

AAHWG Forum

2007

Case Study

MEL, ADL & Qantas

Outline



- The Airport
- The Event
- Airport Response
- Airport Assessment

The Airport



- 2 Runways 16/34 (3657m) & 09/27 (2286m)
- AIP states that a bird hazard exists
- 180,000 (Approx) Air Traffic Movements per annum (mostly RPT & Freight)
- Minimum of 3 Safety Officers per shift
- Shift change at 0530 and 1730

Bird Strike 3 October 2006



- Long Billed Corellas vs B767 on rotation RWY 27
- 3 October (Spring)
- 1840 hrs (Dusk) - sunset at 1826hrs
- Bird Guard Units in field, but not active after sunset
- No identified need for active harassment at the time in question

Airport Response



- Initial Advice from Tower - possible strike RWY 27 on departure (rotation)
- Immediate inspection of Runway 27
- 8 Carcasses found - confirmed strike
- Runway reported serviceable after collecting remains

Airport Response (Contd)



- MEL advised that Pilot spoke to Engineers - no major damage - A/C proceeded to SYD
- Bird Strike report by MEL listed no damage, 8 carcasses found
- Safety Officers fax bird strike report to ATSB without identifying damage

Airport Response (Contd)



- Forms below now merged into 1 and agreed with ATSB

BIRD STRIKE REPORT FORM

12111 MELBOURNE AIRPORT

Report is submitted by: Pilot ATC Aerodrome Engineer Other

Aircraft operator name: Qantas

Contact name: _____

Contact telephone / mobile: _____

Contact email: _____

Aircraft make: Boeing Aircraft model: 767

Engine make: _____ Engine model: _____

Aircraft registration: OAS

Date of strike: 3 Nov 06 Time of strike: 18:40 Dawn Day Night

Aerodrome name: Melbourne

Departure aerodrome: Melbourne Arrival aerodrome: _____

Runway used: Runway 27 Position on runway: _____

Flight details: Pilot warned of birds/animals: Yes No

Phase of flight: Taxi Take-off run Climb En-route Descent Approach Landing roll Parked

Effect on flight: None Aborted take-off Provisionary landing Engine shut down Other Spoily

Weather details: Sky conditions: No cloud Some cloud Overcast

Precipitation: None Fog Rain Snow

Aircraft details: Part(s) of aircraft hit by bird/animal:

	Struck	Damaged	Engine No. 1	Struck	Damaged
Rudeness	<input type="checkbox"/>	<input type="checkbox"/>	Engine No. 2	<input type="checkbox"/>	<input type="checkbox"/>
Wing/Filer	<input type="checkbox"/>	<input type="checkbox"/>	Engine No. 3	<input type="checkbox"/>	<input type="checkbox"/>
Propeller	<input type="checkbox"/>	<input type="checkbox"/>	Engine No. 4	<input type="checkbox"/>	<input type="checkbox"/>
Fuselage	<input type="checkbox"/>	<input type="checkbox"/>	Fuselage	<input type="checkbox"/>	<input type="checkbox"/>
Landing Gear	<input type="checkbox"/>	<input type="checkbox"/>	Tail	<input type="checkbox"/>	<input type="checkbox"/>
Lights	<input type="checkbox"/>	<input type="checkbox"/>	Other	<input type="checkbox"/>	<input type="checkbox"/>
Other	<input type="checkbox"/>	<input type="checkbox"/>	Specify	<input type="checkbox"/>	<input type="checkbox"/>

Estimated percentage of thrust loss: 0 0 0 0

Estimated number of birds ingested: _____

Reported by: T. Weaver Position: Safety

Date: 3/10/06

Company name: APAM

INCIDENT NO. 32363

BIRD STRIKE INSPECTION INFORMATION

Runway checked out: Yes

Debris on Runway/Taxiway/etc: Yes Eight Corallas

Bird remains on Runway/Taxiway/etc: Yes

Aircraft damage: N/A

Photos taken: NO

REPORTER: Reported by: T. Weaver Position: Safety

Date: 3/10/06

Company name: APAM

Aviation Bird & Animal Strike Notification

Submit by Post: Reply Paid 967, PO Box 967, Civic Square ACT 2608 (No postage stamp required) or Facsimile: (02) 6274 6434

Report is submitted by: Pilot ATC Aerodrome Engineer Other

Aircraft operator name: Qantas

Contact name: _____

Contact telephone / mobile: _____

Contact email: _____

Aircraft make: Boeing Aircraft model: 767

Engine make: _____ Engine model: _____

Aircraft registration: OAS

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Wing/Filer	<input type="checkbox"/>	<input type="checkbox"/>	Engine No. 3	<input type="checkbox"/>	<input type="checkbox"/>
Propeller	<input type="checkbox"/>	<input type="checkbox"/>	Engine No. 4	<input type="checkbox"/>	<input type="checkbox"/>
Fuselage	<input type="checkbox"/>	<input type="checkbox"/>	Fuselage	<input type="checkbox"/>	<input type="checkbox"/>
Landing Gear	<input type="checkbox"/>	<input type="checkbox"/>	Tail	<input type="checkbox"/>	<input type="checkbox"/>
Lights	<input type="checkbox"/>	<input type="checkbox"/>	Other	<input type="checkbox"/>	<input type="checkbox"/>
Other	<input type="checkbox"/>	<input type="checkbox"/>	Specify	<input type="checkbox"/>	<input type="checkbox"/>

Estimated percentage of thrust loss: 0 0 0 0

Estimated number of birds ingested: _____

Reported by: T. Weaver Position: Safety

Date: 3/10/06

Company name: APAM

Airport Response (Contd)

- MEL Safety Officer followed up with SYD 2100hrs



Airport Response (Contd)



- Supplementary incident report filed (MEL internal report)
- Listed damage including:
 - 2 blades damaged in both engines
 - All landing gear, wing leading edges & flaps contaminated with blood
 - 3 Carcasses recovered

Airport Assessment



MELBOURNE AIRPORT
ACCIDENT, INCIDENT, HAZARD REPORT

This incident report form is to be used to report all types of incidents, accidents and observed unsafe practices, facilities or situations that occur on the airport.

DATE: 3/10/06 TIME: 2121 HRS

LOCATION: Sydney Airport (Following Departure from Melbourne Airport)

REPORTED BY: T. Wood POSITION: Airport Safety Officer

ORGANISATION: Mascot Airport SIGNATURE: [Signature]

SUMMARY: Supplementary to IR 28833 (Bird Strike)

DETAILS:

QF374 DGT REPORTED STRIKING A FLOCK OF BIRDS WHEN DEPARTING MELBOURNE AIRPORT. ON ARRIVAL AT SYDNEY AIRPORT INSPECTING THE AIRCRAFT DISCOVERED DAMAGE AND BIRD REMAINS. DAMAGE CONSISTED OF:

2 x Broken Fan Blades in the Starboard Engine.
2 x Broken Fan Blades in the Port Engine
As both engines had ingested birds pressure indicators are necessary. Acoustic Panels are damaged in both engines.
Both sets of main gear, the nose gear, wing leading edges and floors were contaminated with blood and bird remains, as was the Port Side Stair. All will require complete cleaning and inspection.
3 x Bird Carcasses were recovered from the aircraft.
Engineers anticipate delay of several hours in return of aircraft to service. ATTACH ADDITIONAL SHEETS IF NECESSARY

IMMEDIATE ACTION TAKEN: Report completed. Photos of damage pending via E-mail.

OFFICE USE: CATEGORY SEVERITY
Incident No. 28833

- Damaging Strike resulted in assessment by consultant Ornithologist
- Additional internal reports assist internal investigation / assessment
- Immediate follow up aids ability to gather information faster

Airport Assessment (Contd)



- Input provided to ATSB investigation including advice from Ornithologist
- Airline reports only received at end of month, ATSB report later
- Long Billed Corella not included in species specific action plan due to low historical numbers

Airport Assessment (Contd)



- This event considered to be isolated
- May have been contributed to by drought conditions in Victoria
- Review to identify any new high risk species completed
- Runway inspection & shift change times reviewed

Key Learnings - Airport



- Last light inspection responsibility allocated to day or night shift as appropriate to actual sunset time
- A trial of a dedicated wildlife hazard officer during day shift is under way
- Changing weather patterns can attract new bird species - continuous review and challenging historical trends is essential

Conclusion



- Each event must be thoroughly examined
- Open communication with Airlines and ATSB assists in completeness and accuracy of assessment
- ATSB report on MEL referred to similar event at ADL - please welcome Stephanie Bolt