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## Collision with Double-Crested Cormorants, Boeing 767, October 19, 2002

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**Micro-summary:** This Boeing 767 collided with birds right after takeoff.

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**Event Date:** 2002-10-19 at 850 EDT


**Investigative Body:** National Transportation Safety Board (NTSB), USA

**Investigative Body's Web Site:** <http://www.nts.gov/>

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1. Accident reports can be and sometimes are revised. Be sure to consult the investigative agency for the latest version before basing anything significant on content (e.g., thesis, research, etc).
  2. Readers are advised that each report is a glimpse of events at specific points in time. While broad themes permeate the causal events leading up to crashes, and we can learn from those, the specific regulatory and technological environments can and do change. ***Your company's flight operations manual is the final authority as to the safe operation of your aircraft!***
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		NTSB ID: IAD03IA007		Aircraft Registration Number: N607UA	
		Occurrence Date: 10/19/2002		Most Critical Injury: None	
		Occurrence Type: Incident		Investigated By: NTSB	
Location/Time					
Nearest City/Place BOSTON		State MA	Zip Code 01902	Local Time 0850	Time Zone EDT
Airport Proximity: On Airport		Distance From Landing Facility:		Direction From Airport:	
Aircraft Information Summary					
Aircraft Manufacturer Boeing		Model/Series 767-222		Type of Aircraft Airplane	
Sightseeing Flight: No			Air Medical Transport Flight: No		
Narrative					
<p>Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:</p> <p>On October 19, 2002, about 0850 eastern daylight time, a Boeing 767-222, N607UA, operating as United Airlines flight 185, sustained minor damage when it struck birds on takeoff from General Edward Lawrence Logan International Airport (BOS), Boston, Massachusetts. The airplane sustained minor damage. The captain, first officer, 7 flight attendants, and 119 passengers were not injured. The flight was operating on an instrument flight rules flight plan to San Francisco International Airport (SFO), San Francisco, California. The scheduled passenger flight was conducted under 14 CFR Part 121.</p> <p>The airplane departed runway 22R, and struck the birds during the initial climbout. One double-crested cormorant was ingested by the #2 engine, another struck the right wing, and a third bird was found seriously injured on the runway. Even though the #2 engine was still producing power, the captain elected to shut it down as a precautionary measure. The airplane returned to Logan Airport and performed an overweight landing on runway 33L. The airplane was then towed to the gate, and the passengers deplaned normally.</p> <p>Examination of the airplane revealed damage to the right inboard leading edge slat, landing light, and the #2 engine bypass stator vanes. Some of the vanes exited the forward section of the cowling at the 9 o'clock and 12 o'clock position.</p> <p>The Massachusetts Port Authority (Massport), the public authority that managed Logan Airport, had a Wildlife Hazard Management Plan in place at the airport. The plan included regular, daily inspections of the runways and airport environment. On the morning of the incident, after examination of the airport perimeter, two Massport wildlife technicians reported "heavy bird activity" to the control tower, which was standard operating procedure. The Automated Terminal Information System (ATIS) was then updated to reflect this hazard, and was still active at the time of the incident.</p> <p>Prior to flight 185's take-off, one of the wildlife plan supervisors reported a flock of birds to the control tower on 128.8, the tower frequency for runway 22. The supervisor reported the birds were flying about 200 feet over the approach end of runway 15, and were moving southbound. A tower controller responded that they had the birds in sight.</p> <p>Shortly thereafter, a Delta Airlines Boeing 737 departed runway 22 without incident, followed by United Airlines flight 185.</p> <p>A review of air traffic control communications revealed that no specific warning was given by the air traffic controllers to the Delta or United Airlines crews, due to the fact that the birds were not in their flight path. It was believed that the flock then split into two or three separate flocks after the Delta airplane took off, with one of the flocks turning east and directly into the path of the departing United airplane.</p>					
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National Transportation Safety Board

**FACTUAL REPORT**

**AVIATION**

SAFETY BOARD

NTSB ID: IAD03IA007


Occurrence Date: 10/19/2002


Occurrence Type: Incident

Narrative (Continued)

When asked if something could have been done to avoid this incident, a Massport wildlife representative answered "no." Moreover, no changes were made to the Massport Wildlife Hazard Management Plan.

Weather at the time included winds from 200 degrees at 9 knots, visibility 10 statute miles, broken clouds at 8,500 feet, overcast clouds 12,000 feet, temperature 50 degrees F, and dewpoint 41 degrees F.

 <b>National Transportation Safety Board</b> <b>FACTUAL REPORT</b> <b>AVIATION</b>		NTSB ID: IAD03IA007			
		Occurrence Date: 10/19/2002			
		Occurrence Type: Incident			
<b>Landing Facility/Approach Information</b>					
Airport Name	Airport ID:	Airport Elevation	Runway Used	Runway Length	Runway Width
LOGAN INTERNATIONAL AIRPORT	BOS	20 Ft. MSL	33L	10081	150
Runway Surface Type: Asphalt					
Runway Surface Condition: Dry					
Type Instrument Approach: NONE					
VFR Approach/Landing: Precautionary Landing					
<b>Aircraft Information</b>					
Aircraft Manufacturer		Model/Series		Serial Number	
Boeing		767-222		21868	
Airworthiness Certificate(s): Transport					
Landing Gear Type: Retractable - Tricycle					
Homebuilt Aircraft? No	Number of Seats:	Certified Max Gross Wt.		LBS	Number of Engines: 2
Engine Type:	Engine Manufacturer:	Model/Series:		Rated Power:	
Turbo Fan	Pratt & Whitney	JT9-74RD			
- Aircraft Inspection Information					
Type of Last Inspection	Date of Last Inspection	Time Since Last Inspection		Airframe Total Time	
		Hours		Hours	
- Emergency Locator Transmitter (ELT) Information					
ELT Installed? Yes	ELT Operated? No	ELT Aided in Locating Accident Site? No			
<b>Owner/Operator Information</b>					
Registered Aircraft Owner		Street Address			
UNITED AIR LINES INC		City		State	Zip Code
		Chicago		IL	
Operator of Aircraft		Street Address			
Same as Reg'd Aircraft Owner		Same as Reg'd Aircraft Owner			
		City		State	Zip Code
Operator Does Business As:			Operator Designator Code: UALA		
- Type of U.S. Certificate(s) Held:					
Air Carrier Operating Certificate(s): Flag Carrier/Domestic					
Operating Certificate: Large Aircraft Operator			Operator Certificate:		
Regulation Flight Conducted Under: Part 121: Air Carrier					
Type of Flight Operation Conducted: Scheduled; Domestic; Passenger Only					

 <p><b>National Transportation Safety Board</b> <b>FACTUAL REPORT</b> <b>AVIATION</b></p>	NTSB ID: IAD03IA007	
	Occurrence Date: 10/19/2002	
	Occurrence Type: Incident	

**First Pilot Information**

Name	City	State	Date of Birth	Age
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Sex:	Seat Occupied:	Principal Profession:	Certificate Number:
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Certificate(s):

Airplane Rating(s):

Rotorcraft/Glider/LTA:

Instrument Rating(s):

Instructor Rating(s):

Type Rating/Endorsement for Accident/Incident Aircraft?	Current Biennial Flight Review?
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Medical Cert.:	Medical Cert. Status:	Date of Last Medical Exam:
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- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Multi-Engine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air
						Actual	Simulated			
Total Time										
Pilot In Command(PIC)										
Instructor										
Last 90 Days										
Last 30 Days										
Last 24 Hours										

Seatbelt Used?	Shoulder Harness Used?	Toxicology Performed?	Second Pilot? Yes
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**Flight Plan/Itinerary**

Type of Flight Plan Filed: IFR

Departure Point	State	Airport Identifier	Departure Time	Time Zone
BOSTON	MA	BOS	0850	EDT

Destination	State	Airport Identifier	
SAN FRANCISCO	CA	SFR	


Type of Clearance: IFR

Type of Airspace: Class D

**Weather Information**

Source of Briefing: Unknown

Method of Briefing: Unknown

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**Weather Information**

WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
BOS	0854	EDT	20 Ft. MSL	NM	Deg. Mag.

Sky/Lowest Cloud Condition: \_\_\_\_\_ Ft. AGL      Condition of Light: Day

Lowest Ceiling: Broken      8500 Ft. AGL      Visibility: 10 SM      Altimeter: 30.06 "Hg

Temperature: 10 °C      Dew Point: 5 °C      Wind Direction: 200      Density Altitude: Ft.

Wind Speed: 9      Gusts:      Weather Conditions at Accident Site: Visual Conditions

Visibility (RVR): Ft.      Visibility (RVV) SM      Intensity of Precipitation:

Restrictions to Visibility: None

Type of Precipitation: None

**Accident Information**

Aircraft Damage: Minor      Aircraft Fire: None      Aircraft Explosion: None

Classification: U.S. Registered/U.S. Soil

- Injury Summary Matrix	Fatal	Serious	Minor	None	TOTAL
First Pilot				1	1
Second Pilot				1	1
Student Pilot					
Flight Instructor					
Check Pilot					
Flight Engineer					
Cabin Attendants				7	7
Other Crew					
Passengers				119	119
- TOTAL ABOARD -				128	128
Other Ground					
- GRAND TOTAL -				128	128

National Transportation Safety Board

**FACTUAL REPORT**

**AVIATION**



NTSB ID: IAD03IA007

Occurrence Date: 10/19/2002

Occurrence Type: Incident

Administrative Information

Investigator-In-Charge (IIC)

LEAH D. YEAGER

Additional Persons Participating in This Accident/Incident Investigation:

JOHN TAMBOURI  
BOSTON FSFO  
BOSTON, MA