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INTERNATIONAL CIVIL AVIATION ORGANIZATION

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Update:
ICAO Wildlife-related activities

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Agenda

- Mission Statement.
- Electronic Bulletin (EB) 2026/8 - 2022-2024 WILDLIFE STRIKE ANALYSES (IBIS).
- Doc 9332, Manual on the ICAO Bird Strike Information System (IBIS) – New (4th) edition, 2026.
- The ICAO Wildlife Hazard Management Expert Group (WHMEG).

01

Mission Statement



In line with its strategic vision of zero fatalities in air transport by 2050, the International Civil Aviation Organization (ICAO) remains firmly committed to addressing all aspects of aviation safety, including the significant risks posed by wildlife strikes at and around aerodromes worldwide.

The presence of wildlife — birds and other animals — on or in the vicinity of aerodromes continues to pose a serious threat to aircraft operational safety. As outlined in the ICAO 2025 State of Aviation Safety Report, wildlife strikes persist as a critical safety challenge.

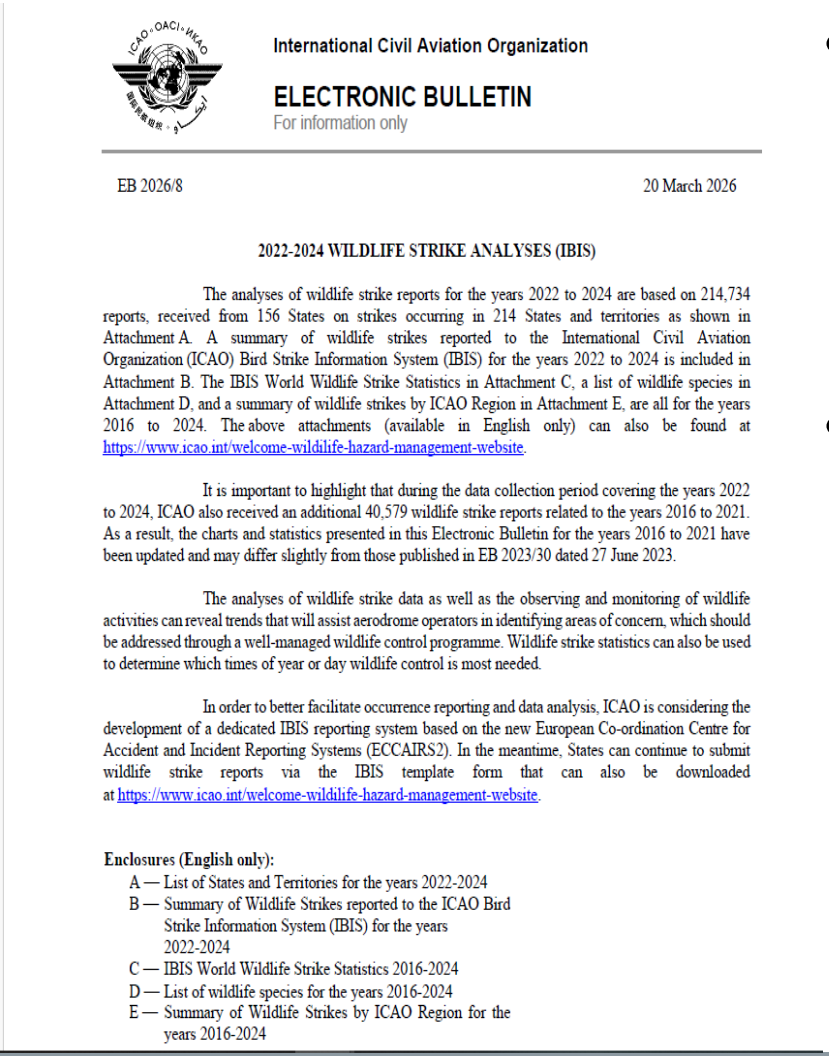




02

Electronic Bulletin (EB) 2026/8 - 2022-2024 WILDLIFE STRIKE ANALYSES





International Civil Aviation Organization

ELECTRONIC BULLETIN

For information only

EB 2026/8 20 March 2026

2022-2024 WILDLIFE STRIKE ANALYSES (IBIS)

The analyses of wildlife strike reports for the years 2022 to 2024 are based on 214,734 reports, received from 156 States on strikes occurring in 214 States and territories as shown in Attachment A. A summary of wildlife strikes reported to the International Civil Aviation Organization (ICAO) Bird Strike Information System (IBIS) for the years 2022 to 2024 is included in Attachment B. The IBIS World Wildlife Strike Statistics in Attachment C, a list of wildlife species in Attachment D, and a summary of wildlife strikes by ICAO Region in Attachment E, are all for the years 2016 to 2024. The above attachments (available in English only) can also be found at https://www.icao.int/welcome-wildlife-hazard-management-website.

It is important to highlight that during the data collection period covering the years 2022 to 2024, ICAO also received an additional 40,579 wildlife strike reports related to the years 2016 to 2021. As a result, the charts and statistics presented in this Electronic Bulletin for the years 2016 to 2021 have been updated and may differ slightly from those published in EB 2023/30 dated 27 June 2023.

The analyses of wildlife strike data as well as the observing and monitoring of wildlife activities can reveal trends that will assist aerodrome operators in identifying areas of concern, which should be addressed through a well-managed wildlife control programme. Wildlife strike statistics can also be used to determine which times of year or day wildlife control is most needed.

In order to better facilitate occurrence reporting and data analysis, ICAO is considering the development of a dedicated IBIS reporting system based on the new European Co-ordination Centre for Accident and Incident Reporting Systems (ECCAIRS2). In the meantime, States can continue to submit wildlife strike reports via the IBIS template form that can also be downloaded at https://www.icao.int/welcome-wildlife-hazard-management-website.

Enclosures (English only):

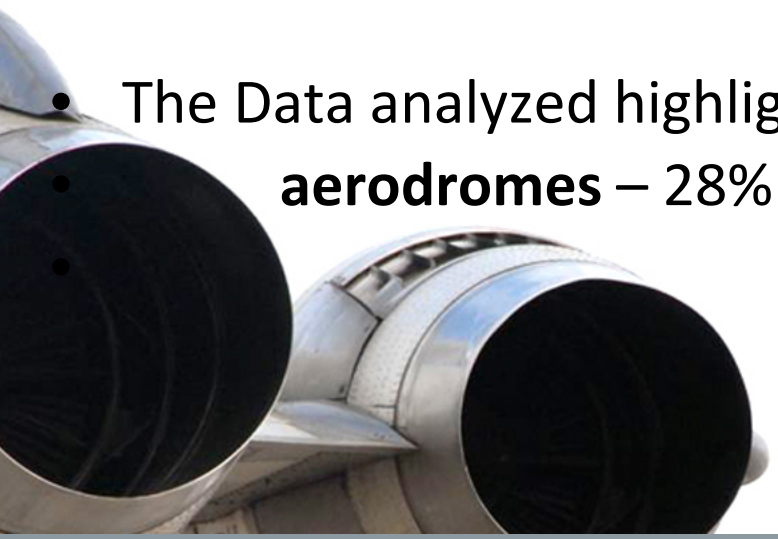
A — List of States and Territories for the years 2022-2024
B — Summary of Wildlife Strikes reported to the ICAO Bird Strike Information System (IBIS) for the years 2022-2024
C — IBIS World Wildlife Strike Statistics 2016-2024
D — List of wildlife species for the years 2016-2024
E — Summary of Wildlife Strikes by ICAO Region for the years 2016-2024

- Electronic Bulletin 2026/8 - **2022-2024 WILDLIFE STRIKE ANALYSES** (IBIS) was published in March 2026.

  (Available on the ICAO public portal in 6 languages, including Russian: https://www.icao.int/welcome-wildlife-hazard-management-website)

- The ICAO's efforts to improve the consistency, detail, and accuracy of wildlife strike data have resulted in a more representative global dataset - between 2016 and 2024, ICAO documented over 528,000 wildlife strike reports, representing an increase of approximately 440 percent compared to the previous eight-year period. This surge in reporting, supported by enhanced national engagement, now enables richer analyses, and sharper safety risk assessments.

- The analyses of wildlife strike reports for the years 2022 to 2024 are based on almost 215,000 reports, received from 156 States.
- The EB includes a summary of wildlife strikes reported to the ICAO Bird Strike Information System (IBIS) for the years 2022 to 2024; it also includes World Wildlife Strike Statistics, a list of wildlife species, and a summary of wildlife strikes by ICAO Region, for the years 2016 to 2024.
- The Data analyzed highlights that around **82% of wildlife strikes occur on or near aerodromes** – 28% during takeoff, and 54% during descent, approach, or landing roll.





- In order to better facilitate occurrence reporting and data analysis, ICAO is considering the development of a dedicated IBIS reporting system based on the new European Co-ordination Centre for Accident and Incident Reporting Systems (ECCAIRS2).
- Over the past two years, ICAO has reached a new milestone by establishing nominated national IBIS focal points in 69 percent of Member States.
- The analyses provided in the EB reveal trends that can assist States and aerodrome operators in identifying areas of concern.

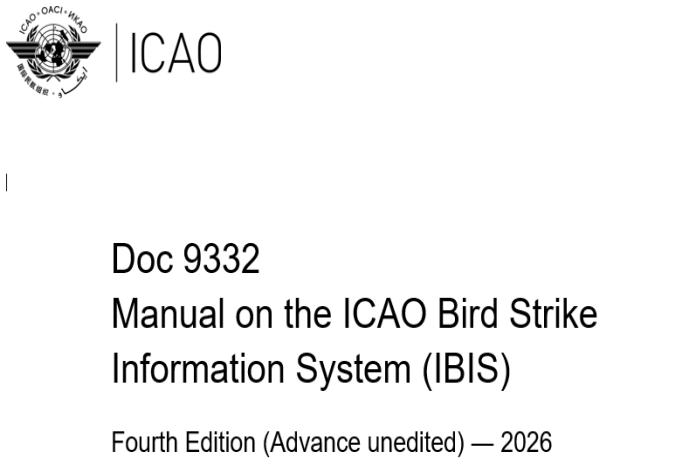




03

New, 4th edition of Doc 9332, Manual on the ICAO Bird Strike Information System (IBIS) - 2026





- The new (forth) edition of Doc 9332, the Manual on the ICAO Bird Strike Information System (IBIS), is planned to be published in **Q4 2026**, following a three-years long development, and represents a substantial rewrite and modernization of the manual.
- The new edition provides Member States with enhanced guidance on data collection, validation and analysis methodologies, aligned with the wildlife-related provisions in Annex 14, Aerodromes, the PANS-Aerodromes (Doc 9981), and Doc 9137, Part 3 – Wildlife Hazard Management.







The new edition is structured as follows:

Chapter 1 - background on the importance of wildlife strike reporting, and on the IBIS database.

Chapter 2 - describes the collection of strike data for each State, from the different stakeholders.

Chapter 3 - guidance on the validation, by States, of incoming wildlife strike reports prior to the State submitting them to the IBIS.

Chapter 4 - describes the process of forwarding the reports to ICAO.

(Cont'd)





Doc 9332
Manual on the ICAO Bird Strike Information System (IBIS)

Fourth Edition (Advance unedited) — 2026

Chapter 5 - provides guidance on some basic analyses and data summaries available to assist stakeholders in understanding the different issues related to wildlife hazards.

Appendix A - contains the reporting criteria, including Wildlife Strike Reporting Form.

Appendix B - describes the procedure for collecting and identifying wildlife remains.

Appendix C - contains guidance on analyzing the data.







Doc 9332
Manual on the ICAO Bird Strike Information System (IBIS)

Fourth Edition (Advance unedited) — 2026

Current status – The manual is in the last stages of the required extensive internal coordination before publication, involving several relevant ICAO panels and sections, among others - FLT OPS, Airworthiness, ATM, audit (USOAP), and accident investigation.





04

The ICAO Wildlife Hazard Management Expert Group (WHMEG)



- The ICAO **Wildlife Hazard Management Expert Group** (WHMEG) is a standing working group under the ICAO Aerodrome Design and Operations Panel (ADOP), tasked with consolidating and formulating wildlife-related Standards and recommended practices, procedures, and guidance materials; and provides advice on these matters to the ADOP and the Secretariat.
- The group is composed of members and advisors representing States (ADOP members), aerodrome operators, international organizations, and industry experts.
- The WHMEG work promotes ICAO's 2050 goals, including embraceing new technologies and
- updating our global guidance and provisions to further reduce wildlife strike safety risks.





- **The future workplan** of the Wildlife Hazard Management Expert Group - pending final approval of the ICAO Air Navigation Commission in Q2 2027 - is planned to include, among others, tasks related to further updates to Doc 9137 Part 3 (Wildlife Hazard Management) on various topics, as well as introduction of a new, multidisciplinary approach to WHM, which deepens the strategic interfaces, collaboration, and shared responsibilities among the main key players in this domain – aerodrome operators, ATM, and aircraft operators (among others).







Thank You!

ICAO