

SERIOUS INCIDENT

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| Aircraft Type and Registration: | Boeing 757-2Y0, G-FCLK | |
| No & Type of Engines: | 2 Rolls-Royce RB211-535E4-37 turbofan engines | |
| Year of Manufacture: | 1994 | |
| Date & Time (UTC): | 19 June 2010 at 0208 hrs | |
| Location: | Dalaman Airport, Turkey | |
| Type of Flight: | Commercial Air Transport (Passenger) | |
| Persons on Board: | Crew - 7 | Passengers - 231 |
| Injuries: | Crew - None | Passengers - None |
| Nature of Damage: | Nose landing gear lamp cracked and housing damaged, numerous dents in engine intake cowlings | |
| Commander's Licence: | Airline Transport Pilot's Licence | |
| Commander's Age: | 48 years | |
| Commander's Flying Experience: | 12,000 hours (of which 3,000 were on type) Last 90 days - 200 hours Last 28 days - 60 hours | |
| Information Source: | Aircraft Accident Report Form submitted by the pilot | |

During takeoff from Runway 01R, coincident with the V_1 speed of 156 kt, the aircraft struck a flock of seagulls. The flight crew heard several impacts and were aware that a significant bird strike had occurred. Rotation and initial climb out were normal with no unusual indications. The crew informed Air Traffic Control about the bird strike and also contacted their company operations, who subsequently confirmed that multiple bird remains had been found on the runway at Dalaman.

During the climb the crew noticed that vibration levels on the right engine had increased but other engine

indications were normal. The aircraft continued to Manchester Airport, its planned destination, where the extent of the damage was discovered. In addition to a cracked nose landing gear light, the light housing was damaged and there were multiple dents on both engine air intake lips; birds had evidently passed through both engines. Significant bird remains were found still adhering to the nose and main landing gear assemblies.