



**Internal Memorandum**

**Date: 11/18/2011**

**To:** Captain Pat Cooney; Regional Director / Chief Pilot DTW  
**From:** First Officer W.M. Robbins  
**Subject:** II11-89 FL1691 11/10/2011 A320-211 MSP-RNO  
CAP1: BURKETT, K.L. F/O1: ROBBINS, W.M.

This statement is provided at the request of the Chief Pilot's Office.

I was the First Officer on Delta Flight 1691. The flight was planned from MSP to RNO with me acting as the pilot flying. The takeoff was conducted on runway 30R. At about 2,500' MSL, the captain verbally advised birds at our 12 o'clock. I observed a flock of approximately 50-100 large white birds immediately in front of us. I increased our rate of climb but to no avail. We collided with at least one bird.

The collision resulted in a very loud cannon like noise, followed by loud rushing air noise. We received an ECAM (Electronic Centralized Aircraft Monitor) message for cabin pressure. I continued flying and we leveled off at 4,000' MSL. We elected to declare an emergency and return to MSP. On downwind, the right side airspeed indicator started fluctuating erratically. We exchanged aircraft control and the captain conducted an uneventful landing on MSP runway 35.

I understand this statement may be released to the National Transportation Safety Board (NTSB).

Regards,  
Wesley M. Robbins

Employee # [REDACTED]  
(Signature on file)