



Presented to: U.S. Aviation Wildlife Management Conference
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Wildlife Strike Accident Investigations – An Accident Investigator's Viewpoint



Federal Aviation
Administration

Aviation Accident Investigator



Why do I get involved when there is an accident or incident?



- **Domestic Event – Federal Aviation Regulations**
 - 49 CFR 830
 - Accident
 - Incident
 - Reportable Event

Part 831.20 – Authority of NTSB to Investigate

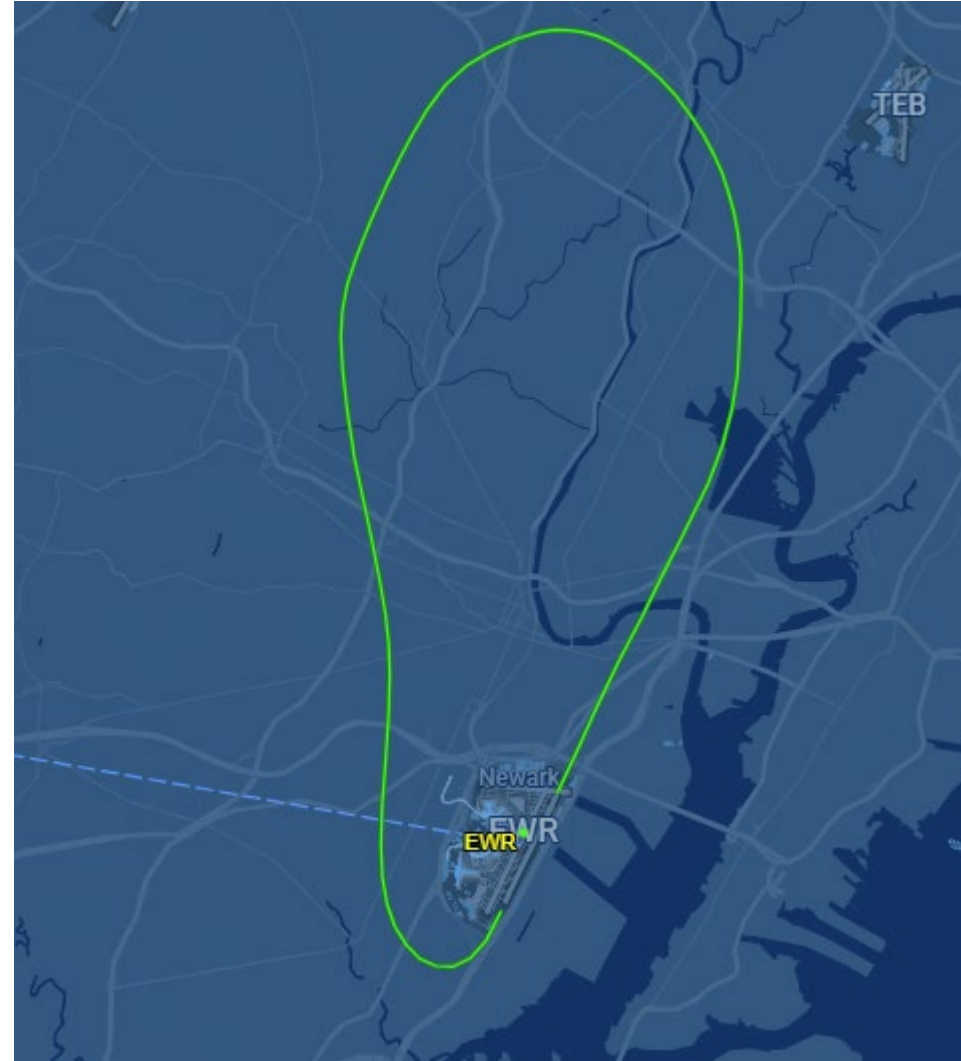
- **NTSB mandated to investigate each aircraft accident**
 - 2,000 each year
 - Can investigate incidents
- **Initiates Investigation**
 - Party Members
 - **FAA**
 - Manufacturers (Airframe, Engine)
 - Operator
 - Airport

FedEx 3609– Newark, New Jersey – B767 Accident



FedEx 3609– Newark, New Jersey – B767 Accident

- March 1, 2025
- Takeoff
- ~500 ft – “Birds!”
- Right turn back towards airport
- R ENGINE FIRE –
Shutdown Engine No. 2

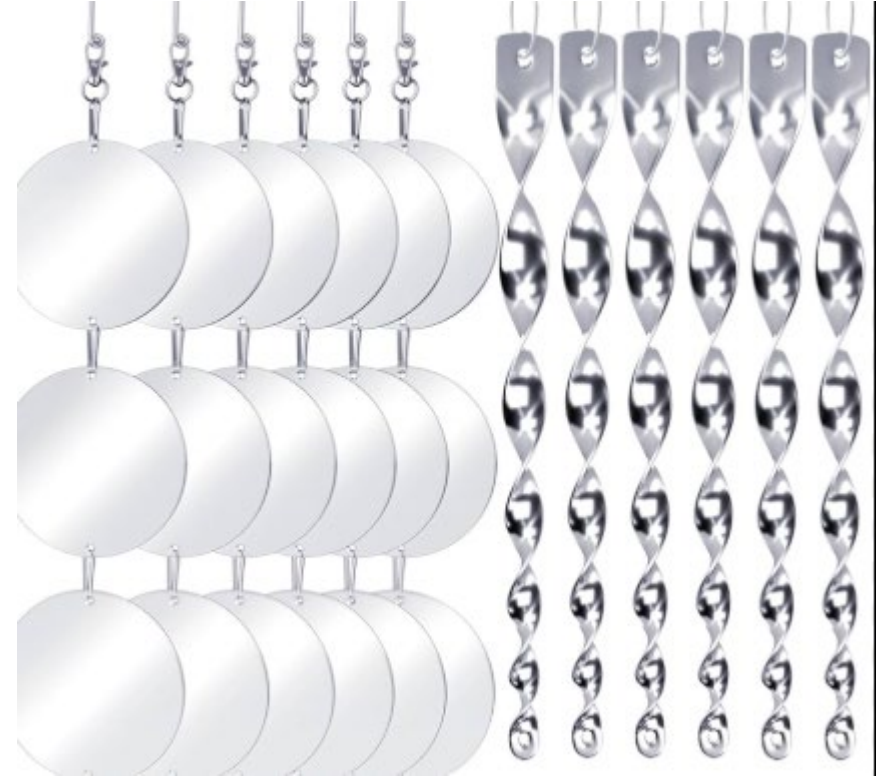


FedEx 3609– Newark, New Jersey – B767 Accident



FedEx 3609– Newark, New Jersey – B767 Accident

- Arrived at airport
- Documented the engines
- Documented the bird remains
- Requested wildlife mitigation plan
- Witnessed wildlife mitigation ops



FedEx 3609– Newark, New Jersey – B767 Accident



NEW JERSEY

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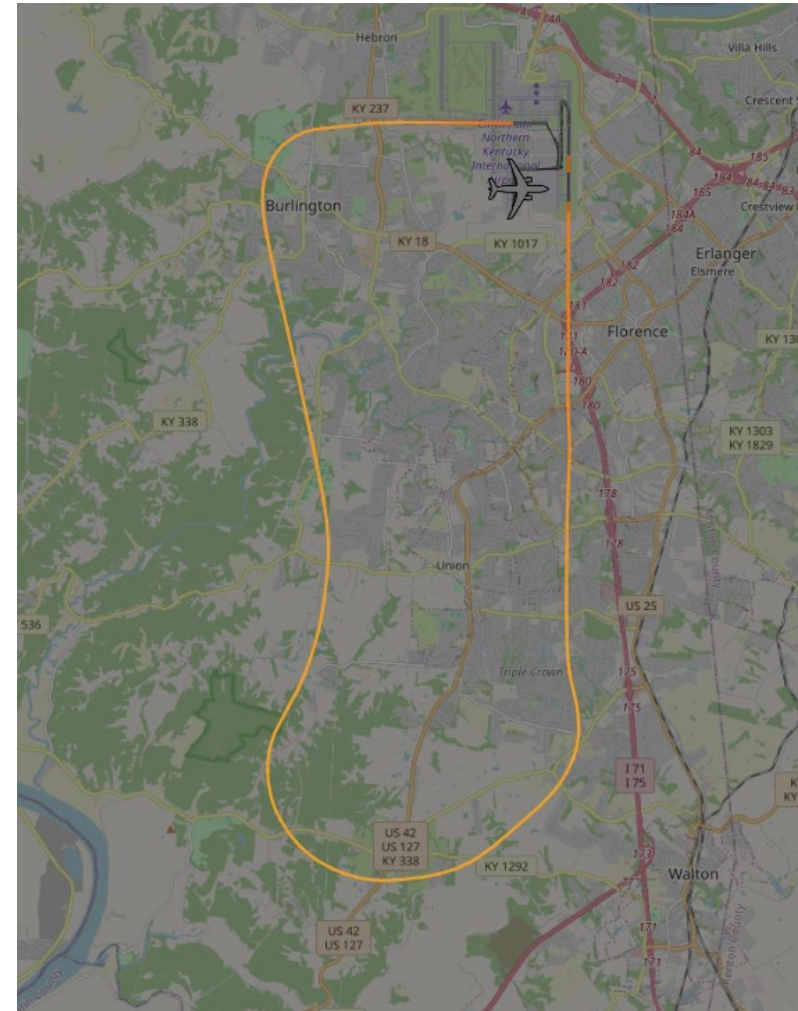
AIRPORT REMARKS: Special Air Traffic Rules—Part 93. Attended continuously. Flocks of birds on and in/ovf airport. Para-sail and banner towing ops 1000' and blo in upper and lower New York bays including Rockaway Inlet indef. High volume of low level helicopter t/c arriving and departing Helo Kearny Heliport (65NJ) located 3.5 miles northeast of the arpt. Expect to leave and re-enter the Class B Airspace during moderate to heavy arrival periods. Rwy 04L–22R, south 1779' conc, north 1228' conc, center 7993' asph. Rwy 04R and Rwy 04L departures use upper antenna for ATC communications. When Rwy 04R/L in use, acft prkg at Trml A can exp to enter ramp via Twy A8, unless adzd by ATC. When Rwy 022L/R in use, acft prkg at Trml A can exp to enter ramp via Twy A10 or A12, unless adzd by ATC. Twy Z between Twy Z2 and Twy Z4 clsd to acft with wingspans in excess of 171'. ADG IV acft rstr from passing Twy Z3 on Twy Z. Twy Z east of Twy U acft speed restriction of 17 kts/20 mph max for all acft with wingspans in excess of 171'. All twys surrounding "Ballpark" parking area (Twy Y btn Twy S and Twy U, Twy S btn Twy Y and Twy K, Twy K btn Twy S and Twy B, Twy B btn Twy K and Twy U and Twy U btn Twy B and Twy Y) acft speed restriction of 17 kts/20 mph for all acft with wingspans in excess of 171'. Twy EE btn Rwy 04R–22L and Rwy 11–29 clsd to acft with wingspans in excess of 171'. Twy Y btn RM and Twy U, speed restriction of 17 kts/ 20 mph. Twy A btn Twy AA and ramp clsd to acft with wingspans in excess of 171'. Twy Z5 clsd to acft with wingspans in excess of 118'. Twy A11 W of Twy A acft spd rstr of 17 kts/20 mph max for all acft with wingspans in excess of 171'. Acft with wingspans in excess of 118' prohibited from turning S on Twy R from Twy B1. GA/intrnt ldg fees payable by major credit cards only. ASDE–X in use. Operate transponders with altitude reporting mode and ADS–B (if equipped) enabled on all airport surfaces. Ldg fee. Flight Notification Service (ADCUS) avbl.

AIRPORT MANAGER: 973-961-6161

WEATHER DATA SOURCES: ASOS (862) 381–4743 LLWAS. TDWR.

- **Investigation Ongoing**
 - Engine Examination – Brazil
 - Wildlife Mitigation Plan Review
 - Document notices to pilots
 - Airport Facility Directory/Chart Supplement
 - Flight Data Review
- **Additional Documentation - Snarge**

Alaska Airlines 2616 – Covington, KY – A330



Alaska Airlines 2616 – Covington, KY – A330

- **January 28, 2026**
- **Initial Climb**
- **900 – 1000 ft – called out “birds”**
- **ENG 1 FAIL**
- **Captain declared an emergency and returned to CVG**



Alaska Airlines 2616 – Covington, KY – A330

- Recovered 8 Canadian Geese



Alaska Airlines 2616 – Covington, KY – A330

- **Arrived at airport**
- **Documented the engines**
- **Documented the bird remains**
- **Requested wildlife mitigation plan**



Alaska Airlines 2616 – Covington, KY – A330

- Investigation Ongoing
 - Engine Examination
 - Wildlife Mitigation Plan Review
 - Document notices to pilots – Airport Facility Directory/Chart Supplement
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COVINGTON
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)(KCVG) 8 SW UTC-5(-4DT) N39°02.93' W84°40.07' CINCINNATI H-10G, L-26F, 27E IAP, AD

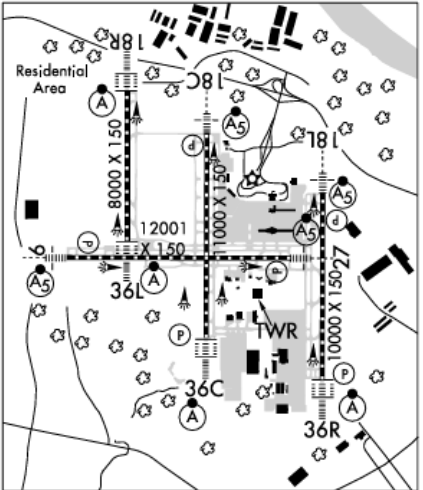
896 B LRA ARFF Index—See Remarks NOTAM FILE CVG
RWY 09-27: H12001X150 (ASPH-CONC-GRVD) S-120, D-250, 2S-175, 2D-550, 2D/2D2-875 PCR 922 R/B/W/T HIRL CL
RWY 09: MALSR. TDZL. PAPI(P4L)—GA 3.0° TCH 70'. RVR-TR 0.3% down.
RWY 27: MALSR. PAPI(P4L)—GA 3.0° TCH 67'. RVR-TR
RWY 18C-36C: H11000X150 (ASPH-CONC-GRVD) S-120, D-250, 2S-175, 2D-550, 2D/2D2-875 PCR 741 R/A/W/T HIRL CL
RWY 18C: MALSR. TDZL. PAPI(P4R)—GA 3.0° TCH 71'. RVR-TMR
RWY 36C: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 77'. RVR-TMR 0.6% up.
RWY 18L-36R: H10000X150 (CONC-GRVD) S-120, D-250, 2S-175, 2D-550, 2D/2D2-875 PCR 790 R/A/W/T HIRL CL
RWY 18L: MALSR. TDZL. PAPI(P4L)—GA 3.0° TCH 71'. RVR-TMR
RWY 36R: ALSF2. TDZL. PAPI(P4R)—GA 3.0° TCH 70'. RVR-TMR
RWY 18R-36L: H8000X150 (CONC-GRVD) S-120, D-250, 2D-550, 2D/2D2-875 PCR 778 R/A/W/T HIRL CL
RWY 18R: ALSF2. TDZL. RVR-TMR
RWY 36L: ALSF2. TDZL. RVR-TMR

RUNWAY DECLARED DISTANCE INFORMATION
RWY 09: TORA-12000 TODA-12000 ASDA-11640 LDA-11640
RWY 27: TORA-12000 TODA-12000 ASDA-12000 LDA-12000

SERVICE: S4 FUEL 100LL, JET A

NOISE: Noise sens area N & S of arpt; rwy asgn 0300-1200Z± based on noise abatement. Successive or simul dep fm Rwy 18L, 18C, 36L, 36C & 36R apvd with course dvrg bgn no further than 2 mi fm EOR due to noise abatement. NOTE: See Special Notices—NOISE ABATEMENT PROCEDURES Covington, KY, Cincinnati/Northern Kentucky Intl Airport (CVG).

AIRPORT REMARKS: Attended continuously. **Birds on and in/vf the arpt.** Twys rstrd to 15 mph or less with wingspan 214' or more. Rwy 09-27 W 4200' and E 750' conc; remainder asph overlay. Flight Notification Service (ADCUS) avbl. Class I, ARFF Index D. ARFF Index E avbl upon req. Rwy 18R-36L clsd to pax acft wingspan gtr than 140 ft. ASSC in use. Operate transponders with altitude reporting mode and ADS-B (if equipped) enabled on all airport surfaces.



Domestic Events

- **Documenting the circumstances**
- **Accident Report - NTSB**
- **Identifying safety issues**
- **Implementing changes**

Why do I get involved when there is an accident or incident?

- **International Event – International Civil Aviation Organization (ICAO)**
 - Annex 13 – Aircraft Accident & Incident Investigation
 - Recommended Practices

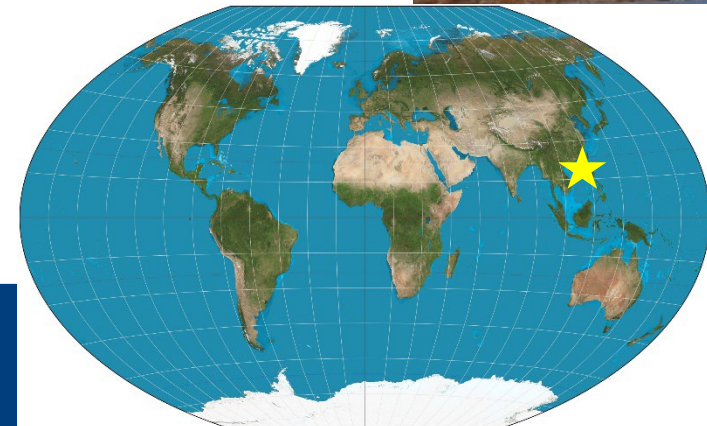


ICAO Annex 13



- **Recommended Practices for Investigation**
 - Investigation Lead
 - State of Occurrence
 - Who is involved?
 - Full involvement - Accredited Representatives & Technical Advisors
 - State of Registration
 - State of Operator
 - State of Design
 - State of Manufacturer
 - Limited Involvement
 - Citizens Country

Jeju 2216 – Muan, South Korea – B737 Accident



Jeju 2216 – Muan, South Korea – B737 Accident

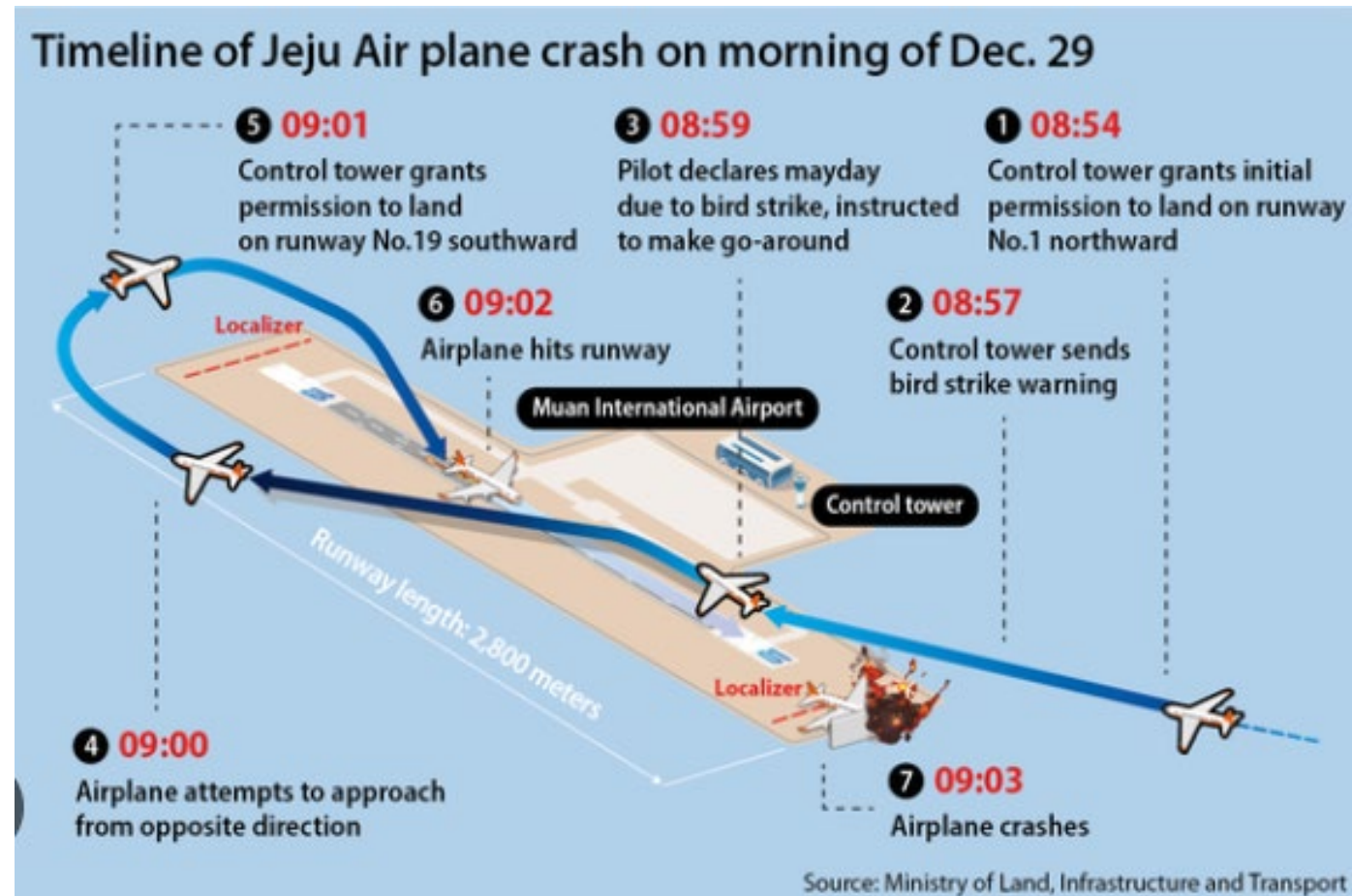


Jeju 2216 – Muan, South Korea – B737 Accident

- **Accident Circumstances - December 29, 2024**

- On approach
- ATC notified pilots of bird activity
- Pilots called for a go around
- “flaps up”
- Struck birds

- **Who is involved?**



Jeju 2216 – Muan, South Korea – B737



JEJUair

KOREAN AIR



The Power of Flight



GE Aerospace



SAFRAN



Jeju2216 – Muan, South Korea – B737

- **Travel to Muan, South Korea**
 - Flight to Seoul, Train to Muan
- **Document the accident site**
 - Mass casualty event
 - Personal Protective Equipment
 - Expertise
 - Weather
- **Sharing of knowledge**



Jeju2216 – Muan, South Korea – B737



- Team was told “it struck birds.”
 - What does that mean?

Jeju2216 – Muan, South Korea – B737



- **What they really meant...**
 - Murmuration

Jeju2216 – Muan, South Korea – B737

- **Snarge – Baikal Teal**
- **Engines Examination**
 - Paris, France – 25 days
- **Engine Computer download**
 - Indiana, USA – in winter



Jeju 2216 – Muan, South Korea – B737

- **Investigation is ongoing**
- **Aviation Law**
 - Police raided the airport 3 days after the accident and took records
 - Airline CEO put on house arrest
 - The Jeonnam Police Agency has charged 28 people, including those involved in control and bird collision prevention work, etc.
- **Investigation Challenges**
 - Aviation law
 - Language barrier

Investigation Goal



Questions?

