



**WORKING PAPER**

RASG-PA/15 — WP/25  
20/02/26

**Fifteenth Meeting of the Regional Aviation Safety Group – Pan America (RASG-PA/15) and Fifth RASG-PA–GREPECAS Joint Meeting (RASG-PA–GREPECAS/5)**  
Mexico City, Mexico, 2 to 4 March 2026

**Agenda Item 14: Other Business**

**BIRD STRIKES LATAM-CAR REGION**

(Presented by IATA - ALTA)

<b>EXECUTIVE SUMMARY</b>	
The incidence of bird strikes involving aircraft in the LATAM-CAR region exceeds the global average, resulting in operational impacts and potential safety risks for operators.	
<b>Action:</b>	States are encouraged to establish and implement wildlife control action plans at airports and surrounding areas (approach and departure paths) to mitigate the presence of birds in the vicinity.
<i>Strategic Goals 2026-2050:</i>	<ul style="list-style-type: none"> <li>• Every flight is safe and secure</li> <li>• Aviation is environmentally sustainable</li> <li>• Aviation delivers seamless, accessible, and reliable mobility for all</li> </ul>
<i>References:</i>	<ul style="list-style-type: none"> <li>• ICAO Global Air Navigation Plan (GANP)</li> </ul>

**1. Introduction**

1.1 The trend of bird strike events in the region is higher than the global trend. This is due to specific conditions such as climate, the proximity of airports to wetlands and mangroves, as well as forests that provide a suitable environment for birds to rest and feed.

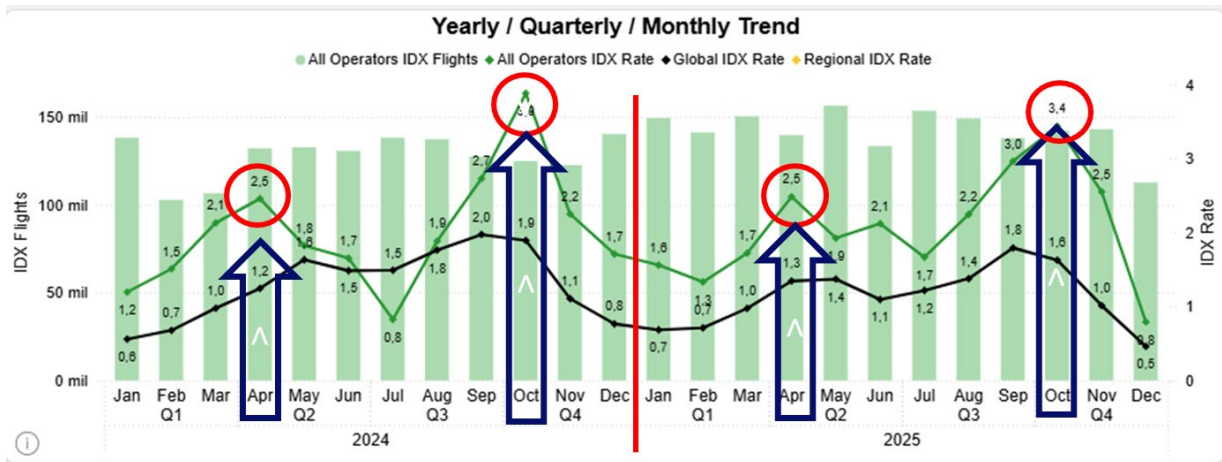
1.2 Most events occur during the approach and departure phases (outside airport boundaries), which indicates an opportunity for improvement in the definition of responsibilities and action plans.

1.3 The severity of damage to an aircraft depends on the size and weight of the bird. Migratory birds are generally large and have considerable wingspans, which can cause significant damage to the aircraft's structure and systems.

1.4 Operators experience operational disruptions that affect schedule compliance and may force flight cancellations. Additionally, significant costs are incurred due to the replacement and removal of damaged parts

**2. Discussion**

**2.1 Data Analysis (IDX)**

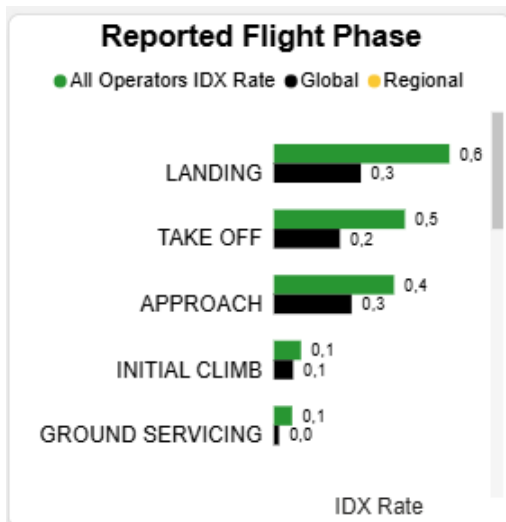


The IDX Rate calculated in this page are normalized per 1.000

Source: FDX, years 2024-2025

2.1.1 Trend Analysis: The trend of bird strikes in the region LATAM-CAR is significantly higher than the global trend.

2.1.2 Bird strike occurrences peak in March and October, aligning with established bird migration periods. Variations in event timing have been noted in response to climate change and global warming, as birds adjust their migratory routes from cooler regions to warmer areas.



Flight Phase **LANDING**  
 All Operators IDX Rate 0,64  
 All Operators IDX Flights 3.244.792  
 All Operators IDX Events 2.066

Flight Phase **TAKE OFF**  
 All Operators IDX Rate 0,48  
 All Operators IDX Flights 3.244.792  
 All Operators IDX Events 1.542

Flight Phase **APPROACH**  
 All Operators IDX Rate 0,44  
 All Operators IDX Flights 3.244.792  
 All Operators IDX Events 1.414

Flight Phase **INITIAL CLIMB**  
 All Operators IDX Rate 0,10  
 All Operators IDX Flights 3.244.792  
 All Operators IDX Events 319

Flight Phase **GROUND SERVICING**  
 All Operators IDX Rate 0,07  
 All Operators IDX Flights 3.244.792  
 All Operators IDX Events 214

2.1.3 The highest number of bird strikes occurs during the approach and departure phases, which are the most critical phases of flight, thereby increasing operational risk.

2.1.4 At the regional level, bird strikes are identified as a recurrent and cross-cutting risk, present both at high-volume international airports and at aerodromes with mixed or regional operations.

2.1.5 Regional Hot Spots: Considering the number of operations and their regional importance, the international airports of El Dorado (BOG) in Colombia, Tocumen (PTY) in Panama, and Arturo Merino Benítez (SCL) in Chile are the focal points of attention in the short term.

## **2.2 Operational actions - safety considerations**

2.2.1 The severity of damage depends on the size and weight of the aircraft. There have been cases of damage to the engines that require crews to perform engine shutdown procedures, affecting operational safety and the normal conduct of the flight.

2.2.2 Due to the large presence of birds in airport areas, the civil aviation authorities (CAAs) and airport operators have implemented airport closures, affecting schedule compliance and, consequently, impacting air transport users.

2.2.3 The reporting culture has strengthened the inspection and maintenance program. Once crews report a bird strike, operators must carry out inspection procedures, which requires grounding the aircraft, affecting the airline's operational efficiency and schedule compliance.

## **3. Suggested Action:**

3.1 The Meeting is invited to:

- a) note the information presented regarding the Bird strikes events in the LATAM-CAR region;
- b) urge States to develop and implement action plans to mitigate the occurrence of bird strikes in departure and approaches paths;
- c) promote the reporting of bird strikes through appropriate regional mechanisms to support data analysis and risk assessment; and
- d) consider whether further regional coordination or the establishment of a dedicated task group would be appropriate to address this issue