

ASRS Database Report Set

Bird or Animal Strike Reports

Report Set Description A sampling of reports referencing a bird or animal strike incident.

Update Number28

Date of Update.....March 25, 2022

Number of Records in Report Set50

Records within this Report Set have been screened to assure their relevance to the topic.



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. Such incidents are independently submitted and are not corroborated by NASA, the FAA or NTSB. 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 clarified 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.

A handwritten signature in blue ink, appearing to read "B. Hooey".

Becky L. Hooey, 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: 1847770 *(1 of 50)*

Synopsis

GA flight instructor with student reported an NMAC with an aircraft traveling in opposite direction near IMS airport.

ACN: 1846935 *(2 of 50)*

Synopsis

Flight instructor with student pilot reported having to take evasive action multiple times at MLU airport during touch and go training. The reporter stated this is a common occurrence at this location.

ACN: 1845977 *(3 of 50)*

Synopsis

PA-44 student pilot reported returning safely to departure airport after experiencing a bird strike that potentially affected the landing gear and left engine.

ACN: 1840696 *(4 of 50)*

Synopsis

An Instructor pilot reported their student descended; to avoid birds, towards rising terrain, and below 500 feet above ground before instructor to controls of aircraft.

ACN: 1840478 *(5 of 50)*

Synopsis

Flight Crew reported an air turn back after birds were ingested by the right engine on takeoff.

ACN: 1839383 *(6 of 50)*

Synopsis

Pilot reported striking a prairie dog on landing, causing a ground loop and damage to the aircraft which blocked the runway.

ACN: 1837663 *(7 of 50)*

Synopsis

Flight Crew reported multiple bird strikes and rejected the take off causing 2 main wheel fuse plugs to melt and deflate the tires, requiring a tow back to the ramp.

ACN: 1832658 *(8 of 50)*

Synopsis

Pilot reported 3J1 airport is in disrepair and deteriorating further under the new owners.

ACN: 1827568 *(9 of 50)*

Synopsis

After ingesting a bird during landing roll out, Captain reported undue pressure from Maintenance Control to defer a required engine inspection and fly the aircraft but contract maintenance refused to sign the deferral.

ACN: 1819099 *(10 of 50)*

Synopsis

B737-700 Captain reported a fume event during cruise resulted in a diversion.

ACN: 1815045 *(11 of 50)*

Synopsis

Embraer Captain reported rejecting the takeoff due to #2 engine vibration after ingesting a bird on takeoff roll.

ACN: 1813026 *(12 of 50)*

Synopsis

Non-flying pilot reported an aborted takeoff after encountering birds.

ACN: 1809482 *(13 of 50)*

Synopsis

B737-700 Captain reported a 2 hour delay due to the new automated maintenance reporting system having software issues.

ACN: 1793183 *(14 of 50)*

Synopsis

Air Carrier flight crew reported bird strike after takeoff resulting in a return to the departure airport.

ACN: 1784987 *(15 of 50)*

Synopsis

Air Carrier pilot reported they refused a takeoff clearance after the preceding departure reported a bird strike over the runway.

ACN: 1784120 *(16 of 50)*

Synopsis

Flight crew reported that a deer struck the airplane during landing, damaging the propeller and engine.

ACN: 1783903 *(17 of 50)*

Synopsis

GA pilot reported that just before rotation a bird impacted the left wing and the pilot then rejected the takeoff.

ACN: 1778504 *(18 of 50)*

Synopsis

B737-800 Captain reported a low fuel situation developed following a go-around to avoid an animal on the runway.

ACN: 1761594 *(19 of 50)*

Synopsis

B737-700 flight crew reported rejecting takeoff due to bird strike.

ACN: 1761588 *(20 of 50)*

Synopsis

Air carrier Captain and Local Controller reported a high speed rejected takeoff was performed after the aircraft experienced two bird strikes.

ACN: 1759404 *(21 of 50)*

Synopsis

Air carrier Captain reported hitting a flock of birds during takeoff resulting in a return to land.

ACN: 1757310 *(22 of 50)*

Synopsis

Pilot reported hitting a bird while on downwind.

ACN: 1756417 *(23 of 50)*

Synopsis

Gulfstream IV flight crew reported a wasp was discovered in the cockpit after takeoff.

ACN: 1752639 *(24 of 50)*

Synopsis

Air Carrier flight crew reported an uneventful air return for bird strike during takeoff.

ACN: 1752087 *(25 of 50)*

Synopsis

Flight crew reported finding evidence of a bird strike on aircraft during morning walk around inspection.

ACN: 1751273 *(26 of 50)*

Synopsis

B737-800 flight crew reported the flight attendants notified them of a smoky odor in the cabin following an encounter with a flock of birds during takeoff. The flight crew elected to return to the departure airport.

ACN: 1750764 *(27 of 50)*

Synopsis

B737-800 flight crew reported communication issues between the flight deck crew and flight attendant crew regarding odor in the cabin.

ACN: 1734319 *(28 of 50)*

Synopsis

A319 flight crew reported returning to departure airport after ingesting a bird into the left engine that resulted in high engine vibration.

ACN: 1731626 *(29 of 50)*

Synopsis

ERJ-145 Captain reported that a bird strike on takeoff resulted in a precautionary landing.

ACN: 1727231 *(30 of 50)*

Synopsis

Air carrier Captain reported that a bird strike on takeoff resulted in an engine failure and return to the departure airport.

ACN: 1721348 *(31 of 50)*

Synopsis

ERJ First Officer reported that a bird strike on takeoff resulted in a return to the departure airport.

ACN: 1720503 *(32 of 50)*

Synopsis

Corporate jet Captain reported hitting a wild pig on landing roll out.

ACN: 1712917 *(33 of 50)*

Synopsis

EMB-175 flight crew reported a bird strike on final approach that resulted in damage to the aircraft.

ACN: 1712653 *(34 of 50)*

Synopsis

First Officer reported not relaying a bird strike to the Captain or Maintenance in a timely manner.

ACN: 1701347 *(35 of 50)*

Synopsis

CRJ900 Captain reported a bird strike lead to flying at or below 10,000 ft. for the duration of the flight.

ACN: 1605746 *(36 of 50)*

Synopsis

C402 Captain reported a deer strike during a night landing.

ACN: 1602137 *(37 of 50)*

Synopsis

Corporate aircraft pilot reported company Maintenance was more concerned the trip departed on time than the damage that may have occurred from a bird strike to the engine.

ACN: 1601915 *(38 of 50)*

Synopsis

Small aircraft pilot reported that after flying over the aforementioned area, a NOTAM and / or chart notation regarding the bird migration should be issued.

ACN: 1600551 *(39 of 50)*

Synopsis

B737NG flight crew reported a rejected takeoff following a bird strike in the Number 1 engine. Maintenance found major damage to the engine.

ACN: 1595029 *(40 of 50)*

Synopsis

B737NG flight crew reported returning to departure airport after striking a large bird during climb. Reporter stated the radome was damaged and had to be replaced.

ACN: 1592863 *(41 of 50)*

Synopsis

PC-12 flight crew reported hitting a turkey on departure, then returning to airport as a precaution.

ACN: 1592527 *(42 of 50)*

Synopsis

Air carrier flight crew reported the Tower Controller canceled takeoff clearance due to an animal on the runway. During subsequent takeoff attempt, the crew received a takeoff configuration warning and rejected the second takeoff attempt.

ACN: 1591133 *(43 of 50)*

Synopsis

GA pilot reported encountering a large group of people exercising on the taxiway.

ACN: 1590094 *(44 of 50)*

Synopsis

B767 flight crew reported returning to departure airport after experiencing multiple system anomalies following a severe wake turbulence encounter climbing through FL250.

ACN: 1589776 *(45 of 50)*

Synopsis

CRJ flight crew reported a birdstrike to right engine on departure.

ACN: 1589306 *(46 of 50)*

Synopsis

GA pilot reported unknowingly landing on a closed runway and braking hard to avoid personnel on runway.

ACN: 1582946 *(47 of 50)*

Synopsis

Tower Controller and Air Carrier Captain reported taking closed runway resulting in RTO due to similar callsign with another aircraft.

ACN: 1581670 *(48 of 50)*

Synopsis

Lancair ES pilot reported penetrating a TFR resulting in an airborne conflict with skydivers.

ACN: 1578849 *(49 of 50)*

Synopsis

CE-525 pilot reported impact with bird on takeoff roll and rejecting takeoff.

ACN: 1576862 *(50 of 50)*

Synopsis

B737-700 First Officer reported possibly striking birds after takeoff.

Report Narratives

Time / Day

Date : 202110

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : IMS.Airport

State Reference : IN

Relative Position.Angle.Radial : 190

Relative Position.Distance.Nautical Miles : 15

Altitude.MSL.Single Value : 2300

Environment

Flight Conditions : VMC

Weather Elements / Visibility : Haze / Smoke

Light : Daylight

Aircraft : 1

Reference : X

Aircraft Operator : FBO

Make Model Name : Small Aircraft

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Mission : Training

Flight Phase : Cruise

Route In Use : Direct

Airspace.Class E : LOU

Aircraft : 2

Reference : Y

Make Model Name : Small Aircraft

Airspace.Class E : LOU

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Function.Flight Crew : Instructor

Qualification.Flight Crew : Commercial

Qualification.Flight Crew : Flight Instructor

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Instrument

Experience.Flight Crew.Total : 800

ASRS Report Number.Accession Number : 1847770

Human Factors : Situational Awareness

Human Factors : Other / Unknown

Human Factors : Communication Breakdown

Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Conflict : NMAC
Anomaly.Inflight Event / Encounter : Bird / Animal
Detector.Person : Flight Crew
Miss Distance.Vertical : 200
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

Climbing from ZZZ, birds passed overhead, leaving droppings on our windscreen. Once in level flight about 15 miles SSW of IMS, we noticed Aircraft Y in the distance, seemingly well above us (we were at 2,300-2,400 feet MSL). Because of a combination of hazy conditions and the bird droppings on our windshield, we lost sight of Aircraft Y; when we noticed it, it was less than a mile from us, 100-200 feet above us, traveling opposite direction. We nosed over and to the right in an evasive maneuver as Aircraft Y passed over us. In that situation, we could have stayed in the pattern at ZZZ, returning to clean the windshield before commencing our training flight to IMS. The student and I reacted appropriately once we realized the potential accident developing, but if we had been able to maintain visual on the opposing aircraft, we could have maneuvered to evade much sooner. The student and I will revisit the FAA Safety Team literature/presentations on aircraft safety in flight and VFR collisions in "practice areas" (as we were crossing the ZZZ/IMS/LOU practice area when the near-miss occurred).

Synopsis

GA flight instructor with student reported an NMAC with an aircraft traveling in opposite direction near IMS airport.

Time / Day

Date : 202110

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : MLU.Airport

State Reference : LA

Relative Position.Distance.Nautical Miles : .1

Altitude.AGL.Single Value : 300

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 12000

Aircraft : 1

Reference : X

ATC / Advisory.Tower : MLU

Aircraft Operator : FBO

Make Model Name : Small Aircraft

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Flight Plan : VFR

Mission : Training

Flight Phase : Takeoff / Launch

Route In Use : Direct

Airspace.Class D : MLU

Aircraft : 2

Reference : Y

Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer

Airspace.Class D : MLU

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : FBO

Function.Flight Crew : Pilot Not Flying

Function.Flight Crew : Instructor

Qualification.Flight Crew : Flight Instructor

Qualification.Flight Crew : Air Transport Pilot (ATP)

Experience.Flight Crew.Last 90 Days : 250

Experience.Flight Crew.Type : 2000

ASRS Report Number.Accession Number : 1846935

Human Factors : Situational Awareness

Events

Anomaly.Conflict : NMAC

Anomaly.Inflight Event / Encounter : Bird / Animal

Miss Distance.Horizontal : 300
Miss Distance.Vertical : 10
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

Multiple times during touch and goes today we had to take evasive action. Two time in the last month I have had students on initial and second solos and had to take evasive action on final less than 200 feet. This is so bad we have now given it a name "DODGE BIRD." Birds [of] all types.

Synopsis

Flight instructor with student pilot reported having to take evasive action multiple times at MLU airport during touch and go training. The reporter stated this is a common occurrence at this location.

Time / Day

Date : 202110

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.MSL.Single Value : 1000

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft

Reference : X

ATC / Advisory.Tower : ZZZ

Aircraft Operator : FBO

Make Model Name : PA-44 Seminole/Turbo Seminole

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Mission : Training

Flight Phase : Climb

Component

Aircraft Component : Landing Gear

Aircraft Reference : X

Problem : Malfunctioning

Person

Location Of Person.Aircraft : X

Reporter Organization : FBO

Function.Flight Crew : Trainee

ASRS Report Number.Accession Number : 1845977

Human Factors : Troubleshooting

Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Inflight Event / Encounter : Bird / Animal

Detector.Person : Flight Crew

Detector.Person : Air Traffic Control

When Detected : In-flight

Result.General : Maintenance Action

Result.Flight Crew : Inflight Shutdown

Result.Flight Crew : Returned To Departure Airport

Result.Flight Crew : Landed in Emergency Condition

Result.Air Traffic Control : Issued New Clearance

Assessments

Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1

During the first departure to southwest at 1,000 ft we had a bird strike. We requested the Tower to return back to [departure airport]. On the way back after extending the landing gear, the left main gear position light was not illuminating. We tried to troubleshoot the landing gear following the checklist. We executed an emergency gear extension and requested the Tower to do a low pass to verify the gear position. ATC informed us the left gear appeared to be damaged. For a better visual of the gear, ATC requested us to do a turn back to the opposite direction and do another low approach. On the second low approach, they confirmed the gear appeared to be half down and crooked. So we [requested priority handling] and we turned around again and did another low approach to establish control effectiveness. We requested to leave the airspace and gain some altitude to try to get the gear down by doing maneuvers. We did not have a positive indication of the faulty gear. We decided to secure the left engine because of unknown damage to the left wing due to a bird strike. We landed on runway, the gear was still intact after landing. We vacated on taxiway and shut down the engine following the checklist. We got towed back to the ramp safely. Airplane is grounded for further maintenance inspection.

Synopsis

PA-44 student pilot reported returning safely to departure airport after experiencing a bird strike that potentially affected the landing gear and left engine.

Time / Day

Date : 202109

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Relative Position.Angle.Radial : 320

Relative Position.Distance.Nautical Miles : 5

Altitude.AGL.Single Value : 900

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft

Reference : X

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : Personal

Make Model Name : Small Aircraft, Low Wing, 1 Eng, Retractable Gear

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Flight Plan : VFR

Mission : Training

Flight Phase : Initial Climb

Airspace.Class G : ZZZ1

Person

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 : Air Transport Pilot (ATP)

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Flight Instructor

Experience.Flight Crew.Total : 6500

Experience.Flight Crew.Last 90 Days : 75

ASRS Report Number.Accession Number : 1840696

Human Factors : Time Pressure

Human Factors : Workload

Human Factors : Distraction

Human Factors : Situational Awareness

Events

Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy

Anomaly.Deviation / Discrepancy - Procedural : FAR

Anomaly.Inflight Event / Encounter : Bird / Animal

Anomaly.Inflight Event / Encounter : CFTT / CFIT

Detector.Person : Flight Crew

When Detected : In-flight

Result.Flight Crew : Became Reoriented

Assessments

Contributing Factors / Situations : Environment - Non Weather Related

Contributing Factors / Situations : Human Factors

Primary Problem : Environment - Non Weather Related

Narrative: 1

Student pilot departed ZZZ to the North and during initial climb, initiated a descent due to numerous birds in the aircraft flight path. Aircraft leveled off at 1,200 feet toward rising terrain. Aircraft may have descended below 500 feet before instructor intervention and clear of conflict and climb initiated.

Synopsis

An Instructor pilot reported their student descended; to avoid birds, towards rising terrain, and below 500 feet above ground before instructor to controls of aircraft.

Time / Day

Date : 202109

Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : ZZZZ.Airport

State Reference : FO

Environment

Flight Conditions : VMC

Light : Night

Aircraft

Reference : X

ATC / Advisory.Tower : ZZZZ

Aircraft Operator : Air Carrier

Make Model Name : B767-300 and 300 ER

Crew Size.Number Of Crew : 3

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Initial Climb

Flight Phase : Climb

Flight Phase : Takeoff / Launch

Route In Use : Vectors

Component

Aircraft Component : Turbine Engine

Aircraft Reference : X

Problem : Malfunctioning

Person : 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

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Multiengine

ASRS Report Number.Accession Number : 1840478

Human Factors : Troubleshooting

Person : 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 : Multiengine
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Air Transport Pilot (ATP)
ASRS Report Number.Accession Number : 1840477
Human Factors : Time Pressure
Human Factors : Troubleshooting

Person : 3

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 : Multiengine
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Air Transport Pilot (ATP)
ASRS Report Number.Accession Number : 1840479
Human Factors : Time Pressure
Human Factors : Troubleshooting

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Inflight Event / Encounter : Bird / Animal
Detector.Person : Flight Crew
Were Passengers Involved In Event : N
When Detected : In-flight
Result.General : Flight Cancelled / Delayed
Result.General : Maintenance Action
Result.Flight Crew : Landed As Precaution
Result.Flight Crew : Returned To Departure Airport
Result.Flight Crew : Requested ATC Assistance / Clarification
Result.Air Traffic Control : Provided Assistance
Result.Aircraft : Aircraft Damaged

Assessments

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

Narrative: 1

Bird Strike On takeoff out of ZZZZ at XA:21Z on date. We noted a flock of about 50 to 75 birds that were a little more than halfway down the runway. The aircraft was about 10 knots below V1. The flock took off around the aircraft. The only bird the crew physically saw hit the aircraft was one that impacted over the captains windshield. We continued the takeoff roll and the takeoff and subsequent climb were normal. We notified departure control that we had a bird strike. They asked if we wanted to return. We told them to standby while it was discussed. At approximately 8,000 feet, an abnormal high vibration was noted in the N1 section of the right engine. The vibration was noted to be 5.0. The Captain consulted the Flight Mechanic. The Mechanic stated that he thought he felt a vibration and heard unusual sounds in the back. We opted at that point to return to ZZZZ. The Captain assigned duties to each of the 3 flight crew members. He had the FO fly the

airplane. The Captain worked the checklist to begin a needed fuel dump to prevent an overweight landing. The observer FO was designated to contact the company and talk to the flight attendants about the issue. As the observer, I contacted the company via sat phone. Told them we would be returning to ZZZZ, and that we would be dumping fuel. After that I contacted the purser to advise her we were a return. I asked if she had any questions. She indicated she did not. I then, under the direction of the Captain, made a brief announcement about the fuel jettison so passengers would not be alarmed. When I was done with my duties, I asked the Captain what I could help with. He had just finished up the dump. Finished the checklist and said that he was caught up. He had also retrieved numbers for both a normal and a single engine landing to runway XX. At this point we had descended, descent and approach checks were complete, and we were set up for a left base entry visual runway XX. The approach and landing were uneventful. On the landing roll we encountered another flock of birds and hear a couple strikes forward. Upon exiting the aircraft, severe damage to the right engine fan and shroud were noted.

Narrative: 2

At 10 knots prior to V1 we encountered several bird strikes at ZZZZ Airport on takeoff. At least 50 plus birds flew from the right to the left side of the aircraft and one bird hit the airplane just above the Captains head and some on the right side of the aircraft near the right engine. It was my takeoff (FO) and we continued. The Captain reported it to ATC. ATC asked if we needed to return to the airport and the Captain initially said that we do not need to return. We weren't sure of the damage at that moment and shortly there after around 8,000 feet the relief pilot said the right engine FAN vibrations are at a max of 5.0 with all other engine indications normal. The Captain then called ATC to request a level off at FL150 and I maintained a reduced airspeed of 280 knots to avoid any unnecessary stress on the airplane. At that time the relief pilot was communicating with dispatch per the Captains request and the flight attendants as to the status of our aircraft, plus a PA to our passengers to keep them all informed of our situation. The Captain was in constant communication with ATC. The Captain then consulted with maintenance and he told us it was really loud in the aircraft, so we all were in agreement and made the decision to return to the airport. The Captain then told ATC that we wanted to return to ZZZZ, but we need to jettison fuel to be able to land below landing weight. The Captain then requested to jettison fuel with ATC. The Captain was running the QRH to jettison fuel as I followed along and the Captain also was getting our performance numbers for landing. We received authorization to fly in the vicinity of the airport and jettison fuel for 14 minutes. Then the Captain requested runway XX for landing and I (FO) shot the visual approach and landed. As I was rolling out around 130 knots we encountered numerous bird strikes again and reported that to the tower and ground frequency. At 60 knots the Captain took control of the aircraft from me and taxied to our assigned parking. On my post flight walk around I noticed severe damage to the inside cowling and all the fan blades on the right engine. Plus a marking above the Captains L1 window. I would suggest that ZZZZ finds a method of bird control at their airport to avoid this situation from happening again to another aircraft.

Narrative: 3

I was the Captain performing the duties of PM. One First Officer was PF and the second First Officer was in the jump seat. During takeoff roll at about 10 knots prior to Vr, a large flock of large birds came over the runway from our right side. Initially, I only thought we were hit on the left side of the fuselage (over the #1 window). At climb out, I reported the bird strike and the controller asked if we wanted to return to ZZZZ. We had not noticed anything abnormal initially and decided to continue our climb. At around 8,000 feet we noticed that the right engine "FAN" vibration indicator was showing 5.0. The left engine

was around 1.2. All other engine parameters were normal throughout the remainder of the flight. I consulted the in-flight mechanic. He immediately informed us that we had definitely ingested birds in the right engine. He could feel high vibrations and louder than normal sounds coming from that engine. At this point it became obvious that the safest course of action was to return to ZZZZ. I requested to stop our climb at FL150 and to turn back towards ZZZZ. I requested that the First Officer in the jump seat call dispatch via SAT phone and update the company on our current situation. Meanwhile, I calculated that we were going to need to jettison 30,000 lbs to avoid an overweight landing. I coordinated the jettison procedures with ATC and performed the jettison procedures in accordance with the applicable check list. The jump seater performed the TEST check list with the purser and gave a brief speech to the passengers on my behalf. We performed all required descent and landing preparation procedures and 15 minutes later we were set to land visually on RWY XX in ZZZZ. During landing rollout we had yet another flock of birds that resulted in strike. I know one hit the radome, although there was no visual damage noted during post flight. We reported the second strike and taxied to parking. Upon visual inspection of the aircraft, I immediately noticed the extensive damage in the inside cowling and fan blades. I contacted the Fleet Captain and MCC to give them a verbal post flight analysis. Given the above-referenced engine parameters description, an inflight engine shutdown was never discussed nor was it required.

Synopsis

Flight Crew reported an air turn back after birds were ingested by the right engine on takeoff.

Time / Day

Date : 202108

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Relative Position.Angle.Radial : 0

Relative Position.Distance.Nautical Miles : 0

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft

Reference : X

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : Personal

Make Model Name : RV-4

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Personal

Flight Phase : Landing

Route In Use : None

Airspace.Class E : ZZZ

Component

Aircraft Component : Main Gear

Aircraft Reference : X

Problem : Malfunctioning

Person

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 : Flight Instructor

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Other

Experience.Flight Crew.Total : 4600

Experience.Flight Crew.Last 90 Days : 60

Experience.Flight Crew.Type : 40

ASRS Report Number.Accession Number : 1839383

Human Factors : Situational Awareness

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Ground Event / Encounter : Loss Of Aircraft Control
Anomaly.Ground Event / Encounter : Ground Strike - Aircraft
Anomaly.Ground Event / Encounter : Person / Animal / Bird
Detector.Person : Flight Crew
Were Passengers Involved In Event : N
When Detected : In-flight
Result.General : Maintenance Action
Result.Aircraft : Aircraft Damaged

Assessments

Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1

I was landing at ZZZ. This was my third landing of the morning. The first two landings were perfect and uneventful. On the third landing the approach and touchdown appeared normal then suddenly, when on the runway, the airplane veered to the right and then entered a ground loop. The runway was closed to all traffic at that time. Upon inspection of the runway a dead Prairie Dog was found in the vicinity of where I landed. It appears as though my right main tire struck the Prairie Dog which caused me to veer to the right. There were no injuries. The right main landing gear collapsed and the propeller did contact the ground. Prairie Dogs have been observed on a regular basis at this airport.

Synopsis

Pilot reported striking a prairie dog on landing, causing a ground loop and damage to the aircraft which blocked the runway.

Time / Day

Date : 202109

Local Time Of Day : 0001-0600

Place

Locale Reference.Airport : ZZZZ.Airport

State Reference : FO

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : IMC

Weather Elements / Visibility : Turbulence

Light : Night

Aircraft

Reference : X

ATC / Advisory.Tower : ZZZ

Aircraft Operator : Air Carrier

Make Model Name : B767-300 and 300 ER

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Cargo / Freight / Delivery

Flight Phase : Takeoff / Launch

Route In Use : Vectors

Airspace.Class B : ZZZZ

Component

Aircraft Component : Main Gear Wheel

Aircraft Reference : X

Problem : Malfunctioning

Person : 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 : Multiengine

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Instrument

ASRS Report Number.Accession Number : 1837663

Human Factors : Communication Breakdown

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : Maintenance

Person : 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 : Instrument
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Air Transport Pilot (ATP)
ASRS Report Number.Accession Number : 1837665
Human Factors : Communication Breakdown
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Maintenance

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Ground Event / Encounter : Person / Animal / Bird
Result.General : Flight Cancelled / Delayed
Result.General : Maintenance Action
Result.Flight Crew : Rejected Takeoff
Result.Air Traffic Control : Provided Assistance

Assessments

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

Narrative: 1

On takeoff roll ZZZ-ZZZ1 at (XA05L), we went through a large flock of birds. I observed numerous birds illuminated by the landing lights passing by both sides of the aircraft. We simultaneously heard several thumps as birds impacted the aircraft nose area. Considering the quantity of birds and impacts, I expeditiously decided to reject the takeoff in the interest of safety; concerned about the possibility of bird ingestion by the engines. Windshield wipers were on high in moderate rain with somewhat reduced visibility. Estimated speed at the time of the event was between 105-120 knots. We applied the rejected takeoff procedure, stopping with approximately 2,500 feet remaining; notified ATC, and initiated the rejected takeoff QRH checklist. Initially we expected more moderate brake temperatures, and did a 180 turn at tower's direction, expecting that we would later be able to taxi clear. We stopped, completed the Recommended Brake Cooling Schedule charts in the QRH Performance Inflight section, and monitored the Brake Temperature Monitoring System (BTMS) display. As the temperatures increased and we saw brake temp values increasing above 4-5, a decision was made to remain in place and request fire trucks, which were dispatched to our location, arriving after several minutes. In hindsight, remaining stopped straight ahead may have been the best option, however the turn did enable the fire trucks to approach us from the front, which aided in coordination, and possibly safety. The BTMS indications peaked at 7 on most brakes, 8 on two, and one eventually reached 9. The fire trucks monitored us for a time, seeing no indication of fire or smoke, but eventually informed us that we had 2 flat tires, one on each truck. At this point I shut down both engines and we ran the after landing checklist. We informed [the company] and the duty officer what had occurred, as well as coordinating through tower control, who was helpful at relaying information. The fire trucks continued to monitor us as the brakes cooled to the normal range and we coordinated with maintenance to be towed back to parking. Once the brakes had cooled, and the tug crew was on scene, the fire trucks were released, and maintenance towed us slowly to parking IAW their procedures.

Maintenance inspections later found bloodstains on the leading edge slats #2 and #9. I wish to point out that the First officer performed in an exemplary fashion, providing extremely helpful and timely inputs and suggestions; his excellent CRM skills undoubtedly contributed to the safe outcome for this event. Thank you for your time. Multiple Bird Strikes on Takeoff Roll, leading to a rejected takeoff. Bird control at ZZZ, bird strike events are frequent

Narrative: 2

At (XA05 L) we were cleared for takeoff from runway XX. It was a rainy night after a typhoon had passed through, and although the wind was calm, we needed our wipers on for the rain. We were accelerating normally, I called 80 knots and the captain acknowledged. A few seconds later when my eyes were scanning the engine instruments I heard several thumps against the fuselage and heard the captain say "Birds." He later told me he said this when he saw many medium-sized white streaks pass through our lights. I saw the captain pull the thrust levers to idle and say "Reject." I believe we were about 110 knots (V1 of 143 knots was well above our speed on the speed scale) but I did not notice the exact speed. After a normal RTO procedure, the captain called and I completed the QRH procedure for Rejected Takeoff. Tower instructed us to make a 180 degree turn on the runway, and after the turn we noticed that the BTMS was climbing more than expected. I calculated for a 120 knots reject at our takeoff weight (345,000 lbs) we should see a BTMS Indication of 5. When the BTMS indication on several brakes increased above 5, I called Tower and requested the fire services to come check for fire and smoke from the brakes. After the fire services arrived and told us (via Tower because fire services did not have an aviation frequencies radio) there was no smoke or fire, we saw one wheel (#2) indicate BTMS 9, and two wheels (#3 and #4) indicate BTMS 8, so asked fire services if any tires were flat. They told us that one wheel on the left side was flat, and at that point the captain decided to start the APU and shut off the engines as it was clear that we would not be taxiing back. I tried calling Company ramp/maintenance on the frequency on the chart but we got no answer, so we asked Tower to relay information to our maintenance and request assistance. Fire services then relayed to us that a tire on the right side was also flat. Maintenance arrived around time XA50 and plugged in to the intercom to let us know they would inspect and decide on a course of action. At XB25 with BTMS in the range of 1-2, they started slowly towing us back to the ramp. We exited the runway at around XC05 and set the parking brake on the ramp at 1825 Z. Multiple Bird strikes on takeoff roll causing a rejected takeoff Airport authority should be better at controlling the birds at ZZZ airport

Synopsis

Flight Crew reported multiple bird strikes and rejected the take off causing 2 main wheel fuse plugs to melt and deflate the tires, requiring a tow back to the ramp.

Time / Day

Date : 202106

Place

Locale Reference.Airport : 3J1.Airport

State Reference : SC

Altitude.AGL.Single Value : 0

Aircraft

Reference : X

Make Model Name : No Aircraft

Person

Location Of Person.Other

Function.Flight Crew : Other / Unknown

Qualification.Flight Crew : Flight Instructor

ASRS Report Number.Accession Number : 1832658

Human Factors : Communication Breakdown

Human Factors : Other / Unknown

Human Factors : Troubleshooting

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : Other

Events

Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy

Anomaly.Deviation / Discrepancy - Procedural : FAR

Anomaly.Ground Event / Encounter : Ground Equipment Issue

Anomaly.Ground Event / Encounter : Person / Animal / Bird

Anomaly.Ground Event / Encounter : FOD

Detector.Person : Flight Crew

Result.General : None Reported / Taken

Assessments

Contributing Factors / Situations : Airport

Contributing Factors / Situations : Environment - Non Weather Related

Contributing Factors / Situations : Human Factors

Primary Problem : Airport

Narrative: 1

The airport management changed hands in 2007. Since then the current management has decided to not mow areas on airport which caused a dramatic increase in wildlife which has directly attributed to two bird strikes. Coyotes have started to wander on the airport runways hunting for food in the grossly over grown ditches next to taxiways and runways. Wind socks and flags have rotted and have fallen off poles. FARs have been proposed with no FAA approval. Ramps have been blocked off from GA pilots. Gates have had the combinations changed without notice to the pilots and placed high on the gate out of reach without the assistance of a ladder. Landing practice has been stopped due to noise. Grass landing areas designated by airport design have purposely been blocked by wrecked

aircraft placement and at these same areas large vehicles were instructed to drive on the grass in order to cause rutting. Even bathrooms have over flowed and toilet paper not restocked is a normal occurrence. The pilots at 3J1 are asking for help.

Synopsis

Pilot reported 3J1 airport is in disrepair and deteriorating further under the new owners.

Time / Day

Date : 202107

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft

Reference : X

Aircraft Operator : Air Carrier

Make Model Name : EMB ERJ 170/175 ER/LR

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Parked

Route In Use : Vectors

Airspace.Class C : ZZZ

Component

Aircraft Component : Turbine Engine

Problem : Malfunctioning

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : Captain

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Instrument

Experience.Flight Crew.Total : 4050

ASRS Report Number.Accession Number : 1827568

Human Factors : Situational Awareness

Human Factors : Time Pressure

Human Factors : Communication Breakdown

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : Dispatch

Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Deviation / Discrepancy - Procedural : Maintenance

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

Assessments

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

Narrative: 1

Maintenance Control wanted this flight to completed. Name in Maintenance Control at Company told me that he can defer the engine inspection up to 25 flight hours after FOD is ingested. This might be true, but the bird that was sucked in was very large according to the crew that hit it. Airport Operations also told me they had been chasing a large bird before the bird strike. I feel that Maintenance Control would have sent this plane flying with passengers had the contract maintenance not have stood their ground. Name in Maintenance Control told me he has flown planes with bullet holes in the engines, and that he has handled FOD and bird strikes hundreds of thousands of times. I do not think that Maintenance Control erring on the side of caution, I believe that they would have sent this plane flying with passengers had the contract maintenance not stood their ground. The airplane is still out of service in ZZZ1 as of Date at XA:27, the event happened on Date1 at about XA:30. Bird strike during landing at ZZZ with reverse thrust Maintenance Control needs to consider the safety of the passengers, when FOD and bird strike are ingested into the engine. When Maintenance tells me that they can defer the inspection for 25 flight hours after a large bird has been ingested it concerns me. I fly these planes multiple times per week moving hundreds of passengers all over the country and it concerns me that they would delay the inspection and fly passengers on the airplane. I suggest that the Company start putting people first, this includes passengers and crew members.

Synopsis

After ingesting a bird during landing roll out, Captain reported undue pressure from Maintenance Control to defer a required engine inspection and fly the aircraft but contract maintenance refused to sign the deferral.

Time / Day

Date : 202106

Local Time Of Day : 1801-2400

Place

Locale Reference.ATC Facility : ZZZ.ARTCC

State Reference : US

Altitude.MSL.Single Value : 36000

Environment

Light : Night

Aircraft

Reference : X

ATC / Advisory.Center : 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 : Cruise

Airspace.Class A : ZZZ

Person : 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 : Multiengine

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Instrument

ASRS Report Number.Accession Number : 1819099

Human Factors : Workload

Human Factors : Troubleshooting

Human Factors : Time Pressure

Person : 2

Location Of Person.Aircraft : X

Reporter Organization : Air Carrier

Function.Flight Crew : Pilot Not Flying

Function.Flight Crew : First Officer

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Air Transport Pilot (ATP)

Experience.Flight Crew.Last 90 Days : 154

Experience.Flight Crew.Type : 1609

ASRS Report Number.Accession Number : 1819338

Human Factors : Workload
Human Factors : Situational Awareness
Human Factors : Confusion
Human Factors : Distraction

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor
Anomaly.Deviation - Track / Heading : All Types
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : Clearance
Anomaly.Deviation / Discrepancy - Procedural : Weight And Balance
Anomaly.Inflight Event / Encounter : Weather / Turbulence
Anomaly.Inflight Event / Encounter : Bird / Animal
Detector.Person : Flight Crew
Detector.Person : Passenger
Detector.Person : Flight Attendant
When Detected : In-flight
Result.General : Maintenance Action
Result.General : Flight Cancelled / Delayed
Result.Flight Crew : Landed in Emergency Condition
Result.Flight Crew : Requested ATC Assistance / Clarification
Result.Flight Crew : Overcame Equipment Problem
Result.Flight Crew : Diverted
Result.Air Traffic Control : Provided Assistance

Assessments

Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1

Eighty miles southeast of ZZZ, while we we're deviating around thunderstorms, we received a call from the B Flight Attendant that we had a strong electrical smell in the aft galley. A few seconds later another call from the flight attendant said the cabin now has the strong odor and a passenger said there is a haze. We notified ATC and were cleared direct to ZZZ. We had a thunderstorm between us and the field, so this required some deviations. We elected not to don the mask because we didn't have smoke or odor in the cockpit. We briefly talked about it and didn't want the added condition. We also decided that we would don the mask at first sign of smell or smoke. Things obviously were very busy because we made it from 36,000 [feet] to the Runway in 18 minutes. By the time we were pointed in the right direction we started to run the Smoke Fire Fumes Checklist but never finished it. We were very tired from the multiple reroutes, PM trip to an AM, back to a PM. I elected not to finish the checklist because I wanted all eyes up so we could get the aircraft on the ground safely. On approach we also had a bird strike, which was a non-event and we landed 10,500 pounds overweight, also a non-event. After we cleared the runway we had the fire trucks shoot the brakes, and after we ran the brake cooling numbers found that we could taxi to the gate.

Narrative: 2

At roughly XX:20 CT and at FL 360, while diverting around thunderstorms and turbulence approximately 80 miles southeast of ZZZ, we were alerted by the B-Flight Attendant of a strong electrical odor in the aft galley. Moments later we were notified that it had spread

through the cabin with haze reported by a Passenger. Considering the seriousness of the issue and our #1 priority of Safety, we immediately [requested priority handling] with ATC and received direct ZZZ. The Captain turned off the galley power and advised me to alert Dispatch while he flew and communicated with ATC. We continued to get updates from the Flight Attendants/Dispatch/ATC and kept them in the loop of our emergency diversion into ZZZ. The Captain continued to deviate around thunderstorms and turbulence while I adjusted the route in the FMC, loaded the approach and got weather and landing information. We quickly discussed our arrival with overweight landing, minimum braking, and plan for fire trucks to meet us. We ran the Descent/Arrival Checklists and just started the Smoke/Fire/Fumes Checklist when, as we were now very near the airport, the Captain requested we stop the checklist as he needed me heads up with him and our focus to get the aircraft quickly on the ground. We got the airport in sight, configured, completed the Before Landing Checklist and had a bird strike on approach with a very smooth touchdown and roll out to the end of [runway] XXR. We cleared the runway, advised the Passengers to remain seated and the fire trucks evaluated us with an all clear. We ran a brake cooling with no limitations, so we taxied to the gate with the fire trucks following us. There were no damages to the aircraft or injuries to the Crew or Passengers. The short 15 minutes from first notification to landing in ZZZ was filled with the threats of task loading, additive conditions and Crew factors. It was the last leg of a four-day trip and we were both fatigued from many trip changes/delays, and I was on an FDP extension leaving ZZZ1 and two prior trip extensions. We had additive conditions of thunderstorms and turbulence to deviate around, both en route and on descent while dealing with the emergency. We had task loading with the very short period of time to assess/handle the situation/navigate/communicate/run checklists etc., and get the aircraft on the ground in minimum time.

Synopsis

B737-700 Captain reported a fume event during cruise resulted in a diversion.

Time / Day

Date : 202106

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Aircraft

Reference : X

ATC / Advisory.Tower : ZZZ

Aircraft Operator : Air Carrier

Make Model Name : EMB ERJ 170/175 ER/LR

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Mission : Passenger

Flight Phase : Takeoff / Launch

Component

Aircraft Component : Turbine Engine

Aircraft Reference : X

Problem : Malfunctioning

Person

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 : Instrument

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Multiengine

ASRS Report Number.Accession Number : 1815045

Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Ground Event / Encounter : Person / Animal / Bird

Detector.Person : Flight Crew

Result.Flight Crew : Rejected Takeoff

Result.Aircraft : Aircraft Damaged

Assessments

Contributing Factors / Situations : Airspace Structure

Contributing Factors / Situations : Environment - Non Weather Related

Primary Problem : Ambiguous

Narrative: 1

We were cleared for takeoff on Runway XX in XXX and completed the before takeoff checklist. We lined up on the runway and I gave flight controls to the First Officer as it was his takeoff. He initiated the takeoff roll and all was normal. I called 80 knots and a few seconds later we noticed a large bird flying in front of the aircraft, flying at engine height from left to right in front of the aircraft. We presume that we were around 90-100 knots of airspeed. Upon the bird flying past the right side of the aircraft we heard a loud bang with a simultaneous shake/vibration. (Between seeing the bird and the noise/vibration was about 1-2 seconds) As this happened I called for the reject and applied braking and reverse thrust. We came to a stop on the runway and I advised the passengers to remain seated and the First Officer advised ATC. The engines were idling normally, (although the vibrations on the #2 engine were briefly amber) and our brake temperatures were below then amber range. We exited the runway at exit and stopped as CFR (requested by us) evaluated the exterior of the aircraft, we had shut down engine #2 prior to them approaching the engine. They reported some damage to the engine but no other visible damage to elsewhere on the aircraft. I elected to taxi to the gate and we parked at Gate XX without issue. I had briefed the passengers and FAs about the situation and everyone was kept informed. While parked, I was advised by the B-FA that in addition to a loud bang and vibration (presumably when we hit the bird), there was a bright orange/yellow flash on the right side of the aircraft at the same time as these noises/vibrations. Upon inspection of the aircraft at the gate it was obvious that a bird was ingested into the #2 engine as there was debris inside of and damage to the engine.

Synopsis

Embraer Captain reported rejecting the takeoff due to #2 engine vibration after ingesting a bird on takeoff roll.

Time / Day

Date : 202106

Local Time Of Day : 1201-1800

Place

Locale Reference.ATC Facility : ZZZZ.Tower

State Reference : FO

Altitude.AGL.Single Value : 0

Aircraft

Reference : X

Aircraft Operator.Other

Make Model Name : Medium Transport

Crew Size.Number Of Crew : 2

Operating Under FAR Part.Other

Flight Plan : IFR

Mission : Passenger

Flight Phase : Takeoff / Launch

Component

Aircraft Component : Tires

Aircraft Reference : X

Problem : Failed

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization.Other

Function.Flight Crew : Pilot Not Flying

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Air Transport Pilot (ATP)

ASRS Report Number.Accession Number : 1813026

Human Factors : Situational Awareness

Human Factors : Time Pressure

Human Factors : Training / Qualification

Human Factors : Workload

Events

Anomaly.Aircraft Equipment Problem : Less Severe

Anomaly.Ground Event / Encounter : Person / Animal / Bird

Detector.Person : Flight Crew

When Detected.Other

Result.Flight Crew : Rejected Takeoff

Result.Aircraft : Aircraft Damaged

Assessments

Contributing Factors / Situations : Aircraft

Contributing Factors / Situations : Environment - Non Weather Related

Primary Problem : Environment - Non Weather Related

Narrative: 1

At approximately 130 knots I saw a flock of seagulls coming from my peripheral right side and they started impacting the aircraft with multiple strikes. The Captain was diligent and assertive to abort the aircraft at this time and we came to a complete stop with auto-brakes, spoilers and reversers. I notified the Tower of the abort and requested the AARF and made all the appropriate call outs (spoilers, 80, 60) to back the Captain up on the abort. Once stopped the Captain made the PA "remain seated x3" and I rolled the flaps to 40 once we verified no doors were open. We held position to run the brake cooling chart and determined we needed one hour. We then had the AARF follow us to the ramp as well to be sure no personnel approached the aircraft. Once parked at the gate, we requested chocks to be inserted on the nose wheel so that we may release the brake pedal pressure as setting the parking brake was not an option. When the AARF confirmed it was safe to have the jet-bridge brought to the aircraft we did so and AARF remained ever ready throughout the entire process. Once the brake cooling was confirmed complete, the Captain, the mechanic and I inspected the tires to find #2 tire flat with fuse plug melted and #3 tire scalloped badly. Both would need replacement. No other damage identified. Too many birds on the airport property that were not easily seen. Adding an air cannon to the airport property to scare off the birds for arriving and departing aircraft.

Synopsis

Non-flying pilot reported an aborted takeoff after encountering birds.

Time / Day

Date : 202105

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : Mixed

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Aircraft

Reference : X

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 : Parked

Maintenance Status.Maintenance Deferred : N

Maintenance Status.Records Complete : Y

Maintenance Status.Released For Service : Y

Maintenance Status.Required / Correct Doc On Board : Y

Maintenance Status.Maintenance Type : Unscheduled Maintenance

Maintenance Status.Maintenance Items Involved : Inspection

Component

Aircraft Component : Other Documentation

Problem : Malfunctioning

Person

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 : Instrument

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Air Transport Pilot (ATP)

Experience.Flight Crew.Last 90 Days : 50

ASRS Report Number.Accession Number : 1809482

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Deviation / Discrepancy - Procedural : Maintenance
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Inflight Event / Encounter : Bird / Animal
Detector.Person : Flight Crew
Were Passengers Involved In Event : N
When Detected : Aircraft In Service At Gate
When Detected : Routine Inspection
Result.General : Maintenance Action

Assessments

Contributing Factors / Situations : Aircraft
Contributing Factors / Situations : Company Policy
Contributing Factors / Situations : Software and Automation
Primary Problem : Software and Automation

Narrative: 1

Aircraft X ZZZ to ZZZ1. On the beginning of a three-day pairing, during the walk around, the FO (First Officer) found possible evidence of a bird strike in the #2 Engine. ZZZ Maintenance was called out and inspected the aircraft for a bird strike. The inspection was written up and the logbook was cleared in accordance with the maintenance manual. No damage found and Maintenance said the aircraft was good to go, so we departed for ZZZ1 only eight minutes late and landed uneventfully. Upon our arrival Maintenance put a lock on the aircraft for an incomplete inspection. ZZZ1 Maintenance completed the inspection in the first 30 minutes of our ground time. Maintenance took the aircraft out of service two hours later because they could not get the new Maintenance Software Program to accept the write-up and took the aircraft out of service.

Synopsis

B737-700 Captain reported a 2 hour delay due to the new automated maintenance reporting system having software issues.

Time / Day

Date : 202103

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 700

Aircraft

Reference : X

ATC / Advisory.Tower : 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 : Initial Climb

Airspace.Class B : ZZZ

Component

Aircraft Component : Turbine Engine

Aircraft Reference : X

Problem : Malfunctioning

Person : 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 : Multiengine

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Instrument

ASRS Report Number.Accession Number : 1793183

Human Factors : Workload

Human Factors : Time Pressure

Person : 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)

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Multiengine

ASRS Report Number.Accession Number : 1793165

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
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.Flight Crew : Returned To Departure Airport
Result.Air Traffic Control : Issued New Clearance
Result.Air Traffic Control : Provided Assistance
Result.Aircraft : Aircraft Damaged

Assessments

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

Narrative: 1

Shortly after takeoff we received a bird strike in our Number 1 Engine that caused considerable damage. Based on the engine vibration as well as the unusual noises coming from the aircraft, we determined it was necessary to immediately return for landing at ZZZ. I received priority with air traffic control and the First Officer continued flying the aircraft. There were no ECAM actions or QRH follow ups. Although there were high vibration indications as well as some initial fluctuations with N1, N2 and EGT (Exhaust Gas Temperature), the engine parameters remained in the realm of normal. Therefore, the First Officer and myself did not see any reason for shutting the engine down in flight. We landed safely, let the airport personnel do a quick inspection of the aircraft on the taxiway and then returned to the gate. It all went fairly well. There was a startle factor with this event. But, in general we followed everything we learned in training. However, I may have delegated the re-configuring of the aircraft to the First Officer a bit too soon. He did that on his own. It was all done correctly. But, I don't remember doing the normal acceleration altitude call outs. I did all the standard communication procedures to ATC, cabin crew, passengers and Dispatch. Then, rejoined the First Officer for the approach preparation. The First Officer handled flying the aircraft as well as his communication with ATC perfectly. There is nothing that I can suggest that would prevent this from happening again. We always have to contend with the hazards associated with migratory waterfowl. Always consider that as a threat during that time of the year as well as keep a vigilant lookout.

Narrative: 2

During takeoff approximately 700-800 feet we struck birds. We returned to ZZZ. Do not allow birds near airports.

Synopsis

Air Carrier flight crew reported bird strike after takeoff resulting in a return to the departure airport.

Time / Day

Date : 202011

Local Time Of Day : 0001-0600

Place

Locale Reference.Airport : DFW.Airport

State Reference : TX

Altitude.AGL.Single Value : 0

Aircraft

Reference : X

ATC / Advisory.Tower : DFW

Aircraft Operator : Air Carrier

Make Model Name : Commercial Fixed Wing

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Takeoff / Launch

Person

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 : Instrument

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Air Transport Pilot (ATP)

ASRS Report Number.Accession Number : 1784987

Human Factors : Confusion

Events

Anomaly.ATC Issue : All Types

Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy

Anomaly.Deviation / Discrepancy - Procedural : Clearance

Anomaly.Ground Event / Encounter : Person / Animal / Bird

Detector.Person : Flight Crew

Result.Flight Crew : Requested ATC Assistance / Clarification

Result.Air Traffic Control : Issued Advisory / Alert

Assessments

Contributing Factors / Situations : Company Policy

Contributing Factors / Situations : Environment - Non Weather Related

Contributing Factors / Situations : Human Factors

Contributing Factors / Situations : Procedure

Primary Problem : Procedure

Narrative: 1

We were waiting to take off. The aircraft that took off ahead of us reported hitting birds on take off. The controller asked if they hit the birds directly over the runway, the crew confirmed it was. We were next for takeoff when the controller asked if we had heard the report from the aircraft ahead. We said we did. Tower then delivered a caution about possible FOD (Foreign Object Debris) and birds on the runway and cleared us for takeoff. We refused the clearance and asked that the runway be inspected. We were then informed that it would take a long time for an inspection, we said we will wait. This seemed to aggravate the controller. Tower continued to give takeoff clearances until eventually no one wanted to go until the runway was inspected. This seemed to expedite the runway getting inspected. Once it was deemed safe and free from FOD, takeoffs resumed. I then reached out to an airport authority and their ATC group. They informed me that they have an agreement between the ATC and the Airport Authority about such events. If at their airport that same report was made on takeoff they stated the runway would have been closed for an inspection. They also stated it takes less than 5 minutes. At DFW I waited longer than that due to refusing the takeoff clearance. I then took the question to the APA National Safety Committee and asked what they knew about procedure when this happens. Coincidentally, on that call was another pilot that had the same thing happened to them at a different airport. As we have been researching this we are finding there is no standardization from airport to airport on this. Some airports have written agreements between ATC and Airport Authorities and others don't. Does this infer that certain airports take safety more seriously than another? It is factual that the Captain will always have final authority. But shouldn't ATC procedures across the system be uniform with regard to concerns with the runway condition? To give a takeoff clearance with no attempt to inspect the runway in order to keep traffic moving seems at odds with a culture of safety.

Synopsis

Air Carrier pilot reported they refused a takeoff clearance after the preceding departure reported a bird strike over the runway.

Time / Day

Date : 201906

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Environment

Flight Conditions : VMC

Light : Night

Aircraft

Reference : X

ATC / Advisory.CTAF : ZZZ

Make Model Name : Small Transport

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Mission : Passenger

Flight Phase : Landing

Airspace.Class G : ZZZ

Component : 1

Aircraft Component : Propeller

Aircraft Reference : X

Component : 2

Aircraft Component : Engine

Aircraft Reference : X

Person : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Corporate

Function.Flight Crew : Captain

Function.Flight Crew : Pilot Flying

ASRS Report Number.Accession Number : 1784120

Person : 2

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Corporate

Function.Flight Crew : Pilot Flying

Function.Flight Crew : Captain

Qualification.Flight Crew : Commercial

ASRS Report Number.Accession Number : 1784145

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Conflict : Ground Conflict, Critical
Anomaly.Ground Event / Encounter : Person / Animal / Bird
Detector.Person : Flight Crew
When Detected : In-flight
Result.General : Flight Cancelled / Delayed
Result.Aircraft : Aircraft Damaged

Assessments

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

Narrative: 1

Upon landing on Runway XX in ZZZ the aircraft struck a deer shortly after touchdown. The approach to runway 6 was normal, fully configured, flown at Vref +10. Shortly after touchdown the deer ran into the prop while the aircraft was traveling around 70kts. The time from initially observing the deer to impact was about one second. The engine started vibrating immediately after impact and the PF (Pilot Flying) shut down the engine on the rollout. The airplane came to a stop 500 ft. from the end of the runway. Upon stopping we did a normal shutdown. No injuries onboard and the aircrafts propeller and engine were damaged.

Narrative: 2

Upon landing at ZZZ, aircraft suffered a deer strike on roll out. The runway XX landing was fully configured flap 40 landing. Approach speed was carrot + 10 knots due to runway length. Deer spotted at the moment of impact in the right landing light cone. Sound of impact was followed by immediate engine vibration. Estimate impact speed at 70 knots during beta application for stop. Shut down engine on the roll out estimate 45 knots to minimize further damage and blade separation. Came to a stop approximately 500 ft. from the end of the runway. Preformed normal aircraft unloading. No injuries on board and damage was limited to aircraft prop and engine.

Synopsis

Flight crew reported that a deer struck the airplane during landing, damaging the propeller and engine.

Time / Day

Date : 202101

Local Time Of Day : 0601-1200

Place

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Aircraft

Reference : X

ATC / Advisory.Tower : ZZZ

Aircraft Operator.Other

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

Flight Phase : Takeoff / Launch

Component

Aircraft Component : Wing Leading Edge

Aircraft Reference : X

Problem : Malfunctioning

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Instructor

Qualification.Flight Crew : Flight Instructor

Qualification.Flight Crew : Commercial

Qualification.Flight Crew : Instrument

Experience.Flight Crew.Total : 450

Experience.Flight Crew.Last 90 Days : 152

Experience.Flight Crew.Type : 318

ASRS Report Number.Accession Number : 1783903

Events

Anomaly.Aircraft Equipment Problem : Less Severe

Anomaly.Ground Event / Encounter : Person / Animal / Bird

Detector.Person : Flight Crew

When Detected : In-flight

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

During ground roll, prior to rotation, a bird flew in front of us and impacted the left wing. Resulting in a dent to the left leading edge. We immediately informed tower and turned on to a taxiway.

Synopsis

GA pilot reported that just before rotation a bird impacted the left wing and the pilot then rejected the takeoff.

Time / Day

Date : 202012

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft

Reference : X

ATC / Advisory.Tower : ZZZ

ATC / Advisory.TRACON : ZZZ

Aircraft Operator : Air Carrier

Make Model Name : B737-800

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Nav In Use : GPS

Nav In Use : FMS Or FMC

Flight Phase : Final Approach

Flight Phase : Landing

Route In Use : Vectors

Airspace.Class B : ZZZ

Person

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 : Instrument

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Multiengine

ASRS Report Number.Accession Number : 1778504

Events

Anomaly.ATC Issue : All Types

Anomaly.Ground Event / Encounter : Fuel Issue

Anomaly.Ground Event / Encounter : Person / Animal / Bird

Detector.Person : Flight Crew

When Detected : In-flight

Result.Flight Crew : Executed Go Around / Missed Approach

Result.Flight Crew : Requested ATC Assistance / Clarification

Result.Air Traffic Control : Provided Assistance
Result.Air Traffic Control : Issued New Clearance

Assessments

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

Narrative: 1

Great weather, normal fuel burn. Entering terminal area we were vectored around then low and slow which created more fuel burn in terminal area. Did go-around for XXL due to an animal on runway. Aircraft in front of us did same. Declared minimum fuel on go-around in order to expedite landing since fuel now was an issue with extra fuel burn and not much to play. Controller was going to extend us downwind behind an arriving aircraft which would have added more time and fuel so I elected to [request] an immediate turn to the FAF for XXC. I didn't want XXL because of animal issue and another possible go-around. Controller vectored preceding aircraft off their approach and cleared us for visual XXC. Landed uneventfully with 3.9 fuel.....2.10 left tank and 1.8 right tank. Reserve Fuel on Flight Plan was 3.78. Cause: Dispatched with normal arrival fuel with very good weather. Controller vectored us low and slow which increased fuel burn. Suggestions: Next time I will not accept so many vectors and low and slow increasing fuel burn when I do not have extra fuel to play.

Synopsis

B737-800 Captain reported a low fuel situation developed following a go-around to avoid an animal on the runway.

Time / Day

Date : 202009

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

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

Mission : Passenger

Flight Phase : Takeoff / Launch

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

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Multiengine

ASRS Report Number.Accession Number : 1761594

Events

Anomaly.Ground Event / Encounter : Person / Animal / Bird

Detector.Person : Flight Crew

When Detected.Other

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

On takeoff at approximately 100 knots we hit at least two seagulls, one entered the left engine. We rejected the takeoff. After clearing the runway we requested fire trucks out of

an abundance of caution for the high speed reject. We ran the RTO (Rejected Takeoff) in ACARS. Data said we could return to the gate with a brake cooling time of 16 minutes. We returned to the gate after Fire and Rescue cleared us. No Passenger injuries were reported.

Synopsis

B737-700 flight crew reported rejecting takeoff due to bird strike.

Time / Day

Date : 202009

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : MKE.Airport

State Reference : WI

Altitude.AGL.Single Value : 0

Environment

Light : Daylight

Aircraft

Reference : X

ATC / Advisory.Tower : MKE

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 : Takeoff / Launch

Route In Use : Visual Approach

Component : 1

Aircraft Component : Engine

Aircraft Reference : X

Problem : Malfunctioning

Component : 2

Aircraft Component : Fuselage

Aircraft Reference : X

Problem : Malfunctioning

Component : 3

Aircraft Component : Brake System

Aircraft Reference : X

Problem : Malfunctioning

Person : 1

Reference : 1

Location Of Person.Facility : MKE.Tower

Reporter Organization : Government

Function.Air Traffic Control : Local

Experience.Air Traffic Control.Time Certified In Pos 1 (yrs) : 18

ASRS Report Number.Accession Number : 1761588

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
Qualification.Flight Crew : Air Transport Pilot (ATP)
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Instrument
Experience.Flight Crew.Last 90 Days : 212
Experience.Flight Crew.Type : 19000
ASRS Report Number.Accession Number : 1761761

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Ground Event / Encounter : Person / Animal / Bird
Detector.Person : Flight Crew
When Detected : In-flight
Result.Flight Crew : Rejected Takeoff
Result.Aircraft : Aircraft Damaged

Assessments

Contributing Factors / Situations : Airport
Primary Problem : Airport

Narrative: 1

Aircraft X was given takeoff clearance and upon takeoff roll reported an aborted takeoff due to possible bird strike. After exiting the active runway they stopped to do a systems check and aircraft evaluation. They then requested that the fire department follow them to the gate in case of possible hot brakes. I alerted the fire department and they followed the aircraft toward the gate. At that time the Fire Chief advised that the aircraft needed to be evaluated before they could be allowed to go to the gate. I gave them a holding area on an unused taxiway. At that time it was determined that it was a hot brakes situation and the county declared it an alert 2 situation. Fire trucks were already on scene. Visual inspection by fire department personnel also discovered engine damage from the bird strike. After the brakes had cooled enough the aircraft taxied to the gate. No onboard injuries were reported. Alert 2 was canceled by county upon aircraft reaching the gate.

Narrative: 2

Aircraft X, MKE to ZZZ pushed on time. We had an uneventful taxi to 19R. There was a medium transport aircraft that departed about 30-60 seconds before us. We were cleared into position and holding for about 30 seconds before we were cleared for takeoff. I did not observe any wildlife while we were in position on the runway. At approximately the 80 knots airspeed call I observed two large birds flying low on the center line of the runway. They were about 200 feet in front of us flying to the left of center line right towards us. One appeared to be some kind of large crane, and I could not tell what the other bird was. Later I found out it was a seagull. The crane impacted the left side of the aircraft and then was ingested into the left engine. The other bird also struck the aircraft and I believe was also ingested into the left engine. The left engine immediate had a notably different sound to it and was vibrating. I did not notice the VIB (vibrations) meter or any abnormal engine indications at that moment. I did not know the extent of damage to the left motor or if any damage had been done to the aircraft. Specifically the leading edge devices and the flaps.

At that point I determined that the aircraft was in a condition that was unsafe/unable to fly and elected to abort the takeoff at approximately 100 knots. The aircraft came to a stop just past Runway 7R/25L on Runway 19R. The First Officer reported to Tower that we had rejected due to a bird strike. I made an announcement to the flight attendants / passengers to all remain seated. We then re-assessed the situation and I elected to taxi clear of the runway and do the brake cooling for the reject. Tower had us taxi clear of the runway onto Taxiway S then a left onto T. We came to a stop and computed the brake cooling while on Taxiway T. While on Taxiway T out of an abundance of caution we ask the Tower to alert Fire/Rescue to have them follow us to the gate. I also called back to the flight attendants and explained to them what happened and what our plan was. I then communicated with the passengers as to what had happened. We also contacted Dispatch to alert them.

After computing the brake cooling it said we were okay to taxi to the gate. Fire/Rescue wanted to check for hot brakes before allowing us to the terminal. We taxied to Taxiway G where we held as Fire/Rescue checked our brakes. They reported that we had a small amount of smoke coming from the right brake and the temperature of the right brake was above 500 degrees fahrenheit and that the left brake was around 450. They wanted use to hold away from the terminal for about 30 minutes or until they saw that the brake temperature was trending down. Once again out of an abundance of caution we elected to follow Fire/Rescue guidance. I continued to make announcements to the passengers to keep them informed as to what was going on with Fire/Rescue. We also communicated with Dispatch via the radio to keep them informed. After about 20 to 25 minutes both brakes were reading below 350 degrees so we returned to the gate. At the gate I spoke to Dispatch and Maintenance Control, made a logbook entry for the bird strike/RTO (rejected takeoff) and then turned the aircraft over to the local Maintenance. There were no injuries reported by any passengers or crew and no one sought any medical attention.

After the bird strike, the Tower made a comment to Airport Ops that they had "several bird strikes that morning." If this was true I think that MKE needs to have some better wildlife mitigation procedures.

Synopsis

Air carrier Captain and Local Controller reported a high speed rejected takeoff was performed after the aircraft experienced two bird strikes.

Time / Day

Date : 202009

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 100

Environment

Light : Dawn

Aircraft

Reference : X

ATC / Advisory.Tower : 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 : Takeoff / Launch

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

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Air Transport Pilot (ATP)

Experience.Flight Crew.Last 90 Days : 175

Experience.Flight Crew.Type : 11000

ASRS Report Number.Accession Number : 1759404

Human Factors : Situational Awareness

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 : Multiengine

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Air Transport Pilot (ATP)

Experience.Flight Crew.Last 90 Days : 175

Experience.Flight Crew.Type : 1600

ASRS Report Number.Accession Number : 1759406
Human Factors : Situational Awareness

Events

Anomaly.Inflight Event / Encounter : Bird / Animal
Detector.Person : Flight Crew
When Detected : In-flight
Result.Flight Crew : Returned To Departure Airport

Assessments

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

Narrative: 1

On rotation noticed that the departure end on runway was covered with enough birds to cover 100 feet of the runway all the way across and off the sides. We were past V1 and before the call for Landing Gear Up, we applied Emergency Thrust to try and out climb the flock, but hit at approximately 30 birds. We smelled the birds through the bleed air system and elected to return to ZZZ. There were no abnormal engine or system indications. We ran the appropriate checklists and safely returned to the gate we departed from. Upon inspection of the aircraft discovered multiple strikes in the engines and leading edges as well as the landing gear.

Tower could have a procedure where they scan the runway with binoculars before clearing an aircraft for takeoff. If the birds were bigger, we could have lost both engines on takeoff and the result would be much more severe. As it was there was damage to both engines. There is no way to see the departure end of the runway from the flight deck on Runway XX at ZZZ from the flight deck.

Narrative: 2

On rotation on Runway X noticed that the departure end on Runway X was covered with enough birds to cover 100 feet of the runway all the way across and off the sides. We past V1 and before the call for Landing Gear Up, we applied Emergency Thrust to try and out climb the flock, but hit approximately 30 birds. We smelled the birds through the bleed air system and elected to return to ZZZ on Runway Y Right. There were no abnormal engine or system indications. We ran the appropriate checklists and safely returned to the gate we departed from. Upon inspection of the aircraft discovered multiple strikes in the engines and leading edges as well as the landing gear.

Tower could have a procedure where they scan the runway with binoculars before clearing an aircraft for takeoff. If the birds, which were verified as Starlings by ZZZ Airfield Operations, were bigger we could have lost both engines on takeoff and the result would be much more severe. As it was there was damage to both engines. There is no way to see the departure end of the runway from the flight deck on Runway X at ZZZ from the flight deck because of the crest in the Runway.

Synopsis

Air carrier Captain reported hitting a flock of birds during takeoff resulting in a return to land.

Time / Day

Date : 202008

Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Relative Position.Distance.Nautical Miles : 2

Altitude.AGL.Single Value : 1000

Environment

Flight Conditions : VMC

Light : Night

Aircraft

Reference : X

ATC / Advisory.TRACON : ZZZ

Aircraft Operator : Personal

Make Model Name : Skyhawk 172/Cutlass 172

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Flight Plan : VFR

Mission : Personal

Flight Phase : Initial Approach

Route In Use : Visual Approach

Airspace.Class C : ZZZ

Component

Aircraft Component : Engine

Aircraft Reference : X

Problem : Malfunctioning

Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Commercial

Qualification.Flight Crew : Multiengine

Experience.Flight Crew.Total : 330

Experience.Flight Crew.Last 90 Days : 72

Experience.Flight Crew.Type : 288

ASRS Report Number.Accession Number : 1757310

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

Assessments

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

Narrative: 1

Upon entering the downwind for Runway XXR at ZZZ at XA:57 local time. We were at 1,000 ft. and we saw a white flash and a loud bang on the front of the engine. I immediately noticed a 100 RPM drop in my engine and me and my copilot who happens to be a CFI began to declare a mayday on the CTAF frequency. There was a plane taking off and they advised that they will circle south to allow us to land. We felt that the best decision would be to land immediately. So I decided to declare a mayday and to head straight to XYL. We landed a little bit long but we were not sure how much power we would have and for how long. But when we were clear of XYL at Taxiway R. We advised the aircraft in the pattern and taxied to the hanger. Once we shut down we discovered that there was a bird sticking out of the front nacelle of the engine compartment.

Synopsis

Pilot reported hitting a bird while on downwind.

Time / Day

Date : 202008

Local Time Of Day : 1201-1800

Place

Locale Reference.ATC Facility : ZZZ.Tower

State Reference : US

Relative Position.Distance.Nautical Miles : 4

Altitude.AGL.Single Value : 500

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Ceiling.Single Value : 20000

Aircraft

Reference : X

Aircraft Operator : Corporate

Make Model Name : Gulfstream IV / G350 / G450

Operating Under FAR Part : Part 135

Flight Plan : IFR

Mission : Passenger

Flight Phase : Initial Climb

Airspace.Class C : ZZZ

Person : 1

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Corporate

Function.Flight Crew : First Officer

Function.Flight Crew : Pilot Not Flying

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Multiengine

Experience.Flight Crew.Total : 10000

Experience.Flight Crew.Last 90 Days : 150

Experience.Flight Crew.Type : 400

ASRS Report Number.Accession Number : 1756417

Human Factors : Troubleshooting

Human Factors : Situational Awareness

Human Factors : Distraction

Person : 2

Reference : 2

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Corporate

Function.Flight Crew : Captain

Function.Flight Crew : Pilot Not Flying
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Air Transport Pilot (ATP)
Qualification.Flight Crew : Multiengine
Experience.Flight Crew.Total : 15550
Experience.Flight Crew.Last 90 Days : 60
Experience.Flight Crew.Type : 3000
ASRS Report Number.Accession Number : 1756925
Human Factors : Situational Awareness
Human Factors : Distraction
Human Factors : Troubleshooting

Events

Anomaly.Flight Deck / Cabin / Aircraft Event : Other / Unknown
Anomaly.Deviation - Track / Heading : All Types
Anomaly.Deviation / Discrepancy - Procedural : Clearance
Anomaly.Inflight Event / Encounter : Bird / Animal
Detector.Person : Flight Crew
When Detected : In-flight
Result.Flight Crew : Returned To Clearance
Result.Flight Crew : Became Reoriented
Result.Air Traffic Control : Issued New Clearance

Assessments

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

Narrative: 1

The weather leaving ZZZ was clear and winds were calm. Other than a taxi instruction that was incorrect from Ground Control where the controller kept providing a taxi from the North Ramp even though we requested taxi from FBO ramp, the taxi out to the runway was normal. Tower Control took over the taxi instructions prior to crossing the landing Runway of XXR and XXL while we were given instructions to taxi to Runway XY. Runway XY was entered into the FMS (Flight Management System) with the departure. The takeoff briefing was performed as we taxied out identifying a Long Range Nav takeoff and confirming the L Nav selection on the guidance controller. The takeoff was normal at XA: 45Z until around 500 ft. above ground level, a wasp was seen coming out from the top of the glare-shield and landed on the hand of the Pilot Flying. It became apparent that the wasp was going to cause issues immediately.

Initial focus was to ensure aircraft was just flying but no attention was made to the flight director. We were still flying with wings somewhat level and nose high although later we realized we had turned slightly to the right. The control of the aircraft swapped back and forth from Left to Right-Side Pilot several times as the wasp kept flying around. The Right-Side Pilot finally found a napkin in the cockpit to attempt to kill the wasp and transfer of control went back to the Left-Side Pilot. Finally the wasp was trapped and focus was back to navigating versus just attitude flying. At that point, we noticed that the flight was not on course about the time that Departure asked us our heading. I told them to standby as we finally killed the wasp under the napkin. We were given a heading of 330 which we then initiated only to be later told just to navigate back to the east toward ZZZ1. Moments later, we were informed that ATC wanted a phone call to which I replied that it would be

quite some time before that could happen.

What we did correctly [was] fly the aircraft. At no point in the takeoff and initial climb out did we lose control of the aircraft while attempting to find and kill our invading wasp. No other traffic was identified nor did the TCAS (Traffic Collision Alerting System) alert us to that issue. What we did not do correctly [was] navigate. The crew kept having to juggle the wasp vs. the airplane in an attempt to not get stung. Not to be taken lightly given different weather and terrain conditions but this one is for the books and for training classes for sure.

Narrative: 2

[Report narrative contained no additional information.]

Synopsis

Gulfstream IV flight crew reported a wasp was discovered in the cockpit after takeoff.

Time / Day

Date : 202007

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 10

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft

Reference : X

ATC / Advisory.Tower : ZZZ

Aircraft Operator : Corporate

Make Model Name : Citation Latitude (C680A)

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 135

Flight Plan : IFR

Mission : Passenger

Flight Phase : Takeoff / Launch

Airspace.Class D : ZZZ

Person : 1

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Corporate

Function.Flight Crew : Pilot Not Flying

Function.Flight Crew : Captain

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Instrument

ASRS Report Number.Accession Number : 1752639

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)

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Multiengine

ASRS Report Number.Accession Number : 1752641

Events

Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Inflight Event / Encounter : Bird / Animal
Detector.Person : Flight Crew
When Detected : In-flight
Result.General : Maintenance Action
Result.Flight Crew : Overcame Equipment Problem
Result.Flight Crew : Requested ATC Assistance / Clarification
Result.Flight Crew : Returned To Departure Airport
Result.Air Traffic Control : Provided Assistance

Assessments

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

Narrative: 1

On takeoff at 10 ft. AGL we flew through a flock of birds. The birds lifted from the grass on the left side of Runway XX as we rotated. There were no abnormal indications and the airplane felt normal. We elected to return for a precautionary landing. We notified the tower of our intention to return and were cleared for left traffic Runway XX. The pattern was flown smoothly and in downwind I informed the passengers that we were returning for a precautionary landing to inspect the airplane. The landing was normal. Prior to opening the door I briefed the passengers as to why we returned, specifically for safety. The lead then looked out of the window and commented on the remains visible on the wing. We informed ground control of the strike as requested. After inspecting the airplane, we agreed to have it inspected by maintenance prior to flight. I informed Management and Maintenance of our situation. The ATC tower requested a call. I gave them the specifics about the strike. He requested passenger information and I gave him the Company Name and told him to ask Management for passenger info. I submitted the logbook entry while First Officer took care of the passengers.

Narrative: 2

Upon rotation we observed a flock of birds begin to takeoff. At approximately 10 ft., I felt the impact through the controls and told the PIC I'm pretty sure we hit at least one and we made the decision to make a precautionary return to landing to inspect the aircraft for damage. Due to the concern of possible damage we decided to leave the gear down and enter the traffic pattern. We didn't consider it an emergency as no abnormal engine indications were noted and aircraft control felt normal so we didn't request priority handling. The PIC notified the owner that we were returning as a precaution and would give them more details on the ground. Upon landing we noted at least 3 locations of a bird strike, one being on the pylon of the left engine and noted excessive splatter on the underside of the horizontal stabilizer. Maintenance was contacted and they agreed the most conservative approach of writing up the aircraft for an inspection was the safest option. Owner services was contacted to begin arranging alternate options for the owner.

Synopsis

Air Carrier flight crew reported an uneventful air return for bird strike during takeoff.

Time / Day

Date : 202007

Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Light : Night

Aircraft

Reference : X

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 : Parked

Route In Use : Vectors

Component

Aircraft Component : Fan Blade

Aircraft Reference : X

Person

Reference : 1

Location Of Person.Aircraft : X

Reporter Organization : Air Carrier

Function.Flight Crew : Captain

Function.Flight Crew : Pilot Not Flying

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Multiengine

ASRS Report Number.Accession Number : 1752087

Human Factors : Fatigue

Human Factors : Other / Unknown

Human Factors : Distraction

Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy

Anomaly.Inflight Event / Encounter : Bird / Animal

Detector.Person : Flight Crew

When Detected : Aircraft In Service At Gate

Result.General : Flight Cancelled / Delayed
Result.General : Maintenance Action
Result.General : Release Refused / Aircraft Not Accepted
Result.Aircraft : Aircraft Damaged

Assessments

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

Narrative: 1

The First Officer discovered evidence of a bird strike near the fan blades on the number 2 engine during his preflight originating walk around the morning of [date]. We discovered that we flew the aircraft into ZZZ the previous night and it terminated. Thus, we assume that we must have had a bird strike on the previous flight that went undiscovered when the FO (First Officer) did his post flight walk around the previous evening. Evidence of the bird strike was some dried blood, but no feathers or other remains were visible. I called Maintenance Control, and they had Contract Maintenance come to the aircraft. Upon further inspection, I noticed a bend on the tip of the #9 fan blade that was not easily noticeable. Unfortunately, the bend was greater than allowed tolerances, so the flight was cancelled.

The Crew Member that does a post flight walk around needs to take additional time to ensure no evidence of a bird strike on a terminating flight. Catching bird strike evidence early provides unnecessary delays the following day.

Synopsis

Flight crew reported finding evidence of a bird strike on aircraft during morning walk around inspection.

Time / Day

Date : 202007

Local Time Of Day : 0601-1200

Place

Locale Reference.ATC Facility : ZZZ.Tower

State Reference : US

Altitude.AGL.Single Value : 50

Environment

Light : Daylight

Aircraft

Reference : X

ATC / Advisory.Tower : ZZZ

Aircraft Operator : Air Carrier

Make Model Name : B737-800

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Takeoff / Launch

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 : Pilot Flying

Function.Flight Crew : Captain

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Instrument

Experience.Flight Crew.Last 90 Days : 200

ASRS Report Number.Accession Number : 1751273

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)

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Multiengine

ASRS Report Number.Accession Number : 1751306

Events

Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor

Anomaly.Inflight Event / Encounter : Bird / Animal

Detector.Person : Flight Crew

When Detected : In-flight

Result.General : Maintenance Action

Result.Flight Crew : Returned To Departure Airport

Result.Flight Crew : Requested ATC Assistance / Clarification

Result.Air Traffic Control : Provided Assistance

Assessments

Contributing Factors / Situations : Aircraft

Primary Problem : Aircraft

Narrative: 1

Upon departure from ZZZ at approximately 50 ft. we encountered a flock of birds that damaged the nose and multiple other spots on the aircraft. All indications were normal. After discussion with Dispatch and MX, we elected to continue. After about five minutes the Flight Attendants called reporting a smoky odor in the cabin. We chose a gate return as the safest course of action. We landed uneventfully. Upon arrival, the USDA bird guy informed us that we hit 11-12 birds.

Narrative: 2

Immediately after takeoff and "landing gear up" call by PF, the aircraft struck a flock of birds. All systems indications were normal while we assessed any other damage and continued on the SID. We elected to level at 3,000 ft. while further assessed the situation and gathered information from the Cabin Crew. No abnormalities were noted at that point and after conferring with Dispatch and Maintenance Control, we decided to continue. In a follow up with the Cabin Crew shortly thereafter, we decided to make an air return to ZZZ as the Flight Attendants noted odor in the cabin. We reversed course and landed in ZZZ without further incident.

Synopsis

B737-800 flight crew reported the flight attendants notified them of a smoky odor in the cabin following an encounter with a flock of birds during takeoff. The flight crew elected to return to the departure airport.

Time / Day

Date : 202007

Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.MSL.Single Value : 2500

Aircraft

Reference : X

Aircraft Operator : Air Carrier

Make Model Name : B737-800

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

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 : Multiengine

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Instrument

ASRS Report Number.Accession Number : 1750764

Human Factors : Communication Breakdown

Human Factors : Troubleshooting

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : Flight Attendant

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)

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Multiengine

ASRS Report Number.Accession Number : 1750770

Human Factors : Communication Breakdown

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : Flight Attendant

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Inflight Event / Encounter : Bird / Animal
Detector.Person : Flight Attendant
When Detected : In-flight
Result.Flight Crew : Overcame Equipment Problem

Assessments

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

Narrative: 1

Upon initial climbout from ZZZ about 1 minute after takeoff at 2500 feet MSL, the flight deck vent airflow decreased significantly. Engine, pressurization and pack indications were normal. The FO (First Officer) and I noticed that I had adjusted the temperature selectors full cold due to the very humid 100 degree conditions at ZZZ. We both agreed that the air conditioning systems had likely iced up based on previous aircraft experience. The FO selected higher temperatures to melt any ice. About a minute later, airflow returned to normal. At the same time we received an interphone call, which the FO answered, from FA1 (Flight Attendant 1) saying hot air was flowing into the cabin and it smelled like dirty socks. The FO said we turned the temperature up but would now turn it down and to call back if the problem did not get better. Cool air returned to the flight deck and cabin and we continued to ZZZ1 uneventfully. During the post flight walk around at ZZZ1, the FO discovered a bird strike in the right engine with feathers on the bypass fan blades and core compressor blades. During the van ride to the hotel, FA2, FA3, & FA4 said they called FA1 during the hot airflow incident on initial climbout and reported they smelled burned chicken, cooked chicken, and a burned bird strike smell. When FA1 called the flight deck, she said it smelled like dirty socks. My decision to continue to ZZZ1 would have [been] different if I had heard any words like burned, cooked, chicken, or bird strike. The decision of FA1 to not relay the very accurate observations of FA2, FA3, & FA4 to the flight deck was not good and could have allowed serious consequences to develop including engine failure, engine destruction, human injuries or loss of life. As a Captain, I listen very carefully to the observations of flight attendants and consider everything seriously. I suggest flight attendants do the same for each other.

Narrative: 2

Upon initial climb out from ZZZ about a minute after takeoff about 2,500 ft, the flight deck vent airflow decreased significantly. Engine, pressurization and packs indications were normal. The CA (Captain) and I noticed that he had adjusted the temp. selectors to full cold due to very humid 100 degree conditions at ZZZ. We both agreed that the air conditioning systems had likely iced up based on previous aircraft experience. I turned the selectors at a higher temperatures to melt any ice. About 1 minute later, the airflow returned to normal. At the same time we received a call from the cabin. I answered it and FA1 (Flight Attendant 1) saying the hot air was flowing into the cabin and smelled like dirty socks. Which I repeated "dirty socks" to make sure that was the smell. I told her we turned the temp up but would now turn it down. Also to call back if the smell or heat didn't get any better. I also called back about 5 min later to check on the smell and temp. The FA's did say the smell was going away or gone and temp was cooling down better. With the cool air returned to the flight deck and cabin, and we continued to ZZZ1 uneventfully. During the post flight at ZZZ1 I discovered a bird strike in the right engine. There was

feathers on the bypass fan blades and the core compressor blades. During the van ride to the hotel, FA2, FA3, and FA4 said they called FA1 during the hot airflow incident on the initial climb out and reported they smelled burnt chicken, cooked chicken, and or a burnt bird strike smell. When FA1 called the flight deck she said it smelled like dirty socks. His decision to continue to ZZZ1 would have been different if he had heard any words like burnt, cooked, chicken, or bird strike. The decision of FA1 not relaying the very accurate observations of FA2, FA3 and FA4 to the flight deck was not good and could have allowed to something more serious.

Synopsis

B737-800 flight crew reported communication issues between the flight deck crew and flight attendant crew regarding odor in the cabin.

Time / Day

Date : 202003

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

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 / Launch

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 : Pilot Flying

Function.Flight Crew : Captain

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Instrument

ASRS Report Number.Accession Number : 1734319

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)

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Multiengine
ASRS Report Number.Accession Number : 1734300

Events

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

Assessments

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

Narrative: 1

We were taking off on Runway XX when during the liftoff we experienced a bird strike. Loud noise and aircraft vibration followed. Due to the unknown location of the bird strike we elected to leave the landing gear down. After about 5 minutes we realized that the left engine N1 vibration gauge was indicating excessive vibration. At that time we realized that the bird was ingested by the left engine and that the engine was damaged due to the abnormal indication. Since all other engine indications on the respective engine were normal we opted not to shut down the engine. We returned back to the departure airport. After about 25 minutes on the air we made an uneventful landing.

Narrative: 2

During rotation I noticed a bird flying low over the runway ahead of us. The bird struck the aircraft, however the exact point of collision was unclear to us at that moment. The sighting and subsequent impact to our aircraft occurred instantaneously. Since the extent of the damage was unknown we decided to leave our landing gear extended. We maintained runway heading and began assessing aircraft condition. A left engine vibration was detected but no further indications were observed. We advised Dispatch of our situation. After applying our procedures and determining that [our departure airport] would be the ideal divert, we were cleared for the approach. We landed safely with no further incident.

Synopsis

A319 flight crew reported returning to departure airport after ingesting a bird into the left engine that resulted in high engine vibration.

Time / Day

Date : 202002

Local Time Of Day : 1801-2400

Place

Altitude.AGL.Single Value : 200

Environment

Flight Conditions : VMC

Light : Night

Ceiling : CLR

Aircraft

Reference : X

ATC / Advisory.Tower : ZZZ

Aircraft Operator : Air Carrier

Make Model Name : EMB ERJ 145 ER/LR

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 : Takeoff / Launch

Airspace.Class D : ZZZ

Component

Aircraft Component : 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 : Instrument

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Multiengine

ASRS Report Number.Accession Number : 1731626

Human Factors : Time Pressure

Human Factors : Troubleshooting

Human Factors : Situational Awareness

Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy

Anomaly.Deviation / Discrepancy - Procedural : Weight And Balance

Anomaly.Inflight Event / Encounter : Unstabilized Approach

Anomaly.Inflight Event / Encounter : Bird / Animal

Detector.Person : Flight Crew

When Detected : In-flight

Result.General : Flight Cancelled / Delayed

Result.Flight Crew : Landed As Precaution

Assessments

Contributing Factors / Situations : Aircraft

Contributing Factors / Situations : Airport

Contributing Factors / Situations : Environment - Non Weather Related

Contributing Factors / Situations : Procedure

Primary Problem : Environment - Non Weather Related

Narrative: 1

At approximately 200 ft. on takeoff we flew into a flock of geese. There were noticeable impacts with the birds, and an audible change in engine noise followed by vibration. I took the flight controls and told the First Officer to [advise ATC] and that we would return to land. Although there was an audible change in the engine noise, vibration, and power there were no visible indications on the EICAS that there was an issue. There was a noticeable smell of smoke briefly after the bird strike. I notified the Flight Attendant that we would be making a precautionary landing in less than 5 minutes. Higher than normal power settings were required during the circle back to land. I requested that the First Officer back up the Visual Approach with the ILS. I elected to stay close to the field and make a close in approach. We were stabilized by approximately 600 ft. Higher than normal power settings were required. The landing was made overweight at approximately 46,000 lbs. with a touchdown rate of less than 300 ft. per minute.

Synopsis

ERJ-145 Captain reported that a bird strike on takeoff resulted in a precautionary landing.

Time / Day

Date : 202002

Local Time Of Day : 0601-1200

Aircraft

Reference : X

ATC / Advisory.Tower : 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

Nav In Use : FMS Or FMC

Flight Phase : Climb

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

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Multiengine

ASRS Report Number.Accession Number : 1727231

Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Inflight Event / Encounter : Bird / Animal

Detector.Person : Flight Crew

When Detected : In-flight

Result.General : Flight Cancelled / Delayed

Result.General : Maintenance Action

Result.Flight Crew : Requested ATC Assistance / Clarification

Result.Flight Crew : Returned To Departure Airport

Result.Flight Crew : Landed As Precaution

Assessments

Contributing Factors / Situations : Aircraft

Contributing Factors / Situations : Environment - Non Weather Related

Primary Problem : Environment - Non Weather Related

Narrative: 1

Bird strike at takeoff caused left engine stall/surge, loss of thrust. Turkey vulture type of large bird entered left engine at low altitude, causing loud repeated banging noises and vibration along with fireballs exiting tailpipe. Engine N1 and EGT fluctuated and smoothed out after autothrottles disconnected and thrust lever retarded about 20%. We left the engine running at about 50% N1, started APU and completed Engine Stall/Surge checklist. Advised ATC that we were returning to ZZZ. We were airborne for 17 minutes. Reviewed single engine landing checklist. Landed uneventfully with excellent support from airport emergency services. Large birds in the area. Company training made this an easily handled event.

Synopsis

Air carrier Captain reported that a bird strike on takeoff resulted in an engine failure and return to the departure airport.

Time / Day

Date : 202001

Local Time Of Day : 0601-1200

Place

Locale Reference.ATC Facility : ZZZ.Tower

State Reference : US

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : Marginal

Aircraft

Reference : X

Aircraft Operator : Air Carrier

Make Model Name : EMB ERJ 140 ER/LR

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

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

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Multiengine

Experience.Flight Crew.Total : 2391

ASRS Report Number.Accession Number : 1721348

Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Inflight Event / Encounter : Bird / Animal

Detector.Person : Flight Crew

When Detected : In-flight

Result.General : Maintenance Action

Result.Flight Crew : Landed in Emergency Condition

Result.Flight Crew : Returned To Departure Airport

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

I made takeoff call outs as normal through rotation. As I retracted the landing gear, I noticed the captain slow our climb rate and point outside. I looked to our 1-2 O'clock position and noticed a flock of Canada geese, approximately 8 in number, flying in our direction. The captain lowered the nose to attempt to fly below the flock, but there was not enough distance and the flock passed directly above the flight deck windows. This was immediately followed by the sound and sensation of impact(s), and the smell of burning meat. We immediately [advised ATC], and returned to ZZZ, conducting an overweight landing per SOP.

Cause: Geese coloration blending in with MVFR overcast conditions, and insufficient time to react once flock was sighted.

Synopsis

ERJ First Officer reported that a bird strike on takeoff resulted in a return to the departure airport.

Time / Day

Date : 202001

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Ceiling.Single Value : 8000

Aircraft

Reference : X

ATC / Advisory.UNICOM : ZZZ

Aircraft Operator : Corporate

Make Model Name : Light Transport

Operating Under FAR Part : Part 91

Flight Plan : IFR

Mission : Passenger

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 : 7800

Experience.Flight Crew.Last 90 Days : 50

Experience.Flight Crew.Type : 2800

ASRS Report Number.Accession Number : 1720503

Events

Anomaly.Aircraft Equipment Problem : Less Severe

Anomaly.Ground Event / Encounter : Person / Animal / Bird

Detector.Person : Flight Crew

When Detected : In-flight

Result.General : Maintenance Action

Result.Flight Crew : Took Evasive Action

Result.Aircraft : Aircraft Damaged

Assessments

Contributing Factors / Situations : Airport

Contributing Factors / Situations : Environment - Non Weather Related

Primary Problem : Airport

Narrative: 1

We flew from ZZZ to ZZZ1. We a made visual approach to Runway XX in VMC conditions. Upon landing as I transitioned to brakes and thrust reversers, two pigs ran across the runway directly in front of us. They ran perpendicularly across the runway east to west. I made a slight turn to left, while maintaining control on the runway, in an effort to avoid them. Best guess is we were around 80 knots ground speed at impact. It looked like we would clear the first pig, however we braced for impact with the second pig. We only felt a slight impact, at first we thought it may have been the anti skid brakes, and that we had avoided both pigs.

After the slight impact braking and taxi in was normal. There were no cockpit or tactile indications of a problem. After shutdown inspection revealed that the gear door was missing. Airport ops recovered the door and a dead pig on the runway. The departure of the door caused some damage to the underside of the wing by the gear well.

Synopsis

Corporate jet Captain reported hitting a wild pig on landing roll out.

Time / Day

Date : 201912

Local Time Of Day : 1201-1800

Place

Locale Reference.ATC Facility : LNK.Tower

State Reference : NE

Relative Position.Angle.Radial : 18

Relative Position.Distance.Nautical Miles : 36

Environment

Flight Conditions : VMC

Light : Dusk

Aircraft

Reference : X

ATC / Advisory.TRACON : NCT

Aircraft Operator : Air Carrier

Make Model Name : EMB ERJ 170/175 ER/LR

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 : Landing

Airspace.Class E : NCT

Component

Aircraft Component : Pitot-Static System

Aircraft Reference : X

Problem : Failed

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)

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Instrument

ASRS Report Number.Accession Number : 1712917

Human Factors : Distraction

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)
ASRS Report Number.Accession Number : 1712921
Human Factors : Distraction

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Inflight Event / Encounter : Bird / Animal
Detector.Person : Flight Crew
When Detected : In-flight
Result.General : Maintenance Action
Result.Flight Crew : Overcame Equipment Problem
Result.Aircraft : Aircraft Damaged

Assessments

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

Narrative: 1

On final approach to LNK airport we were on the ILS 18 under visual conditions, it was dusk, the First Officer was flying and as we came about 100 feet above touchdown I noticed birds (geese), I verbally communicated Birds and it was too late, we hit about two of the geese and I could tell there was about a flock of 6 or so. During our descent we briefed the possibility of birds and we had our eyes open, however, with the dusk situation, we didn't see them till it was too late. After hitting the birds I looked at the engine indications and they were all in the green, the First Officer did a fantastic job flying the aircraft till we landed. We notified the ATC about our bird strike, they gave us a phone number to call, we called and talked to them and they wanted to know what kind of damage it was, and if it was considered aircraft accident. I told them, that Maintenance had been notified and I wasn't able to answer that question, the police came and took our names down. I called the Manager on Duty and he said we handled the situation well. Also, talked with Controller and filled the paperwork with them.

Narrative: 2

[Report narrative contained no additional information.]

Synopsis

EMB-175 flight crew reported a bird strike on final approach that resulted in damage to the aircraft.

Time / Day

Date : 201912

Local Time Of Day : 1801-2400

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 : Q400

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Parked

Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft.Other

Reporter Organization : Air Carrier

Function.Flight Crew : First Officer

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Multiengine

ASRS Report Number.Accession Number : 1712653

Human Factors : Distraction

Human Factors : Communication Breakdown

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : Maintenance

Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy

Anomaly.Deviation / Discrepancy - Procedural : FAR

Anomaly.Inflight Event / Encounter : Bird / Animal

Detector.Person : Flight Crew

When Detected : Pre-flight

Result.General : None Reported / Taken

Assessments

Contributing Factors / Situations : Aircraft

Contributing Factors / Situations : Human Factors

Primary Problem : Human Factors

Narrative: 1

During my exterior preflight inspection, I found evidence of a bird strike on both the left propeller and the nose. With all of the commotion surrounding the flight, I forgot to notify the Captain of this until we were about ready to push. It was an honest mistake, and it simply got lost in everything else that was going on (delayed inbound aircraft, specials, etc.). Once the Captain knew of this, he stopped the operation immediately and we had Contract Maintenance come out and do an inspection.

There was no post-flight inspection done by the previous Captain...this could have gotten the ball rolling with Maintenance. Moreover, I should have stopped what I was doing when I first saw evidence of the bird strike and notified the Captain immediately. That would have at least mitigated the Maintenance delay.

Synopsis

First Officer reported not relaying a bird strike to the Captain or Maintenance in a timely manner.

Time / Day

Date : 201911

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.MSL.Single Value : 4500

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft

Reference : X

ATC / Advisory.TRACON : ZZZ

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

Flight Phase : Climb

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)

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Instrument

ASRS Report Number.Accession Number : 1701347

Human Factors : Troubleshooting

Events

Anomaly.Aircraft Equipment Problem : Less Severe

Anomaly.Inflight Event / Encounter : Bird / Animal

Detector.Person : Flight Crew

When Detected : In-flight

Result.Flight Crew : Overcame Equipment Problem

Result.Air Traffic Control : Provided Assistance

Result.Aircraft : Aircraft Damaged

Assessments

Contributing Factors / Situations : Aircraft

Primary Problem : Aircraft

Narrative: 1

On departure from ZZZ climbing through 4,500 ft. we experienced a bird strike on the FO (First Officer) side front window. As of a result of the impact, it knocked out some of the switch lights and lighting covers from the overhead panel. We did not reset the switches. After we assessed the situation and concluded that all engine indications and system operations were normal, we contacted company and Maintenance. The joint decision was to continue to ZZZ1. But because the impact was so hard we couldn't be sure the window wasn't compromised and some of the switch lights that came out were on the pressurization panel, we elected to stay at 10,000 ft. for the duration of the flight and get a more direct routing to ZZZ1 for fuel burn. Our Dispatcher sent us new fuel burn numbers at that altitude and we landed in ZZZ1 without any further issues. We did not [request priority handling] but about halfway to ZZZ1 ATC said they were [establishing priority] for us. I believe, as a precaution from the bird strike, ATC did this because we had stayed at the lower altitude and requested a more direct routing to ZZZ1.

Synopsis

CRJ900 Captain reported a bird strike lead to flying at or below 10,000 ft. for the duration of the flight.

Time / Day

Date : 201812

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Light : Night

Aircraft

Reference : X

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : Air Taxi

Make Model Name : Cessna 402/402C/B379 Businessliner/Utiliner

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 135

Flight Plan : IFR

Mission : Passenger

Flight Phase : Landing

Airspace.Class G : ZZZ

Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Taxi

Function.Flight Crew : Pilot Flying

Function.Flight Crew : Captain

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Multiengine

ASRS Report Number.Accession Number : 1605746

Events

Anomaly.Ground Event / Encounter : Person / Animal / Bird

Detector.Person : Flight Crew

When Detected : In-flight

Result.General : Maintenance Action

Result.Flight Crew : Took Evasive Action

Result.Air Traffic Control : Provided Assistance

Result.Aircraft : Aircraft Damaged

Assessments

Contributing Factors / Situations : Airport

Contributing Factors / Situations : Environment - Non Weather Related

Contributing Factors / Situations : Procedure

Primary Problem : Airport

Narrative: 1

Landing on runway XX at ZZZ on my last flight of the night, I was on my ground rollout between 50-60 knots. I noticed ahead of us there were at least 3 deer running out on the runway. I had little time to react, and I engaged maximum braking in an attempt to avoid making direct contact with them.

One of the deer was struck directly by the nose gear at a speed of approximately 30-40 knots. The deer appeared to go under the aircraft's left front side, without making contact with either of the propellers.

The aircraft came to a complete stop, and was shutdown on the runway. No passengers or crew were injured in the incident. The plane was deboarded on the runway. The passengers were shuttled to the terminal.

Synopsis

C402 Captain reported a deer strike during a night landing.

Time / Day

Date : 201812

Local Time Of Day : 0001-0600

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft

Reference : X

Aircraft Operator : Corporate

Make Model Name : Citation Excel (C560XL)

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Flight Plan : IFR

Mission : Passenger

Flight Phase : Landing

Component

Aircraft Component : Engine

Aircraft Reference : X

Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Corporate

Function.Flight Crew : Captain

Function.Flight Crew : Pilot Not Flying

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Commercial

Qualification.Flight Crew : Multiengine

ASRS Report Number.Accession Number : 1602137

Human Factors : Communication Breakdown

Human Factors : Time Pressure

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : Maintenance

Events

Anomaly.Aircraft Equipment Problem : Less Severe

Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy

Anomaly.Inflight Event / Encounter : Bird / Animal

Detector.Person : Flight Crew

When Detected : Pre-flight

When Detected : In-flight
Result.General : Maintenance Action

Assessments

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

Narrative: 1

On landing rollout encountered flock of birds. Hit multiple birds and heard them impact different parts of the plane. Immediate smell of burned bird filled the cabin implying we had at least one ingested in the engine. The following morning we met with the mechanic. He performed 2 inspections and noticed one of the blades had a "shadow." He was very concerned with this however our Maintenance department was more concerned about the plane leaving on time for a live leg. There was apparent no guidance from our Maintenance department other than we were [running late]. After further examinations and consultations with [manufacturer] and successful engine runs it was in fact determined to be okay. I can't vouch for whatever was said on the Maintenance side just what I heard the mechanic telling [local maintenance]. I'm a little concerned with the idea that any internal engine issue was not as critical as departing on time.

I [suggest] try having a different priority when it comes to the safe operation. Especially since nothing happened, but easily could have been different as we all know what birds can do to a jet engine.

Synopsis

Corporate aircraft pilot reported company Maintenance was more concerned the trip departed on time than the damage that may have occurred from a bird strike to the engine.

Time / Day

Date : 201812

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : TTA.Airport

State Reference : NC

Relative Position.Angle.Radial : 64

Relative Position.Distance.Nautical Miles : 7

Altitude.MSL.Single Value : 500

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Ceiling.Single Value : 10000

Aircraft

Reference : X

ATC / Advisory.CTAF : TTA

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 : Cruise

Route In Use : None

Airspace.Class G : TTA

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 : 250

Experience.Flight Crew.Last 90 Days : 30

Experience.Flight Crew.Type : 35

ASRS Report Number.Accession Number : 1601915

Human Factors : Other / Unknown

Events

Anomaly.Inflight Event / Encounter : Bird / Animal

Detector.Person : Flight Crew

When Detected : In-flight

Result.General : None Reported / Taken

Assessments

Contributing Factors / Situations : Environment - Non Weather Related

Primary Problem : Environment - Non Weather Related

Narrative: 1

I conducted a recreational sightseeing flight over Jordan Lake. During this flight I noted that the presence of waterfowl and other birds had increased in the area. Prior to and again during the flight I noted that no wildlife/waterfowl preservation zones were noted in this area. Due to what may be a seasonal or migration change in the wildlife population, a notation on the sectional charts or a NOTAM may be beneficial to both the other pilots and the migrating wildlife.

Synopsis

Small aircraft pilot reported that after flying over the aforementioned area, a NOTAM and / or chart notation regarding the bird migration should be issued.

Time / Day

Date : 201812

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : ZZZZ.Airport

State Reference : FO

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft

Reference : X

ATC / Advisory.Tower : ZZZZ

Aircraft Operator : Air Carrier

Make Model Name : B737 Next Generation Undifferentiated

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Mission : Passenger

Flight Phase : Takeoff / Launch

Component

Aircraft Component : Engine

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)

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Multiengine

Experience.Flight Crew.Last 90 Days : 100

Experience.Flight Crew.Type : 1776

ASRS Report Number.Accession Number : 1600551

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)

Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Instrument
Experience.Flight Crew.Total : 10025
ASRS Report Number.Accession Number : 1600504

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor
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 : 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, a large brown bird struck the number one engine. Vibrations and loud rumbling was observed. I aborted the takeoff at about 40 knots. Cleared the runway. Emergency procedures and checklists accomplished. Normal deplaning of the passengers. Debriefed the crew. The mechanic and I inspected the motor, several fan blades severely bent, and interior of the inlet covered in blood. No further evidence of the bird exists.

Narrative: 2

On take-off roll at approximately 30-40 knots, we had a bird strike which we first thought was a nose wheel impact, with a low vibration noise for several seconds, at which time we aborted the takeoff. The noise stopped. We exited the runway and went to a remote pad and shut down the engines and requested Maintenance assistance to inspect the aircraft. We got airstairs and were able to see that the strike was in the #1 engine. With major damage, the aircraft was deplaned and the passengers taken to the terminal via buses.

Synopsis

B737NG flight crew reported a rejected takeoff following a bird strike in the Number 1 engine. Maintenance found major damage to the engine.

Time / Day

Date : 201811

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.MSL.Single Value : 3500

Environment

Flight Conditions : VMC

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 B : ZZZ

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)

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Instrument

Experience.Flight Crew.Type : 4717

ASRS Report Number.Accession Number : 1595029

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)

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Instrument

Experience.Flight Crew.Type : 24
ASRS Report Number.Accession Number : 1595049

Events

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

Captain, Pilot Monitoring. First Officer, Pilot Flying. We were climbing through 3,500 FT MSL and accelerating to 250 KIAS when we struck a very large bird (perhaps a seagull or Canada goose). It impacted the radome on the Captain's side. It was the most violent bird strike that I have ever experienced. During the cabin crew debrief, our flight attendants seated by door 1L informed me that they too heard the impact. Bird remains covered the center portion of the Captain's windshield. We immediately checked for normal engine indications and reported the bird strike to Departure Control. There was no abnormal noise or vibration emanating from the radome and all pitot-static indications were normal. Passing 10,000 FT MSL, we did not select ECON Climb, but rather increased speed gradually to 280 knots and continued to climb. Again, there were no abnormal indications. Passing FL180, we attempted to contact Dispatch and requested a phone patch to [Maintenance] Airframes which took a few minutes to establish. We consulted with both [Maintenance] and Dispatch. I was concerned about the structural integrity of the radome and the fact that we had 3 hours of flight time remaining to [our planned destination]. Our Dispatcher conveyed that if we were to divert, return to [departure airport] was preferable. We discussed our options as a crew and elected to return to [departure airport]. We [requested a return to departure airport from] Center and took vectors to intercept the arrival. I reprogrammed the FMC for the diversion, got data for an overweight landing, conducted a brief with the cabin crew, briefed the passengers, reviewed the QRG Diversion Guide, reviewed the Airspeed Unreliable QRH, reviewed the FM Performance Non-Normal Section for Airspeed Unreliable Pitch and N1 settings at our weight, got the ATIS, set up for the ILS, briefed the ILS, assumed Pilot Flying Duties, and completed an uneventful overweight landing. In our cockpit crew debrief, "What could we have done better?" my First Officer said he thought he could have helped me more. He did a superb job handling the flying and VHF 1. Prior to submitting this report, I called [Maintenance] to check on the outcome of the maintenance inspection. The maintenance inspection revealed delamination in the impact area which required removal and replacement of the radome.

Narrative: 2

[Report narrative contained no additional information.]

Synopsis

B737NG flight crew reported returning to departure airport after striking a large bird during climb. Reporter stated the radome was damaged and had to be replaced.

Time / Day

Date : 201811

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 1000

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft

Reference : X

ATC / Advisory.TRACON : ZZZ

Aircraft Operator : Fractional

Make Model Name : PC-12

Crew Size.Number Of Crew : 2

Flight Plan : IFR

Mission : Passenger

Flight Phase : Initial Climb

Airspace.Class C : ZZZ

Person : 1

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Fractional

Function.Flight Crew : Pilot Not Flying

Function.Flight Crew : Captain

Qualification.Flight Crew : Commercial

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Multiengine

ASRS Report Number.Accession Number : 1592863

Human Factors : Situational Awareness

Human Factors : Distraction

Person : 2

Reference : 2

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Fractional

Function.Flight Crew : Pilot Flying

Function.Flight Crew : First Officer

Qualification.Flight Crew : Commercial

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Instrument

ASRS Report Number.Accession Number : 1592970

Human Factors : Distraction
Human Factors : Situational Awareness

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Inflight Event / Encounter : Bird / Animal
Detector.Person : Flight Crew
Were Passengers Involved In Event : N
When Detected : In-flight
Result.Flight Crew : Landed As Precaution
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

After departure at ZZZ, we were given a left turn to the north and passed off to Approach. Coming through about 1000' AGL, we noticed a flock of what looked like turkey vultures circling at our altitude. As we continued our climb to our assigned 2000', one of the birds maneuvered directly into our flight-path and hit the front of the aircraft. Upon impact, I requested an immediate turn-back to ZZZ (we were positioned for the downwind already).

My co-pilot, who was acting as Pilot Flying, was monitoring the engine parameters and we did not see any fluctuations. Approach asked if we required any assistance and as PIC, I deemed we did not, but needed landing priority. I noticed a burning smell from the bird possibly being ingested. Approach passed us back to the tower and we landed with no issues. After we de-boarded our passengers, we did a quick visual inspection and determined that a large bird had entered the engine intake. Operations, Management, and Maintenance were all contacted and the aircraft was grounded.

Narrative: 2

We took off out of ZZZ about 800' we were issued a turn to heading 360 in the turn about 1000' a large bird struck in the bottom of the prop arc in front of the engine intake. Right after it happened we smelled singed feathers and burned meat through the vents. There were no abnormal indications in the engine instruments so we decided to continue in the pattern and requested priority for a precautionary landing and remained within gliding distance of the airport at all times. After the precautionary landing we were able to taxi back to [FBO] and unload the aircraft there. On post flight inspection there was visible evidence that the engine had ingested a substantial amount of the bird after it struck the prop arc but the prop appeared to be undamaged.

Synopsis

PC-12 flight crew reported hitting a turkey on departure, then returning to airport as a precaution.

Time / Day

Date : 201811

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : MEM.Airport

State Reference : TN

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft

Reference : X

ATC / Advisory.Tower : MEM

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

Flight Phase : Takeoff / Launch

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)

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Multiengine

ASRS Report Number.Accession Number : 1592527

Human Factors : Troubleshooting

Human Factors : Distraction

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)

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Multiengine

ASRS Report Number.Accession Number : 1592852

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Ground Event / Encounter : Person / Animal / Bird
Detector.Person : Air Traffic Control
When Detected : In-flight
Result.Flight Crew : Rejected Takeoff
Result.Flight Crew : Became Reoriented
Result.Air Traffic Control : Issued New Clearance
Result.Air Traffic Control : Issued Advisory / Alert

Assessments

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

Narrative: 1

We were cleared for takeoff on Runway 36 right as we initiated the takeoff roll (power about 45%) rolling about 20 kts, Tower cancelled our takeoff clearance due to a visual sighting of a coyote on the runway. We pulled power to idle and stopped. The tower could not declare the runway clear for some time. Since we had only rolled 500 ft we recomputed the data, changing the V speeds, and setting the flaps at 14.5 as the new takeoff data stated. When the coyote was observed clear of the runway, we were again cleared for takeoff. As the throttles were advanced got an aural flap warning, so we again rejected the takeoff and cleared the runway. Speed was estimated at 40 kts so minimal braking was used. After recomputing the takeoff data and reconfiguring the aircraft, we neglected to input the new flap setting into the MCD. Practice double aborts in the sim.

Narrative: 2

[Report narrative contained no additional information.]

Synopsis

Air carrier flight crew reported the Tower Controller canceled takeoff clearance due to an animal on the runway. During subsequent takeoff attempt, the crew received a takeoff configuration warning and rejected the second takeoff attempt.

Time / Day

Date : 201811

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : MNZ.Airport

State Reference : TX

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Ceiling.Single Value : 12000

Aircraft

Reference : X

ATC / Advisory.UNICOM : MNZ

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 : Taxi

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 : 395

Experience.Flight Crew.Last 90 Days : 35

Experience.Flight Crew.Type : 75

ASRS Report Number.Accession Number : 1591133

Events

Anomaly.Deviation / Discrepancy - 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 : Airport
Contributing Factors / Situations : Company Policy
Primary Problem : Airport

Narrative: 1

Upon clear of active runway while taxiing up to the ramp I notice a group of people exercising on the ramp in front of [the] new hangars. Cars were parked on the ramp where airplanes tie down. There had to be about 25 people exercising in a group. Some parents had their kids running around on taxiways and on the ramp to the new hangars. The exercising group did leave [the] taxiway and moved to one side to yield to plane traffic. They did not move their cars though. This just can't happen. I've heard about this problem from other people that fly out of here also. I can't believe the city would allow this to go on. I'm not one to tattletale or one to cause problems. This is just dangerous. I've heard the exercise group said they have a right to be out at the airport since it [is] city owned. Maybe so, they don't need to be in the way of airplanes taxiing around for takeoff or landing. Maybe they could move to a part of the airport that's not used by planes.

Synopsis

GA pilot reported encountering a large group of people exercising on the taxiway.

Time / Day

Date : 201810

Local Time Of Day : 1801-2400

Place

Locale Reference.ATC Facility : ZNY.ARTCC

State Reference : NY

Altitude.MSL.Single Value : 25500

Environment

Flight Conditions : VMC

Aircraft : 1

Reference : X

ATC / Advisory.Center : ZNY

Aircraft Operator : Air Carrier

Make Model Name : B767 Undifferentiated or Other Model

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Climb

Aircraft : 2

Reference : Y

ATC / Advisory.Center : ZNY

Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer

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 : First Officer

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Instrument

Experience.Flight Crew.Type : 497

ASRS Report Number.Accession Number : 1590094

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

Qualification.Flight Crew : Air Transport Pilot (ATP)
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Instrument
Experience.Flight Crew.Total : 11892
ASRS Report Number.Accession Number : 1590323

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Flight Deck / Cabin / Aircraft Event : Illness / Injury
Anomaly.Inflight Event / Encounter : Weather / Turbulence
Anomaly.Inflight Event / Encounter : Wake Vortex Encounter
Anomaly.Inflight Event / Encounter : Bird / Animal
Detector.Person : Flight Crew
When Detected : In-flight
Result.General : Physical Injury / Incapacitation
Result.General : Maintenance Action
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

During climb out passing approximately 25,000 feet we encountered a brief moment of severe turbulence somewhere between 25,000-26,000 feet. Possibly wake turbulence from another aircraft. The turbulence started and ended after 2-3 seconds. There was no time to command "flight attendants be seated immediately" as the event was over before I could even pick up the cabin interphone. We checked in with the cabin and initially were told one of the flight attendants in the aft galley had sustained a wrist injury. The flight attendants in the mid and aft galleys also indicated a loud bang was heard and that the tail shook violently with the turbulence encounter. We continued the climb to 31,000 feet. At level off we evaluated the EICAS, STAT, F/CTRL and GEAR pages on the MFDs. Nothing abnormal was noted. Additionally, we could not make contact with New York Oceanic on the L HF radio. Upon successful contact with New York Oceanic on the R HF radio we could not receive a successful SELCAL check on either radio. We contacted dispatch via SATCOM and conducted a conference call with [Maintenance] and the [Chief Pilot]. We came to a collaborative decision after describing the incident that in the interest of safety we should air return to [departure airport] to have the aircraft inspected. I called back to have the relief pilot woken up. He returned to the cockpit and before making the final call to turn around we consulted one last time with all three of us on the flight deck. He agreed with all of the above. We received a clearance from New York Oceanic and initiated the return to [departure airport]. We coordinated with Dispatch and New York Oceanic to dump the remaining fuel in our center tank to be under max landing weight. During the descent we experience a partial failure of the L autopilot. We lost pitch mode of the L autopilot and switched to the R autopilot without further issue. On downwind approach at 4000 feet we struck a bird with the radome. Configuration and approach was normal. Touchdown was normal. No other anomalies were felt during the approach and landing.

Narrative: 2

[Report narrative contained no additional information.]

Synopsis

B767 flight crew reported returning to departure airport after experiencing multiple system anomalies following a severe wake turbulence encounter climbing through FL250.

Time / Day

Date : 201810

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.MSL.Single Value : 600

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft

Reference : X

ATC / Advisory.CTAF : ZZZ

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 : Climb

Airspace.Class E : ZZZ

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 : First Officer

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Instrument

ASRS Report Number.Accession Number : 1589776

Human Factors : Situational Awareness

Human Factors : Troubleshooting

Human Factors : Distraction

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)
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Multiengine
ASRS Report Number.Accession Number : 1589785
Human Factors : Distraction
Human Factors : Troubleshooting
Human Factors : Situational Awareness

Events

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

Assessments

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

Narrative: 1

On takeoff at 600 feet I was the pilot flying, the Captain was monitoring. We were watching the instruments to monitor the takeoff and watching for the 1000 foot mark. The Captain pointed to the right, which caught my attention, and I looked where he was pointing. There was a large bird 10 feet at 2 o'clock level apparent from a 12 degree climb. I banked maybe 10 degrees to the left and very quickly we heard a loud bang from the right rear and had indications that the right engine had be struck. The Captain pulled the right throttle to idle and I continued flying. As we continued the climb to 1000 feet (Captain gave me APR power and we accelerated to Vt), monitoring and analyzing, the Captain contacted ATC and [apprised them of the situation] as well as coordinated with the Flight Attendant. At 1000 feet we accelerated to 220 knots and continued our climb to 3000 feet. During that time we analyzed the situation.

The controls felt normal for single engine thrust from the left engine. The [right] engine was performing normally at idle. The Captain pushed the throttle up on the right engine and found that we had usable thrust to 61% N1. We referenced the checklists and decided that we would leave the right engine at idle and return and land using the single engine descent and before landing checklists. The Captain coordinated with ATC for a couple 360 degree turns to run checklists, coordinate, brief and prepare. Then coordinated for a Visual Approach. We executed the approach with me flying and him monitoring to an uneventful landing and taxi back. We canceled our IFR with Radio on the ground, parked and deplaned normally.

There appeared to be no reaction from emergency response agencies at the field. Although

we did not end up needing them, if we had, I'm not sure they would have known and that we would have had a way to communicate with them.

Narrative: 2

[Report narrative contained no additional information.]

Synopsis

CRJ flight crew reported a birdstrike to right engine on departure.

Time / Day

Date : 201810

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : D50.Airport

State Reference : ND

Relative Position.Angle.Radial : 30

Relative Position.Distance.Nautical Miles : 1000

Altitude.MSL.Single Value : 1985

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Ceiling.Single Value : 20000

Aircraft

Reference : X

ATC / Advisory.CTAF : D50

Aircraft Operator : Personal

Make Model Name : Small Transport, Low Wing, 2 Recip Eng

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : VFR

Mission : Passenger

Flight Phase : Landing

Route In Use : Visual Approach

Airspace.Class G : D50

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 : Multiengine

Experience.Flight Crew.Total : 2000

Experience.Flight Crew.Last 90 Days : 25

Experience.Flight Crew.Type : 1300

ASRS Report Number.Accession Number : 1589306

Human Factors : Situational Awareness

Human Factors : Communication Breakdown

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : Other

Events

Anomaly.Conflict : Ground Conflict, Critical
Anomaly.Deviation / Discrepancy - Procedural : FAR
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Ground Event / Encounter : Person / Animal / Bird
Detector.Person : Flight Crew
Miss Distance.Vertical : 5
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

Received a weather briefing describing clear VFR conditions to D50. Proceeded to fly without event to D50. Called in on UNICOM at 25 miles out, 15 miles out, and 5 miles out with no response. Descended, turned base to final fairly close to the runway threshold. The surrounding terrain was yellow stubble. Just before touchdown I saw a very faded yellow "X" in the yellow stubble ground area off the approach end of the runway. I immediately looked down the runway. The only movement I saw was on the left side at the beginning of the runway - I spotted a workman in a dingy high-visibility work jacket. I saw no other obstacles. Being very low and slow I made the decision to complete my landing. As soon as the airplane touched down approximately 1,000 feet down the runway 2 additional workmen walked out of the yellow stubble directly onto the runway - one from each side. I applied the brakes. When it became apparent the workers did not see me or hear me I locked the brakes. One of the skid marks was approximately 800 feet long. While the plane was skidding I maneuvered to the far right side of the runway. At the last minute the workmen finally saw me and/or heard me and stepped aside. I continued to taxi onto the ramp and park the airplane.

I parked the plane on the ramp. I went to speak to members of the work party who were cleaning cracks in preparation for putting asphalt in the cracks on the runway. All of their equipment and pickups were on the ramp. I didn't see any of this during my approach. I was very surprised but none of them seemed affected or alarmed by the near miss. I inquired whether they had any radios or communication devices. They assured me they did not. I then called the airport manager who was not in the area at the time. During this phone call the airport manager told me they had just decided to do the work and had started [earlier] that morning. Between the airport manager, myself, and the leader of the men working on the runway, we decided that when they paused for lunch I would take off to fly back [home]. The right main tire was worn from the skidding and I had the tire changed that afternoon.

My local FBO informed me that the notice for the airport closure went out approximately 10 minutes I received my flight briefing. No equipment or people were hurt.

The faded yellow "X" and the dingy yellow jackets made it impossible for me to see when they were in the yellow stubble. Had the "X" been on the runway instead of in the stubble I would have likely seen it and flown around.

The workmen were wearing earmuffs or ear protection which apparently prevented them

from hearing the noise from the airplane as I was landing.

They apparently did not see me landing either because they walked from the yellow stubble directly onto the runway in front of me after I had already touched down.

I have approached airports in the past that I was unaware were closed and the bright ORANGE "X" on the end of those runways was very easy to spot from a distance and thus allowed me to avoid attempting to land on such closed runways at those airports.

Synopsis

GA pilot reported unknowingly landing on a closed runway and braking hard to avoid personnel on runway.

Time / Day

Date : 201810

Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Aircraft

Reference : X

ATC / Advisory.Tower : ZZZ

Aircraft Operator : Air Carrier

Make Model Name : Medium 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 : Takeoff / Launch

Person : 1

Reference : 1

Location Of Person.Facility : ZZZ.Tower

Reporter Organization : Government

Function.Air Traffic Control : Local

Qualification.Air Traffic Control : Fully Certified

ASRS Report Number.Accession Number : 1582946

Human Factors : Communication Breakdown

Communication Breakdown.Party1 : ATC

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 : Captain

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Multiengine

Experience.Flight Crew.Total : 3980

Experience.Flight Crew.Last 90 Days : 215

Experience.Flight Crew.Type : 930

ASRS Report Number.Accession Number : 1583595

Human Factors : Confusion

Human Factors : Communication Breakdown

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : ATC

Events

Anomaly.ATC Issue : All Types
Anomaly.Conflict : Ground Conflict, Less Severe
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Ground Incursion : Runway
Anomaly.Ground Event / Encounter : Person / Animal / Bird
Detector.Person : Air Traffic Control
Result.Flight Crew : Rejected Takeoff
Result.Air Traffic Control : Issued New Clearance

Assessments

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

Narrative: 1

I was working both locals combined during the planning stages of a runway change. We were on a west operation landing runway XXR and runway XY. We were going to go to runway XXL and runway YY and I was informed of the last XXR arrival. An aircraft reported hitting a fox on runway XXR which closed the runway and I sent the first guy around on final and was able to side step the rest of the arrivals to runway XXL. I had 2 departures for XXL, I cleared the first one in between arrivals and the second one was Aircraft X. Since we were going to be departing runway XXR soon, ground control was instructed to start taxiing aircraft to runway XXR which was closed at the time due to the fox being hit.

After an arrival touched down I told Aircraft X to line up and wait. He did just that, but subsequently Aircraft Y [similar callsign to Aircraft X] took runway XXR. The supervisor must have taken the closed runway X's off the runway because I never recalled the airport releasing the runways back to the tower. I cleared Aircraft X for takeoff on runway XXL and both aircraft started rolling. I immediately told Aircraft Y to stop and exit the runway and told Aircraft X he could roll. Both aircraft slowly exited the runway and the next arrival for runway XXL was sent around.

I do not have any recommendations for this event, they were similar sounding call signs but the one concern I had was why would the supervisor take the X's off the runway if the runway was still closed which would dismantle that feature of the safety logic. Luckily I was able to stop Aircraft Y from taking off of a closed runway.

Narrative: 2

On Aircraft Y from ZZZ to ZZZ1 on the take-off roll phase. While lined up and waiting for the take-off clearance on runway (XXR) the tower says "Aircraft Y clear for take-off runway XXL." By the time he finished his sentence I was already rolling. As the pilot flying at the time, I initiated the take-off roll, but when I realized he said XXL - and as the FO (First Officer) was trying to clarify what he said - I rejected the take-off roll and got off the runway, then tried to clarify what happened and called Dispatch to let them know the situation.

So, it turns out that there was another [Company] aircraft with similar call sign (Aircraft X) lined up and waiting on runway XXL, and the controller got confused between us and their call sign and runway assignment. After all of the stuff cleared out we went back to the runway and took off with no issues.

On my behalf I should've waited until the controller finished his complete clearance before

I initiated the take-off roll. Confusing take off instruction. Acted little too early before clarifying the clearance instruction. Rejected take-off. Listen until the complete ATC clearance is issued then act.

Synopsis

Tower Controller and Air Carrier Captain reported taking closed runway resulting in RTO due to similar callsign with another aircraft.

Time / Day

Date : 201809

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Relative Position.Distance.Nautical Miles : 4

Altitude.MSL.Single Value : 3000

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : Personal

Make Model Name : Lancair ES

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Training

Flight Phase : Final Approach

Route In Use : None

Airspace.Class E : ZZZ

Airspace.TFR : ZZZ

Aircraft : 2

Reference : Y

Make Model Name : Beechcraft King Air Undifferentiated or Other Model

Mission : Skydiving

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 : Instrument

Qualification.Flight Crew : Private

Experience.Flight Crew.Total : 1970

Experience.Flight Crew.Last 90 Days : 40

Experience.Flight Crew.Type : 1226

ASRS Report Number.Accession Number : 1581670

Human Factors : Situational Awareness

Events

Anomaly.Airspace Violation : All Types
Anomaly.Conflict : Airborne Conflict
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Inflight Event / Encounter : Bird / Animal
Detector.Person : Flight Crew
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

I was flying practice approaches for currency in and around ZZZ airport. I was briefed and was aware of the TFR over ZZZ1 for an air show. I was flying a practice GPS XX approach. I selected the GPS XX approach as it was on the opposite side of the airport from the TFR. I was communicating and monitoring the UNICOM frequency. I announced my position multiple times. When I was on short final, a King Air suddenly appeared on downwind for Runway XY [opposite direction] and announced his intention to land on XY, despite me having announced multiple times that I was on short final for XX. My attention was on the King Air when I glanced up and saw a windshield full of skydivers. I immediately began evasive action, turning first to the left so as to pass behind the King Air. However, I realized that turning left limited my visibility of the skydivers, so I then proceeded to turn back right parallel to the runway so I could see the skydivers. I also began a climb. I was very shaken by the event. By the time I composed myself and stopped looking for skydivers, I looked at my MFD and realized I had penetrated the TFR. I immediately executed a steep turn to the right to exit the TFR space. At the same time I switched from the UNICOM frequency to 121.5. About 20 seconds later I got a call on 121.5 from ATC. I described the situation to him, and was given a number to call.

My penetration of the TFR was inadvertent and a result of the emergency situation with the skydivers. I believe my actions were justified, as avoiding contact with a skydiver was my priority during the emergency. I believe the King Air that appeared had been carrying the skydivers and made no attempt on UNICOM to inform me of their presence. I exited the TFR promptly on my own volition once the emergency situation had resolved itself.

Synopsis

Lancair ES pilot reported penetrating a TFR resulting in an airborne conflict with skydivers.

Time / Day

Date : 201809

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft

Reference : X

ATC / Advisory.CTAF : ZZZ

Make Model Name : Citationjet (C525/C526) - CJ I / II / III / IV

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Flight Phase : Takeoff / Launch

Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Function.Flight Crew : Pilot Flying

Function.Flight Crew : Captain

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Instrument

ASRS Report Number.Accession Number : 1578849

Human Factors : Situational Awareness

Events

Anomaly.Inflight Event / Encounter : Bird / Animal

Detector.Person : Flight Crew

When Detected : In-flight

Result.Flight Crew : Took Evasive Action

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

During the takeoff roll while passing 60 kts I observed approximately 4 Cranes land about 1000 ft in front of me. They took flight and moved out of the way so I elected to continue

the takeoff. Then at around 85 kts they landed back in the same spot. I executed a rejected takeoff and struck one, maybe two of them. The bird bounced off of the right-hand windscreen as we were stopping. I heard several other impact sounds as we plowed through the grouping. After we taxied back to parking and shut down and subsequent walk-around it was apparent that right engine had ingested the Crane. Fan blades were bent and there was blood and feathers all over the engine and adjacent hull. The windshield appeared to be scratched up from the impact glancing blow. We contacted company and our director of maintenance and filled out the wildlife hazard report with the airport manager.

Synopsis

CE-525 pilot reported impact with bird on takeoff roll and rejecting takeoff.

Time / Day

Date : 201809

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.MSL.Single Value : 3000

Environment

Flight Conditions : Mixed

Light : Daylight

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 / Launch

Airspace.Class C : ZZZ

Person

Reference : 1

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 : Commercial

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Multiengine

Experience.Flight Crew.Last 90 Days : 187

ASRS Report Number.Accession Number : 1576862

Human Factors : Troubleshooting

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 : Aircraft

Contributing Factors / Situations : Environment - Non Weather Related

Primary Problem : Aircraft

Narrative: 1

On Takeoff roll just after V1, I (Pilot Flying) noticed a flock of geese hanging out on the final 1/3 of Runway XX. As I rotated, they took off but stayed low. We informed Tower of the birds while entering initial climb. As we went to clean up the flaps, I noticed the engine telemetry boxes flashing white and the left (Number 1) engine indicated a low oil quantity. At this point, I indicated to the Captain (Pilot Monitoring) that the indication was abnormal and we thought it MIGHT be related to the birds on the runway. The Captain took controls and we leveled at 3,000 feet as per the clearance. We indicated to ATC that we might have a problem and that possibly the birds had something to do with it.

While level, we assessed the condition of the engines and initially found the oil quantity to be decreasing in Number 1 as we added thrust. Then, the quantity levels stabilized. We initiated a climb with ATC to test the thrust/oil quantity/engine performance and found the Number 1 engine to be acting normally, but with a lower quantity than on the Number 2 and less than what we started the leg with. At this point, we determined that we needed to come back around for a landing and inspection in case there was bird ingestion or an engine oil problem (in an abundance of caution). We ran the QRH for engine shutdown just in case we actually lost the engine.

We opted to perform a flaps 40 landing as we were overweight and had a "normal" performing engine. We asked for an approach to Runway XX and had the trucks rolling so as to ascertain the physical condition of the aircraft before returning to the gate in ZZZ. The approach, landing, rollout, and taxi in were all uneventful. ARFF [Aircraft Rescue and Firefighting] found no damage to the aircraft (and no bird carcasses were found on the runway). Contract Maintenance performed the engine inspection as well as the overweight landing inspection, finding no damage. The result was a deferred Number 1 oil quantity indicator and oil service for both engines.

Synopsis

B737-700 First Officer reported possibly striking birds after takeoff.