

SERIOUS INCIDENT

Aircraft Type and Registration:	AW109SP, G-SCAP	
No & Type of Engines:	2 Pratt & Whitney Canada PW207C turboshaft engines	
Year of Manufacture:	2019 (Serial no: 22396)	
Date & Time (UTC):	7 July 2021 at 0900 hrs	
Location:	Wycombe Air Park, Buckinghamshire	
Type of Flight:	Commercial Air Transport (Passenger)	
Persons on Board:	Crew - 1	Passengers - 4
Injuries:	Crew - None	Passengers - None
Nature of Damage:	Shattered transparency	
Commander's Licence:	Airline Transport Pilot's Licence	
Commander's Age:	53 years	
Commander's Flying Experience:	6,500 hours (of which 400 were on type) Last 90 days - 50 hours Last 28 days - 20 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

The helicopter sustained a bird strike whilst climbing through approximately 1,900 ft at 150 kt. Bird remains entered the cockpit through the broken upper transparency, but the pilot and passengers were uninjured.

The Agusta Westland AW109 transparencies are not designed to withstand bird strikes and the design certification requirements do not require them to do so. Proposed amendments, specifically to the certification of Small Rotorcraft, were published in EASA NPA 2021-02 to change this for newly designed rotorcraft. An EASA rule making group is also considering retrospective application to existing fleets and/or to future production of already type certified rotorcraft.

The AAIB recently reported on another similar event involving an Agusta Westland 109SP, registration G-TAAS (AAIB Bulletin 8/2021).