



SI 06/17



Date : 3 July 2017
Type : Airbus A330-300
Registration : 9M-XXT
Operator : Air Asia X
Fatality : 0
Nature : Birdstrike
Location : Gold Coast Airport, Queensland, Australia

SUMMARY

On the night of 3 July 2017, Air Asia X flight D7207, an Airbus 330 aircraft, registered 9M-XXT, taxied at Gold Coast Airport, Queensland for a scheduled passenger transport flight to Kuala Lumpur, Malaysia. On board the aircraft were two flight crew, 12 cabin crew and 345 passengers.

During the taxi to runway 32, all engine indications were normal.

At 2249 Eastern Standard Time, the flight crew commenced the take-off roll. Flight data recorder data shows that Engine 2 vibrations increased as the aircraft approached its take-off rotation speed. After take-off, passing approximately 2,300ft, the electronic centralised aircraft monitor (ECAM) displayed an ENG 2 STALL alert. At the same time, loud banging noises associated with an engine stall could be heard in the aircraft. The flight crew commenced the ECAM actions for the ENG 2 STALL procedure and made a PAN PAN2 call to air traffic control.

As the aircraft continued climb to 4,000ft, the ECAM displayed an ENG 2 FAIL alert. About this time the flight crew received an interphone call from the cabin purser advising of a 'starboard engine fire', which was visible from the aircraft cabin and had been reported to the purser by a company pilot, who coincidentally was travelling as a passenger.

In response to the ECAM alert and report from the cabin purser, the flight crew carried out the ENG 2 FAIL procedure with damage actions, including discharging the fire suppression system.

The flight crew upgraded the distress phase to a MAYDAY3 with air traffic control and requested a diversion and approach to runway 01 at Brisbane Airport for an overweight, single engine landing. The aircraft landed safely at 2310.

After the aircraft vacated the runway, the captain held the aircraft on the taxiway to allow the airport emergency services to inspect the engine before they taxied the aircraft to the arrival gate.

CAUSE

Based on the available evidence, the engine failure was concluded to be the result of a birdstrike involving a masked lapwing. As the remains of the two birds found on the



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runway did not show signs of being involved in an engine ingestion, the engine failure was almost certainly a result of an additional bird.

SAFETY MESSAGE

This occurrence highlights the importance of effective crew resource management techniques, including cabin crew passing on pertinent information to flight crew, and robust emergency procedures. Additionally, regular proficiency checks in the simulator, including engine failure scenarios, allow flight crew to respond appropriately in the event of such an occurrence in flight.