



AIRCRAFT INCIDENT INVESTIGATION PROCESS

Notes:

Safety investigation is a technical process aiming to accident's prevention and comprises the gathering and analysis of evidences, in order to determine the causes and, when appropriate, to issue safety recommendations. It is not the purpose of any such investigation process and the associated investigation report to apportion blame or liability.

This bulletin contains facts which have been determined up to the time of issue. This information is published to inform the aviation industry and the public of the general circumstances of this incident and must necessarily be regarded as provisional and subject to alteration or correction when additional evidence becomes available.

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PROCESS Nr: 07/INCID/2011			
Date/Time (UTC): 2011-06-20; 08:22		Local: Aeroporto da Madeira (LPMA)	
Aircraft	Type: Airbus A-320	Registration: CS-TKJ	Serial Nr: 0795
Operator	SATA Internacional		
Origin/Destination	Madeira (LPMA) – Copenhagen (EKCH)		
People on board	7 / 105		
Injuries	Crew	Passengers	Others
Fatal	0	0	0
Serious	0	0	0
Minor / None	7	105	
Aircraft Damage: Heavy damage on both engines (curled fan blades)			

BRIEF DESCRIPTION:

Taking off on runway 05, at rotation, the aircraft encountered a flock of seagulls and several birds collided with it, hitting engines, fuselage, wing and landing gear.

At same time high vibration was sensed and engine vibration indication increased to maximum, in both engines, but no significant power loss occurred.

Take-off was continued to a safety altitude and, deciding for an immediate landing, the crew performed recommended procedures and landed the aircraft, overweight, with an Actual Landing Mass of 68.100kgs against a Maximum Landing Mass of 64.500kgs, on same runway were it took-off some minutes earlier.

Landing was uneventful and the aircraft taxied to the ramp, by its own means.

During taxi, Control Tower informed crew that forward cargo door was opened, which was confirmed by correspondent warnings in the cockpit (ECAM).

A visual inspection to the aircraft detected several blood stains in different aircraft parts and impact deformation of some fan blades, in both engines (tip curl).

A borescopic inspection was performed to High Pressure Compressor's stages 1, 3 & 8, Combustion Chambers and Boosters (as per AMM 72-00-00-200-001) founding no further damage.

After an evaluation, based on Annex to the Regulation (EU) N° 996/2010, from European Parliament and Counsel, from 20 of October, 2010, on AIP Portugal (ENR 1.14) and Attachment C to ICAO Annex 13, this event was classified as Serious Incident and GPIAA Director ordered the opening of an Incident Investigation Process.