

# AIRCRAFT ACCIDENT INVESTIGATION REPORT

April 04, 2025

Adopted by the Japan Transport Safety Board



Chairperson RINOIE Kenichi  
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<b>Company</b>	Oriental Air Bridge Co., Ltd.
<b>Type, Registration Mark</b>	Bombardier DHC-8-402, JA858A
<b>Accident Class</b>	Aircraft damage caused by a bird strike
<b>Date and Time of the Occurrence</b>	At about 08:11 Japan Standard Time (JST: UTC+9 hours), July 20, 2024
<b>Site of the Accident</b>	Tsushima Airport, Tsushima City, Nagasaki Prefecture (34° 17' 05" N, 129° 19' 50" E)

## 1. PROCESS AND PROGRESS OF THE ACCIDENT INVESTIGATION

<b>Summary of the Accident</b>	On Saturday, July 20, 2024, the aircraft sustained damage due to bird strike while landing at Tsushima Airport on a scheduled Flight ORC79. There were 40 people on board, consisting of captain (PIC), three other crew members and 36 passengers. No one was injured.
<b>Outline of the Accident Investigation</b>	<p>On July 22, 2024, the Japan Transport Safety Board (JTSB) designated an investigator-in-charge and an investigator to investigate this accident. In addition, another investigator was assigned on July 26, 2024.</p> <p>An accredited representative and an adviser of Canada, as the State of Design and Manufacture of the aircraft involved in this accident, participated in the investigation.</p> <p>Comments on the draft Final Report were invited from the parties relevant to the cause of the accident and Relevant State.</p>

## 2. FACTUAL INFORMATION

<b>Aircraft Information</b> Aircraft Type: Bombardier DHC-8-402 Serial Number: 4385 Date of Manufacture: October 4, 2011 Airworthiness Certificate: No. Tou-24-328 Validity: During the period from October 11, 2012, in which the aircraft is maintained in accordance with Maintenance Manual (All Nippon Airways Co., Ltd.).
<b>Personnel Information</b> Captain: Age 67

Airline transport pilot certificate (Airplane)  
Type Rating for Bombardier DHC-8  
Class 1 Aviation Medical Certificate

April 9, 1998  
June 17, 2022  
Validity: August 14, 2024

### Meteorological Information

Weather Observation of Tsushima Airport around the time of the accident were as follows:

08:00 Wind direction 240°; Wind velocity 7kt; Maximum wind velocity 19kt,  
Wind direction variable 170°-290°, Visibility: more than 10km

### Event Occurred and Relevant Information

#### (1) History of the Flight

At 07:47, the aircraft took off from Fukuoka Airport as the company's scheduled flight 79, with the Captain in the left pilot seat and the First Officer (FO) in the right. At 08:11, the aircraft landed on Runway 32 of Tsushima Airport, during its landing roll, near Taxiway T-2, a bird at the right of the runway took off. The Captain and the FO noticed but before they could react, the bird struck the right propeller. The aircraft airspeed at the time of the bird strike was about 75 kt.

#### (2) Damage to the Aircraft

Extent of Damage: Substantial (required major repair)

- A dent on the right fuselage 14.5cm wide, 13.0cm long and 0.5cm depth between stringers 12S and 13S (inside the ice shield\*<sup>1</sup>) near X258.50 frame.
- Damage including cracks on the ice shield which covers the dent described above.
- About 8cm missing from the right propeller of Blade #2 tip.
- There were Bloodstains of the bird on the ice shield and its vicinity and the right propeller #2 Blade tip.

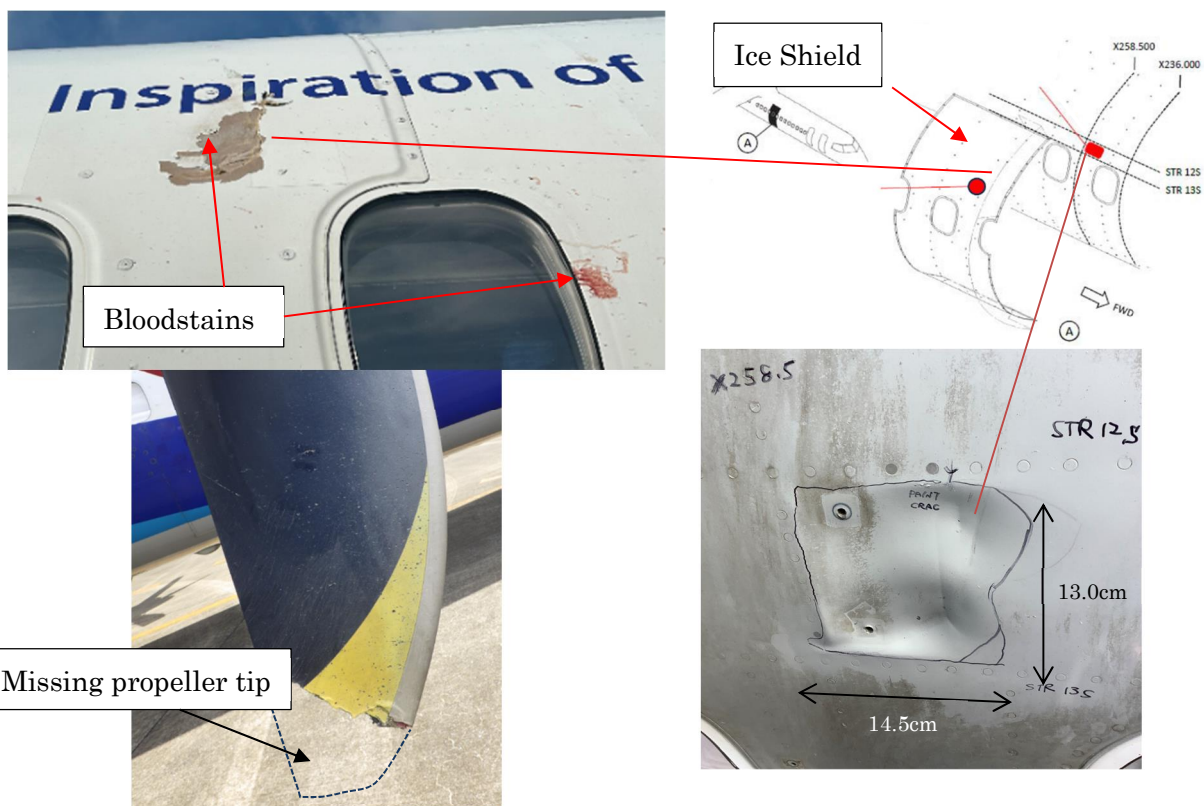


Figure 1: Locations of the Damage to the Aircraft

\* 1 "Ice Shields" are the protection plates made of aramid fiber reinforced plastic composite material installed on both sides of the fuselage at the plane of the propellers to protect damage due to the impact of ice thrown from the propellers.

### (3) Information on the Bird

The remains of the bird (black kite, about 40cm in length, weighing about 1kg) struck with the aircraft was generally broken into three pieces and found on the runway near the point of impact.

### (4) Bird Strike Preventative Measures at the Airport

At the airport, bird sweep patrol using firearms and fireworks has been conducted on every scheduled flight from 30 to 5 minutes prior to land and up to engine start for departures so as the accident day.

## 3. ANALYSIS

The JTSCB concludes that it is certain that the bird struck the right propeller during the landing roll and the bird was accelerated by the propeller rotation and struck the fuselage and caused damage to the aircraft.

Although the captain noticed the bird on the right of the runway taking off, it was probably difficult to avoid the bird as the aircraft was in its landing roll.

## 4. PROBABLE CAUSES

The JTSCB concludes that the probable cause of this accident was that it is certain that the aircraft had a bird strike during the landing roll, which resulted in damage to the aircraft.