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## Birdstrike on approach, Airbus A320, EI-DEA, Cork Airport, October 11, 2005

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**Micro-summary: This A320 collided with birds on approach.**

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**Event Date: 2005-10-11 at 0955 UTC**

**Investigative Body: Air Accident Investigation Unit (AAIU), Ireland**

**Investigative Body's Web Site: <http://www.aaiu.ie/>**

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# FINAL REPORT

AAIU Synoptic Report No: 2005-030

AAIU File No: 2005/0065

Published: 22/12/05

In accordance with the provisions of SI 205 of 1997, the Chief Inspector of Accidents, on 12 Oct 2005, appointed Mr. Frank Russell as the Investigator-in-Charge to carry out a Field Investigation into this occurrence and prepare a Synoptic Report.

<b>Aircraft Type and Registration:</b>	Airbus A320, EI-DEA
<b>No. and Type of Engines:</b>	2 x CFM 56-5B
<b>Aircraft Serial Number:</b>	2191
<b>Year of Manufacture:</b>	2004
<b>Date and Time (UTC):</b>	11 October 2005 @ 0955 hrs
<b>Location:</b>	Cork Airport
<b>Type of Flight:</b>	Public Transport
<b>Persons on Board:</b>	Crew - 6      Passengers - 96
<b>Injuries:</b>	Crew - Nil      Passengers - Nil
<b>Nature of Damage:</b>	Damage to airframe
<b>Commander's Licence:</b>	Airline Transport Pilot's Licence
<b>Commander's Details:</b>	Male, aged 42 years
<b>Commander's Flying Experience:</b>	7000 hours, of which 972 were on type
<b>Information Source:</b>	Duty Manager, Cork Airport

## **SYNOPSIS**

On final approach to Runway (RWY) 35 at Cork Airport, the Commander observed a large flock of birds lifting off the ground and elected to carry out a go-around. During this manoeuvre a number of birds struck the aircraft. A normal approach and landing was subsequently completed.

### **1. History of the Flight**

The flight was a routine scheduled passenger service between Amsterdam and Cork Airport. Weather at Cork showed a slack northerly wind, with visibility of 10 kilometres. On the approach to RWY 35 the Commander noticed a large flock of birds rising from the runway between the threshold and the 1000 ft point. He immediately ordered a go-around (the First Officer was the Pilot Plying) that was accomplished at approximately 100 ft radalt. During the go-around the crew heard several impacts as they flew through the top of the flock, which, they estimated, was approximately 150 birds. All parameters were normal during this go-around, circuit and landing.

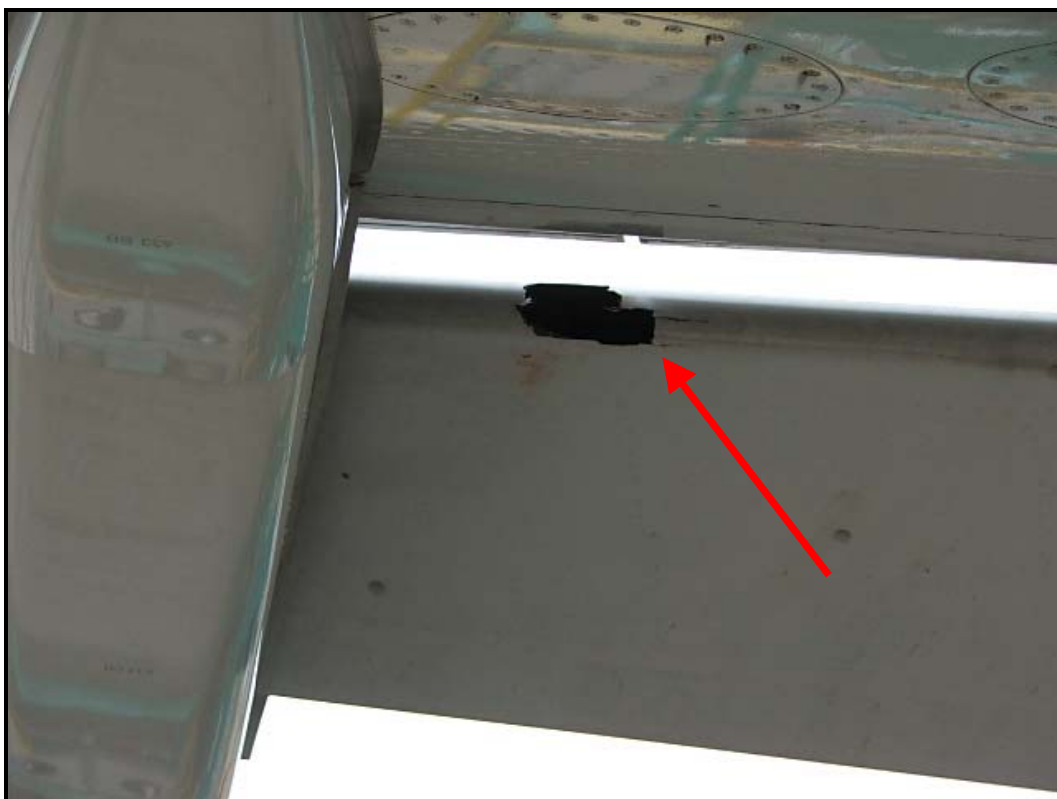
## FINAL REPORT

After landing, several carcasses of seagulls were found on the runway and the adjacent grass by the Airport Fire Services (AFS). Post flight examination of the aircraft showed that several birds were injected into No. 2 engine and a hole was punctured in the leading edge of one of the trailing edge flaps (see **photo**). Impact bloodstains were also present in the nose gear bay, right leading edge and No. 2 engine cowl. The aircraft remained grounded for 24 hours while necessary inspections and temporary repairs were effected by the Operator.

### 2. AAIU Comment

The damage was caused by multiple bird strikes on the airframe. It is noteworthy that bird-scaring activities were being carried out by the AFS while the aircraft was on approach, albeit in a different part of the airfield (north of the RWY 35/25 intersection). The aircraft was advised by Air Traffic Control (ATC) that it was cleared to land and would have done so in normal circumstances. However, the apparent sudden appearance of this flock in the aircraft's flight path necessitated a go-around, demonstrating, not for the first time, that in spite of bird scaring activities by AFS personnel and preventative techniques being regularly employed, absolute bird strike prevention is impossible to achieve due to the unpredictable nature of birds themselves. The work to prevent bird strikes at our airports is necessarily ongoing and unrelenting.

As bird strike reporting is now an International Civil Aviation Organisation (ICAO) **Standard**, the National Bird Hazard Committee, to whom all Airport Authorities and Air Operators shall report such strikes, does the work of collating such strikes in Ireland.



*Photo courtesy of Aer Lingus Air Safety Office.*