

DCA24LA330

OPERATIONAL FACTORS

Attachment 12

New Orleans Report Following Incident

April 24, 2025



Mayor LaToya Cantrell
City of New Orleans

New Orleans Aviation Board

Hon. Michael G. Bagneris
Chairman

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Vice-Chairman

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Chief Justice (Ret.) Bernette J. Johnson
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Kevin C. Dolliole
Director of Aviation

P. O. Box 20007
New Orleans, LA 70141

February 8, 2024

Ms. Kandace Parsons
Airport Safety and Standards Division, ASW-620
10101 Hillwood Parkway
Fort Worth, TX 76177

RE: Wildlife Strike with engine ingestion and engine damage 12/20/2023

Dear Ms. Parsons,

This letter is in response to your notification dated 20 December, 2023 concerning a damaging bird strike that occurred with Southwest Airlines Flight 554 while the aircraft was departing Louis Armstrong New Orleans International Airport (MSY).

According to our records, there was a strike/ingestion of a bird of unknown species. Operations personnel interviewed the pilots of WN 554 (N8830Q) and was told that the strike occurred on departure from Runway 11 at approximately 1000' AGL. The captain stated that he saw a bird just before the strike occurred. Both members of the flight crew stated they felt something and then lost thrust in the #1 engine. Additionally, ATC stated that the aircraft was observed to have had a puff of smoke exit the #1 engine east of Runway 2/20. An inflight emergency was declared and the aircraft returned to MSY. MSY Operations and MSY Maintenance personnel discovered a large debris field of engine parts and avian remains over multiple areas of the AOA. Mechanics confirmed that an ingestion with catastrophic damage had occurred. Multiple samples were recovered and sent to the Smithsonian Bird ID lab for expedited identification. The species was determined to be a bald eagle.

In accordance with FAR Part 139.337 (f) (6) (i) and (ii), MSY completed a review and evaluation of the WHMP in response to the aforementioned strike with regard to species and mitigation. We believe that section 4.9.3 "Eagle Permits" provides the best overall consideration for eagle hazards and mitigation that the law provides for harassment of such a species.

We therefore maintain that both the WHA and WHMP for MSY are not deficient and both continue to provide effective measures for mitigation. If you have any concerns or questions, please contact me at your convenience.

Sincerely,


Joseph Brouillette
Wildlife Control Coordinator
MSY Operations

cc: Michael McMillan, David Staples