

**Aviation Safety Investigation Report
199702931**

**Boeing Co
B737-400**

10 September 1997

Readers are advised that the Australian Transport Safety Bureau investigates for the sole purpose of enhancing transport safety. Consequently, Bureau reports are confined to matters of safety significance and may be misleading if used for any other purposes.

Investigations commenced on or before 30 June 2003, including the publication of reports as a result of those investigations, are authorised by the Executive Director of the Bureau in accordance with Part 2A of the Air Navigation Act 1920.

Investigations commenced after 1 July 2003, including the publication of reports as a result of those investigations, are authorised by the Executive Director of the Bureau in accordance with the Transport Safety Investigation Act 2003 (TSI Act). Reports released under the TSI Act are not admissible as evidence in any civil or criminal proceedings.

NOTE: All air safety occurrences reported to the ATSB are categorised and recorded. For a detailed explanation on Category definitions please refer to the ATSB website at www.atsb.gov.au.

Occurrence Number: 199702931 **Occurrence Type:** Incident
Location: Sydney, Aerodrome
State: NSW **Inv Category:** 4
Date: Wednesday 10 September 1997
Time: 0742 hours **Time Zone** EST
Highest Injury Level: None

Aircraft Manufacturer: Boeing Co
Aircraft Model: 737-476
Aircraft Registration: VH-TJN **Serial Number:** 24439
Type of Operation: Air Transport High Capacity Passenger Scheduled
Damage to Aircraft: Minor
Departure Point: Sydney, NSW
Departure Time: 0741 EST
Destination: Auckland , NZ

Crew Details:

| Role | Class of Licence | Hours on | |
|----------------------|------------------|----------|-------------|
| | | Type | Hours Total |
| Pilot-In-Command | ATPL | 1300.0 | 10800 |
| Co-Pilot/1st Officer | ATPL | 1400.0 | 6550 |

Approved for Release: Wednesday, December 24, 1997

The pilot of the Boeing 737 reported that after departing from runway 34L, whilst climbing through 2,400 ft with climb power set, three birds were sighted just before they impacted in the vicinity of the right engine. There was immediate vibration throughout the aircraft and smoke was evident in the cabin and cockpit. The right engine was shut down and the appropriate check lists were actioned. An emergency was declared and the aircraft subsequently returned and landed safely on runway 34L, with the vibration continuing throughout the flight. The aircraft was taxied back to the ramp on the remaining engine. There were no injuries to passengers or crew.

Inspection of the engine revealed major damage to the inlet duct and fan section, with the outer sections of two fan blades missing. There was no evidence of fire. Bird remains were recovered from the engine, and there was evidence of multiple bird strikes to the right wing leading edge in the vicinity of the engine pylon. No data was available from the flight data recorder due to an unserviceability in the recording system.

Analysis of the bird remains indicated that feral pigeons were the most likely species. The engine manufacturer reported that the damage was not normal but was consistent with a radially orientated pigeon strike impacting near a fan blade mid span shroud section.

