what had happened. I also informed maintenance control that I had entered a discrepancy for the FOD ingestion in the #1 engine and the deactivation of the CVR because of the NTSB reportable incident. We were soon transferred to another aircraft for our flight. The complicated and nonstandard maintenance procedure coupled with a relatively new maintenance employee and his lapse in concentration lead to this almost tragic event.

Narrative: 3

A maintenance technician and I arrived onto the aircraft preparing to complete the action. We called in for an air start and as we were getting set i instructed the mechanic to make sure he does not go in front off the engines when they are running to be cautious and aware. the mechanic was downstairs following proper procedures and I was inside the cockpit verifying all instrument are normal. As I saw the procedure being almost completed from the flight deck I heard a loud fire cracker noise and the crew shut off the engines and I ran out of the aircraft. I was informed from the mechanic that he walked in front of #1 engine by accident and that it suck[ed] in his airport authority I.D, Company

I.D and pens. Thankfully he is OK. As great as the Mechanic is he next time just needs to be more heads-up of his surroundings and more careful.

Synopsis

A Maintenance Technician narrowly avoided serious injury while darting in front of a running engine to retrieve tools during a maintenance procedure. Loose items from his pockets were ingested by the engine.

ACN: 1212433 *(47 of 50)*

Time / Day

Date : 201410
Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : LAX.Airport
State Reference : CA
Altitude.AGL.Single Value : 300

Environment

Flight Conditions : VMC

Aircraft

Reference : X
ATC / Advisory.Tower : LAX
Aircraft Operator : Air Carrier
Make Model Name : Commercial Fixed Wing
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 121
Mission : Passenger
Flight Phase : Takeoff
Airspace.Class B : LAX

Component

Aircraft Component : Cowling/Nacelle Fasteners, Latches
Aircraft Reference : X

Person : 1

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Air Carrier
Function.Flight Crew : First Officer
Function.Flight Crew : Pilot Not Flying
Experience.Flight Crew.Total : 14700
Experience.Flight Crew.Last 90 Days : 245
Experience.Flight Crew.Type : 850
ASRS Report Number.Accession Number : 1212433

Person : 2

Reference : 2
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Air Carrier
Function.Flight Crew : First Officer
Experience.Flight Crew.Total : 15000
Experience.Flight Crew.Last 90 Days : 190
Experience.Flight Crew.Type : 300

ASRS Report Number.Accession Number : 1212453
Human Factors : Situational Awareness

Events

Anomaly.Inflight Event / Encounter : Bird / Animal
Detector.Person : Flight Crew
When Detected : Aircraft In Service At Gate
Result.General : Maintenance Action
Result.Air Traffic Control : Provided Assistance
Result.Aircraft : Aircraft Damaged

Assessments

Contributing Factors / Situations : Environment - Non Weather Related
Primary Problem : Environment - Non Weather Related

Narrative: 1

On takeoff from Runway 25R at LAX, at approximately 200 to 300 feet, the crew saw a bird pass "under the nose." Both Captain and First Officer saw the bird. I did not as I was scanning engine instruments and sitting on center jumpseat. Both pilots said it appeared to be a small bird and it passed to the right of centerline and below the fuselage. The First Officer quickly told tower of the possible bird strike and I rescanned all engine instruments noting no abnormalities. We continued the climb out and were notified by LA center about 10 min later that indeed we had hit a bird which was found. This started a discussion about where it hit and both Captain and First Officer thought that because of where they both saw the bird it must have hit the Right MLG, gear doors, or underbelly of wing root area. Again all systems were normal. Captain sent a message to Maintenance Control in flight of the bird strike incident. We were all very surprised to see the damage to the right engine cowl upon landing. A logbook entry was made describing the damage and we departed to the hotel.

Narrative: 2

On initial climb off Runway 25R in LAX, saw bird heading towards our aircraft. Reported to ATC to advise other aircraft. We believed we had missed the bird. At cruise center advised that LAX field ops had recovered a hawk that they believe had struck our aircraft. There was no evidence of damage and all systems normal. Maintenance and Dispatch notified. Continued without incident to destination with all crew, dispatch and Maintenance in concurrence... Small dent on Right Hand Engine nacelle lip spotted on post flight inspection and aircraft was handed over to Maintenance.

Synopsis

Air carrier flight crew notes a bird pass under their aircraft as they climb off Runway 25R at LAX. The flight continues to destination after ATC informs them that a hawk was found on the runway but no anomalies were detected aboard the aircraft. Post flight reveals a dent in the right engine cowling.

ACN: 1211526 *(48 of 50)*

Time / Day

Date : 201410
Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : JNX.Airport
State Reference : NC
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC
Light : Night

Aircraft

Reference : X
ATC / Advisory.UNICOM : JNX
Aircraft Operator : FBO
Make Model Name : Small Aircraft
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : None
Mission : Training
Flight Phase : Takeoff
Route In Use : None

Person

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : FBO
Function.Flight Crew : Instructor
Function.Flight Crew : Pilot Not Flying
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Commercial
Qualification.Flight Crew : Flight Instructor
Experience.Flight Crew.Total : 1300
Experience.Flight Crew.Last 90 Days : 75
Experience.Flight Crew.Type : 150
ASRS Report Number.Accession Number : 1211526
Analyst Callback : Completed

Events

Anomaly.Ground Event / Encounter : Person / Animal / Bird
Detector.Person : Flight Crew
Miss Distance.Horizontal : 20
Miss Distance.Vertical : 0
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

Contributing Factors / Situations : Environment - Non Weather Related
Contributing Factors / Situations : Airport
Primary Problem : Airport

Narrative: 1

While taking off on Runway 21 at JNX, we saw a fox on the runway, just left of the centerline. We increased our pitch above normal to avoid a collision. This is the third such incident at this airport in recent history. Another pilot in the school had to wait on the runway for deer to cross a month or two ago. Another pilot this same night, almost hit a fox on the runway about and hour or two after us. I contacted the airport director via e-mail regarding the incident about three hours afterwards. As of mid afternoon the following day, he has not responded. I am concerned that one of my aircraft will hit an animal on the runway at JNX. The airport used to allow hunters to reduce the wildlife population on airport property. As I understand it, that stopped after the 2012 hunting season. There are almost always a large number of birds in the traffic pattern as well. We have had at least three aircraft hit birds in the vicinity of JNX in the past couple of months. All have been reported via the FAA wildlife strike system. Professional(s) should come to JNX and assess the situation before more significant damage to aircraft or injuries occur.

Synopsis

Small aircraft instructor reports conflicts with with wildlife departing Runway 21 at JNX and suggests that something needs to be done to reduce the problem.

ACN: 1207590 *(49 of 50)*

Time / Day

Date : 201410
Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : 7G0.Airport
State Reference : NY
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC
Light : Night

Aircraft

Reference : X
ATC / Advisory.CTAF : 7G0
Aircraft Operator : Personal
Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : IFR
Mission : Personal
Flight Phase : Landing

Person

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Personal
Function.Flight Crew : Single Pilot
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Air Transport Pilot (ATP)
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Instrument
Experience.Flight Crew.Total : 10200
Experience.Flight Crew.Last 90 Days : 30
Experience.Flight Crew.Type : 300
ASRS Report Number.Accession Number : 1207590
Human Factors : Distraction
Human Factors : Situational Awareness
Human Factors : Confusion
Analyst Callback : Completed

Events

Anomaly.Deviation - Procedural : Published Material / Policy
Anomaly.Ground Event / Encounter : Person / Animal / Bird
Detector.Person : Flight Crew
When Detected : Taxi

When Detected : In-flight
Result.General : None Reported / Taken

Assessments

Contributing Factors / Situations : Procedure
Contributing Factors / Situations : Environment - Non Weather Related
Contributing Factors / Situations : Airport
Primary Problem : Airport

Narrative: 1

Situation involves the degradation of and/or lack of runway markings, taxiway lights and fencing at 7G0 in Brockport NY. After about 15 years all runway numbers and centerline markings have vanished. Runway 28 is served by a Non-precision approach and/or ATC visual approach. AC 150/5340-1L, chapter 2 outlines minimum requirements that are not met. At night or during a gray, low light day operation the lack of markings is a safety hazard. I have flown to minimums and just barely identified the runway end. And the lack of a centerline eliminates an important flare cue that is useful to all pilots anytime.

The taxiway lights are inoperative due to a 27 year old control system that desperately needs repair/updating. While the runway lights are functional it is hazardous to taxi relying just on the aircraft's light source.

The Deer population in Western New York has exploded and it is very common to see them loitering on the airport property and run across the runway. I have experienced landing and discovering deer on both sides of me during the rollout. They blend into the surroundings well. A week ago a high wing aircraft was slightly damaged when a large buck ran into the nose gear upon landing rollout at night. The airport operator has requested fencing but the FAA has not agreed. Most of the other surrounding airports received fencing. Why not 7G0?

Callback: 1

The reporter stressed the view of the airport at night and coming out of the clouds on a rainy day is simple a gray sheet. The pavement is serviceable, but the painting and lighting needs upgrading for safety reasons.

Synopsis

A pilot reported 7G0 runway and taxiway marking are badly faded and do not meet the AC 150/5340-1L requirements. The lack of fencing has allowed deer to overrun the airport and become a hazard.

ACN: 1206209 *(50 of 50)*

Time / Day

Date : 201409
Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : DYL.Airport
State Reference : PA
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC
Weather Elements / Visibility.Visibility : 10
Light : Night
Ceiling.Single Value : 12000

Aircraft

Reference : X
ATC / Advisory.CTAF : DYL
Aircraft Operator : Personal
Make Model Name : Small Aircraft
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : IFR
Mission : Personal
Flight Phase : Landing
Route In Use : Visual Approach

Person

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Personal
Function.Flight Crew : Pilot Flying
Function.Flight Crew : Single Pilot
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Commercial
Qualification.Flight Crew : Flight Instructor
Qualification.Flight Crew : Multiengine
Experience.Flight Crew.Total : 5900
Experience.Flight Crew.Last 90 Days : 199
Experience.Flight Crew.Type : 210
ASRS Report Number.Accession Number : 1206209

Events

Anomaly.Ground Event / Encounter : Person / Animal / Bird
Detector.Person : Flight Crew
When Detected : In-flight
Result.Aircraft : Aircraft Damaged

Assessments

Contributing Factors / Situations : Airport
Primary Problem : Airport

Narrative: 1

I was the PIC on an IFR flight. No one was present in the traffic pattern when we arrived at DYL. From the north I entered a crosswind entry to a downwind for RWY 23. The approach to landing was standard. I started to round out above the threshold numbers of RWY 23 when I noticed out of my right peripheral a deer running perpendicular to us, right to left. I immediately felt us hit the deer but did not know where it struck us. I still had directional control of the aircraft and utilizing the elevator was able to slow down the aircraft while in ground effect. The aircraft started to slow down, I was able to achieve full aft control input until the aircraft slowed down enough to the point where the nose wheel normally would have made contact with the runway. Yet the nose continued to drop, and the prop struck the runway. I was able to maintain the centerline of the runway and immediately brought the mixture to "lean" full aft position, and turned the fuel selector to "off". When the aircraft came to a complete stop on the runway we immediately exited the aircraft. That is when we noticed the deer passed behind the prop, and hit the nose gear in the middle of its body. The deer wrapped fully around the nose gear strut, snapping the strut fully aft and up onto the belly of the aircraft.

Synopsis

Single engine aircraft pilot reports striking a deer at touchdown at DYL airport that resulted in damage to the landing gear and prop.