



Internal Memorandum

Date: 12/2/2022

To: Captain Brian J. Cink, Regional Director & Chief Pilot – LAX CPO
From: Captain Stuart J. Smith
Subject: II22-138: (Aircraft Damage) – Aircraft damage due to bird strike while in descent.
DL2295 19NOV22 ATL-OMA N330NW A-320-211 (3230)
CAP: SMITH, S.J.; **FO:** AUGUSTINE, I.G.

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

I was Captain of Delta Air Lines Flight 2295 from ATL-OMA on 19NOV22.

Passing 13,000 ft. on the MARWI3 arrival, around 2050 local time, we experienced a bird strike (which we later learned was in three places) that sounded like a bomb going off.

At the time, we did not know we had been hit in three areas by birds, however upon impact, the cockpit door blew open and a panel blew down from the cockpit aft overhead panel area. The Flight Leader immediately shut the cockpit door.

We also started having a rapid decompression after the impact. The wind noise was extreme and made communication difficult, but I yelled to the First Officer (FO) that he had the aircraft and radios.

We continued our descent to below 10,000 feet, and the cabin altitude and outside altitude roughly matched at 9,500 feet. We declared an emergency with ATC. Pressurization ECAM came on but then disappeared as I started the ECAM actions. Another ECAM came on which matched our condition and I just cleared it. There were no status messages. AC engines and systems all indicated normal. We gave Souls on Board and fuel remaining to ATC.

I talked to the Flight Leader and made a PA to the passengers informing them we had a pressurization problem and would be making a normal approach and landing, except that we would be stopping on the runway to have support vehicles look at the aircraft. I told them I would talk to them again once we were on the ground, and then resumed Pilot Monitoring duties.

I advised the FO I would talk to the Company once we were on the ground since we were approaching the final course inbound to runway. All checklists and normal procedures were completed.

We stopped on the runway for inspection. Once stopped, I made another PA to the passengers to update them on our status and followed that up with another PA telling the passengers we should be moving in the next 5 to 10 minutes. Crash, Fire and Rescue (CFR) informed us of two bird strikes - one below the captain's window and one on the lower front co-pilot side. CFR confirmed that the aircraft looked safe to taxi but would follow us to the gate as a precaution.

The taxi back, shutdown and deplane process was normal. Post flight we found a third bird strike on the copilot's side - top aft. All the bird strikes compromised/penetrated the aircraft's metal.

I acknowledge release of this statement to the [Delta Flight Safety](#) and the [National Transportation Safety Board \(NTSB\)](#).

Regards,

Captain Stuart J. Smith
Employee # [REDACTED]
(Signature on file)



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Date: 12/2/2022

To: Captain Brian J. Cink, Regional Director & Chief Pilot – LAX CPO
From: First Officer Ian G. Augustine
Subject: II22-138: (Aircraft Damage) – Aircraft damage due to bird strike while in descent.
DL2295 19NOV22 ATL-OMA N330NW A-320-211 (3230)
CAP: SMITH, S.J.; **FO:** AUGUSTINE, I.G.

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

I was First Officer of Delta Air Lines Flight 2295 from ATL-OMA on 19NOV22.

In the descent into KOMA while passing thru approximately 13,000 ft., I began to slow the aircraft from 310kts to 250kts. At approximately 290kts we experienced what we thought was a large explosion above my head, followed immediately by a rapid decompression. Due to the violent nature of the explosion, the cockpit door blew open and we were engulfed in ice cold air pouring into the cockpit from panels above my head and we experienced extremely loud wind noise.

The Captain told me I had the aircraft and radios and began to trouble shoot and run the ECAM actions for the rapid decompression situation. Since we were almost passing through 10,000 ft., we did not put on our oxygen masks. The cabin altitude reached about 9,500ft. before starting to decrease and match our altitude. We declared an emergency and were cleared to intercept final for the ILS to 32L.

I kept the aircraft and radios while the Captain spoke to the flight attendant and passengers and finished the ECAM actions.

Once on the ground, we stopped on the runway and the rescue team looked over the aircraft. They informed us that we had two large bird strikes below the captain's window and down by my feet. We then taxied to parking, shut down normally, and deplaned.

I observed the damage to the aircraft from the two bird strikes that the rescue team mentioned. Apparently, all the birds punctured the fuselage, which included a third bird that we weren't aware of until we walked up the jet bridge and I was able to get a good look at the top of the plane.

I acknowledge release of this statement to the [Delta Flight Safety](#) and the [National Transportation Safety Board \(NTSB\)](#).

Regards,

First Officer Ian Augustine
Employee [REDACTED]
(Signature on file)