

Airline perspective: Safety issues and mitigation measures

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ICAO EUR/NAT Bird/Wildlife Strike Prevention Workshop, 22 Sept 2026

IATA Annual Safety Report



Executive Summary



Interactive Safety Report



Recommendations for Accidents Prevention



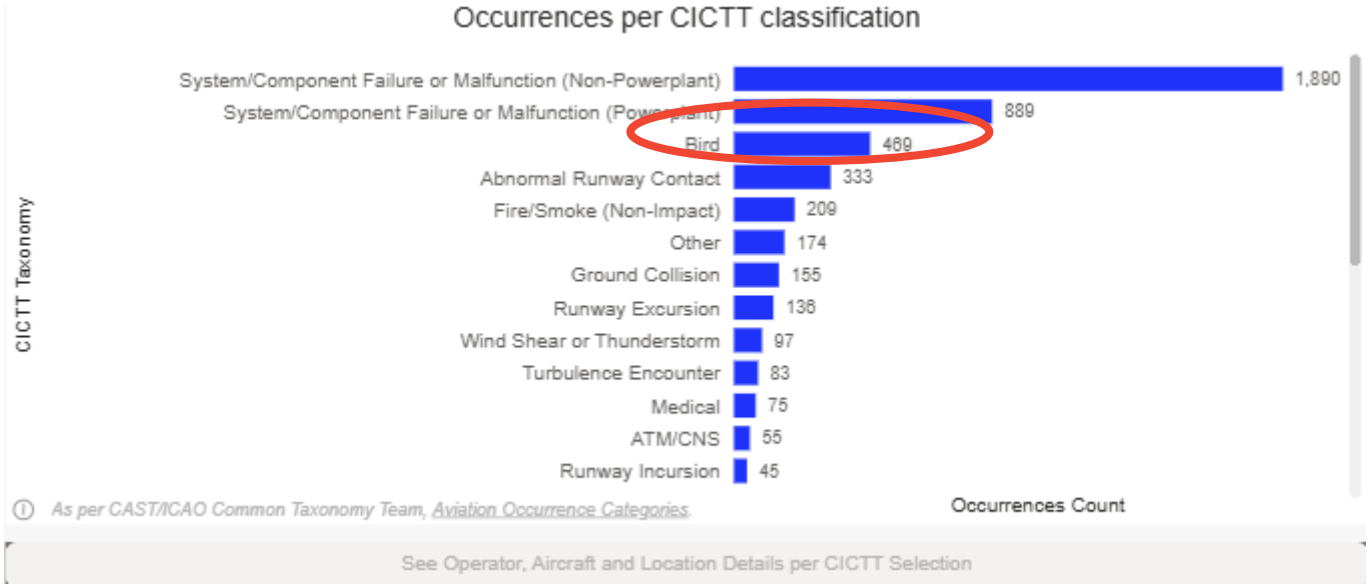
References, Definitions and Sources

https://www.iata.org/en/publications/safety-report/

Chapter 5. Reduce Operational Risk



IATA has integrated into its Safety Issue Hub, a unified occurrence platform that consolidates occurrences sourced from media reports and public information sources



Second most frequently reported occurrences in 2023-2026 as per public information sources after System/Component Failure or Malfunction

Most common safety concerns – From Members

1 Maintenance & Airworthiness	2 ★ Runway Safety	3 ★ GNSS-RFI Jamm/Spoof	4 ★ Ground/Ramp Safety	5 Fatigue & Human Performance	6 ★ CFIT/ EGPWS
7 Geopolitical conflict development	8 ★ LOC-I /Upset	9 Cargo W&B Management	10 Bird/Wildlife	11 App & Lnd management	12 ★ Cabin Safety

★ IATA/SG Priority

Operational and financial burden mostly lies on airlines, while they have the least influence





Some possible contributing factors to the complexity of the issue:

- Poor land use planning around airports, especially beyond airport authority power
- Conservation laws and hunting restrictions in some countries;
- Climate change and changing migration patterns
  - Breeding and nesting
    - Increasing populations of high-risk bird species
    - Increasing populations of certain mammal species
- Airport expansions into natural habitat, or habitat removal, encouraging some wildlife populations to establish themselves in more urban environments;
- Ineffective or inconsistent wildlife hazard management programs at airports
- Ineffective collaboration among various players
- No “one size fits all” solutions
- Lack of scientific expertise

Aviation players

Airlines

Industry Associations and groups

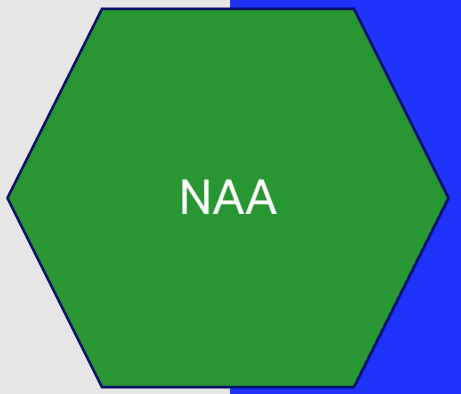
Pilots

Airports

Airside Personnel

Air Traffic Control

Manufacturers



Non-aviation players

State / regional / municipal authorities

Land owners

Environment al authorities

Local and regional authorities

Security forces and police

Local community groups

Academic and scientific communities

The Air Forces

Systemic safety enhancements

- Active involvement of all stakeholders
- Efficient state safety oversight and safety promotion
- Efficient evidence-based WHMPs, with scientists involved, with due efficiency control
- Timely reaction of aerodrome operators to airline safety reports
- Coordination and collaboration via Runway Safety Teams
- Improvement of wildlife strike reports quality
- Detailed safety investigations and implementation of safety recommendations

Airline Best Practices



Safety Risk Assessment

To develop a realistic SRA validated information will be needed, e.g.:

- Species / types of wildlife most likely to be encountered at the location
- Migratory patterns
- Historical information on wildlife strikes
- Details of the Wildlife Hazard Management program of the airport
- Airport Wildlife Management SRA for wildlife encounters

Accurate and consistent reporting

Reliable data form the foundation of effective SPIs that help assess the effectiveness of WHMPs and identify areas for improvement

The airline SMS tracks these reports for the following purposes:

- Report to the States as part of MOR schemes.
- Report to the airport concerned to ensure collective knowledge sharing, and support airport wildlife management activities.
- Establish a statistical analysis of wildlife strikes which feed Safety Performance Indicators.

Lagging SPIs

Past performance:

- strike rates
- severity
- damage incurred

Leading SPIs

Proactive efforts:

- wildlife presence
- report completeness
- species identification rates
- staff training coverage
- completion of mitigation actions

Validating Safety Issue

Leveraging the IATA Safety Issue Hub

Safety Issue Hub	S59-Bird/Wildlife Strikes

Bird/Wildlife Strikes

Description

Inadequate or insufficient control of bird and wildlife activity around the aerodrome can lead to critical situations due to impacts during takeoff, climb, and approach or landing. The most common consequences relate to damage to the airframe and engine bird ingestion, which can escalate into a loss of control in flight.

Reducing the risk of birdstrike or wildlife strikes relies on the aerodrome's wildlife control program. However, air carriers/pilots' contribution is key to informing local and national mitigation programs.

Guidance materials

- ICAO APAC Establishment of National Procedure For Recording And Reporting Wildl...
- ICAO APAC Evaluation of Aerodrome Wildlife Hazard Management Programme
- ICAO Wildlife Strike Analysis (Bird Strike Information System)
- Skybrary Operators Checklist for Bird Strike Hazard Management
- EASA Wildlife Hazard Management Guide
- ICAO - Doc 9137 Part 3 Wildlife Hazard Management
- ICAO - Doc 9981 PANS Aerodromes Chapter 6 Wildlife Hazard Management
- FAA - Wildlife Hazard Mitigation

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Key Risk Area

Loss of Control (LOC)

Operational area

Flight Operations

IATA region

ASPAC MENA AFI NAM LATAM EUR CIS NASIA ALL_REGIONS

Discussions

- Bird Strikes — 0 comments
- Bird Strikes LATAM-CAR — 10 Sep 2026 - 15 Sep 2026 - 2 comments

Additional info

IATA safety incident taxonomy

20010410 Bird/Animal control
70070303 Near Bird Strike
70070302 Multiple Bird Strike
70070301 Single Bird Strike
40030301 Bird Strike
50030102 Wildlife Management

CICTT Occurrence Category

Bird

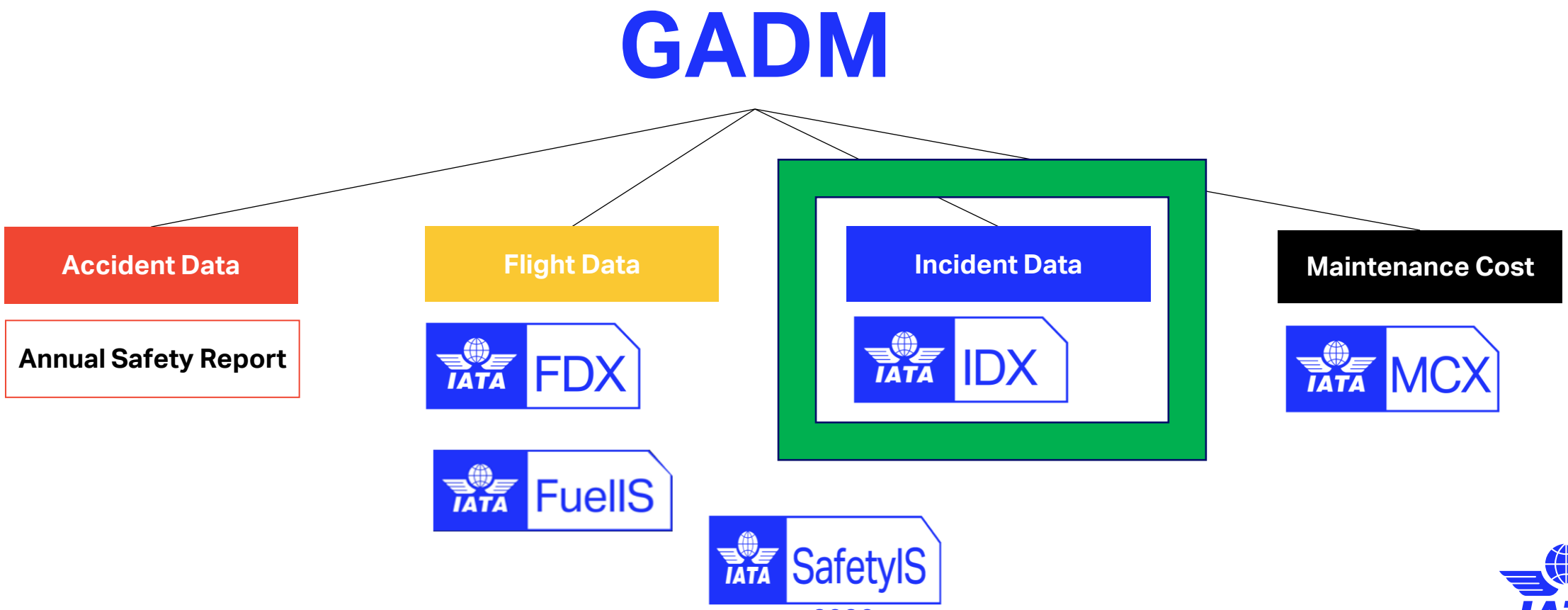
ISARP

FLT 3.15.2 ORG 1.1.1 ORG 3.2.1

Find out more about the IOSA Standards Manual

Utilising IATA Global Aviation Data Management program

IATA's premier centre for Safety, Security, Operational Data and Analytical Programs



2026

In IDX participants are able to:

Action	What for?
Track the event rate of bird strikes over time	Measure the effectiveness of wildlife control programs and identifying emerging trends
Capture information about where strikes occur	Identify high-risk areas and implement targeted wildlife management strategies
Understand the phase of flight during which the event happened	Insight into when aircraft are most vulnerable allows for better planning of mitigation measures
Record which part of the aircraft was impacted during a strike	Helps pilots and maintenance teams identify key inspection areas pre and post flight
Record the damage level and severity of the strike	Helps assess the operational impact to airlines. supports maintenance planning, resource allocation, and risk management strategies
Incorporate the time of occurrence and seasonal trends into the analysis	Enables predictive risk modelling - take proactive steps to minimize hazards

Unrestricted

Other best practices

Whenever a high number of bird strikes is observed at a given location, airlines should:

- **Conduct local investigations:** Requesting detailed information from the airport, conduct field assessments, and, when necessary, request local teams for inspection;
- **Contact airport authorities:** To share data, discuss measures, and follow up on corrective actions;
- **Perform specific risk assessments:** While there is no dedicated ORA (Operational Risk Assessment) exclusively for bird strikes, this hazard is systematically considered in safety studies for new destinations and special operations;
- **Share information and best practices:** With other operators and regulatory entities, promoting a collaborative approach (eg: GADM / IDX).

Unrestricted

Collaboration with airport Wildlife Management Committees and Runway Safety Teams

Airlines should be active members of wildlife and safety committees at key network airports, including:

- **Wildlife Committee at domestic airports**: regular monitoring of occurrences, implementation of mitigation measures (e.g. falconry, food source management, daily monitoring); and information sharing with Authorities.
- **Airport Committees**: collaboration in action planning, reporting and analysis of events, and regular meetings to assess effectiveness.

Unrestricted

Direct Intervention at Specific Locations

- Request local authorities' collaboration to relocate waste dumps, reducing bird attractants.
- Participation in joint initiatives with international operators and local authorities, including:
  - Audits and risk reports shared between airlines and the relevant CAA;
  - Implementation of training and mentoring programs for airport wildlife control and fire teams, with support from experts;
  - Field actions: vegetation cutting, waste removal, reinforced patrolling, acquisition of dispersal equipment, and specific training;
  - Advocacy for improvements in infrastructure and human resources.
- Monitoring of bird activity, report runway conditions, support the removal or relocation of wildlife attractants and collaborate with authorities for structural mitigation measures.

Unrestricted

Operational Procedures

- Devise standard operating procedures, based on aircraft types operated, to minimize bird encounters and to reduce risk severity of impact.
- Maintain an Airport Risk Map, which incorporates, among other factors, the availability and identification of birds in the vicinity of airports ensuring that operational decisions are informed by up-to-date wildlife hazard data.

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IATA Upcoming Publications

- Bird/Wildlife Strike Safety Risk Assessment
- IATA Aviation Wildlife Management Toolbox



Thank you!



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