



ICAO

*International Civil Aviation Organization*

ICAO Asia/Pacific Wildlife Hazard Management Workshop  
and Seventh Meeting of the Asia/Pacific Wildlife Hazard  
Management Working Group (AP-WHM/WG/7)

*Pokhara, Nepal, 5 to 9 May 2025*

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**Agenda Item 6: Any Other Business**

**WILDLIFE STRIKE – A SAFETY CONCERN**

(Presented by India, supported by Nepal, Philippines, Indonesia)

**EXECUTIVE SUMMARY**

Wildlife (Bird/Animal) strikes pose a significant threat to flight safety and have caused a number of accidents and incidents in India. India has identified wildlife Strike as one of the National High-Risk Category of Occurrences (N-HRCs) in its National Aviation Safety Plan (NASP).

Additionally, in the Asia-Pacific region, other States, including Nepal, Philippines, and Indonesia, have classified wildlife strikes as a High-Risk Category of occurrences in their respective NASP due to the significant risk posed by the presence of wildlife in and around the aerodromes.

This paper emphasizes that the wildlife strike is a widespread concern affecting multiple States in the Asia Pacific region, thus, same may be considered to identify as other Regional HRCs and ICAO may provide additional Safety Enhancement Initiatives as mitigation measures to all APAC States/Administration;

**Action: The meeting is invited to agree to the recommendation of paragraph 3.1.**

**1. INTRODUCTION**

1.1 The most common aviation safety occurrence reported across the globe is wildlife strikes. Wildlife (Bird/Animal) strikes pose a significant threat to flight safety and have caused a number of accidents, including incidents in India. India has identified wildlife strike as one of the National High-Risk Category of Occurrences in its National Aviation Safety Plan (NASP).

1.2 Wildlife strikes are a widespread concern affecting multiple states. Consequently, several countries in the Asia-Pacific region, including Nepal, Philippines, and Indonesia, have categorized wildlife strikes as a High-Risk category of occurrence in their respective NASP due to the significant risk posed by the presence of wildlife in and around the aerodromes.

## 2. DISCUSSION

2.1 ICAO Bird Strike Information System (IBIS) wildlife strike analysis report for the year 2016-2021, indicates the significant increase in the wildlife strike reports in the APAC region as compared to the report received in the year 2008-2015. During this period, the wildlife strike reports in APAC region amounts to 14% of the total reports. IBIS reports further indicated that 74 per cent of the wildlife strikes occurred on or near the aerodrome. 24 per cent of these occurred during the take-off phase while 46 per cent occurred during the approach and landing phase. Further as per the IBIS report, Parts of aircraft damaged were reported in 3 per cent of the total reports. The parts damaged most, as reported, were the Engines with 34 per cent followed by the Wing/Rotor with 18 per cent and then by the Radom with 11 per cent.

2.2 Since 2014, in Indian aviation, there have been total three accidents occurred to the Indian Civil Registered aircrafts due to wildlife Strike which caused major structural damage to the aircraft and one of them resulted into fatalities. Additionally, each year multiple wildlife strikes incidents occurred which causes structural damage to the aircraft and its systems which was led to rejected take off, precautionary landing, Go Around etc. This was also resulted in the heavy financial losses to the airlines.

2.3 To assess and control the risk due to wildlife strike, it has been identified as a N-HRCs in the National Aviation Safety Plan of India. Its performance is measured annually through a set of safety performance indicators and targets through the analysis of the wildlife strike data collected through mandatory occurrence reporting system. The analysis of the wildlife strike data reveals that most of the incidents occur at the critical phase of flight such as landing and takeoff. India has developed a series of Safety Enhancement Initiatives in coordination with the stakeholders to manage the wildlife hazard in a collaborative manner.

2.4 Furthermore, Wildlife strikes is a widespread concern affecting multiple States. Consequently, several countries in the Asia-Pacific region such as Nepal, Philippines, and Indonesia, have categorized wildlife strikes as a High-Risk category of occurrence in their respective National Aviation Safety Plans due to the significant risk posed by the presence of wildlife in and around the aerodromes.

2.5 Additionally, preliminary investigation report of recent crash of a Jeju Airlines B737 aircraft in December 2024, resulting in the tragic loss of 179 lives, identified the presence of bird feathers and blood stains of baikal teals in the aircraft engines. This accident underscores the urgent need for heightened attention and a collaborative approach to effectively mitigate such risks in a timely manner.

2.6 Therefore, based on the analysis of safety data of all the member States in Asia Pacific Region, wildlife strikes may be included as other Regional HRCs (R-HRCs) in the Asia-Pacific Regional Aviation Safety Plan, so that a risk-based approach can be adopted in managing safety at the regional-level through collaboration between regional aviation stakeholders in a coordinated manner. Additionally, there is a need to elevate the issue to the appropriate level and which facilitates the sharing of information and best practices among the Asia Pacific Region.

**3. ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) encourage States/Administrations and industries to share experiences or best practices related to wildlife hazard management among stakeholders;
- b) acknowledge that wildlife strike is a widespread concern affecting multiple States in the Asia Pacific region, thus, same may be considered to identify as other R-HRCs; and
- c) may take up the concern of wildlife strike to the appropriate forum of ICAO and may provide additional Safety Enhancement Initiatives as mitigation measures to all APAC States/Administrations.

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