

University of Nebraska - Lincoln

DigitalCommons@University of Nebraska - Lincoln

2000 Bird Strike Committee-USA/Canada, 2nd
Annual Meeting, Minneapolis, MN

Bird Strike Committee Proceedings

August 2000

JET ENGINE CERTIFICATION STANDARDS

Paul Eschenfelder
Air Line Pilots Association

Follow this and additional works at: <http://digitalcommons.unl.edu/birdstrike2000>



Part of the [Environmental Health and Protection Commons](#)

Eschenfelder, Paul, "JET ENGINE CERTIFICATION STANDARDS" (2000). *2000 Bird Strike Committee-USA/Canada, 2nd Annual Meeting, Minneapolis, MN*. 1.

<http://digitalcommons.unl.edu/birdstrike2000/1>

This Article is brought to you for free and open access by the Bird Strike Committee Proceedings at DigitalCommons@University of Nebraska - Lincoln. It has been accepted for inclusion in 2000 Bird Strike Committee-USA/Canada, 2nd Annual Meeting, Minneapolis, MN by an authorized administrator of DigitalCommons@University of Nebraska - Lincoln.

Proceedings of 2nd Bird Strike Committee-USA/Canada Meeting, Minneapolis, MN
8-10 Aug 2000 (www.birdstrike.org)

Proceedings of
2nd Bird Strike Committee USA/Canada Annual Meeting
8-10 August 2000
Minneapolis, Minnesota USA (www.birdstrike.org)

ABSTRACTS

PLENARY ADDRESS: JET ENGINE CERTIFICATION STANDARDS

Paul Eschenfelder, Air Line Pilots Association, 16326 Cranwood, Spring, TX 77379 (281-370-3925; fax 281-370-3925; eschenfelder@compuserve.com)

The ability of modern jet engines to ingest birds and continue to operate is largely misunderstood or not contemplated at all in the aviation industry. Currently, there is not one jet engine operating in the world that is certified to ingest one large bird (goose, swan, stork, pelican, vulture, etc) and continue to operate. The effort to harmonize bird ingestion rules between the FAA and JAA has failed. Controversy erupted in recent certification meetings regarding the database being used to certify engines. Additionally, should only rotating engine parts meet certain standards, or all engine parts exposed to impact meet standards? None of the work done by or papers presented to IBSC regarding bird ingestion are used in developing certification standards. Flightcrew members do not know, nor are they required to know, how fragile their engines are. Airport bird control personnel cannot appreciate the importance of their work unless they understand the small number of birds the engines can ingest and continue to operate. The industry needs education on the importance of strike avoidance due to the thin safety margin provided by engine ingestion standards.