Managing the wildlife strike hazard at easyJet

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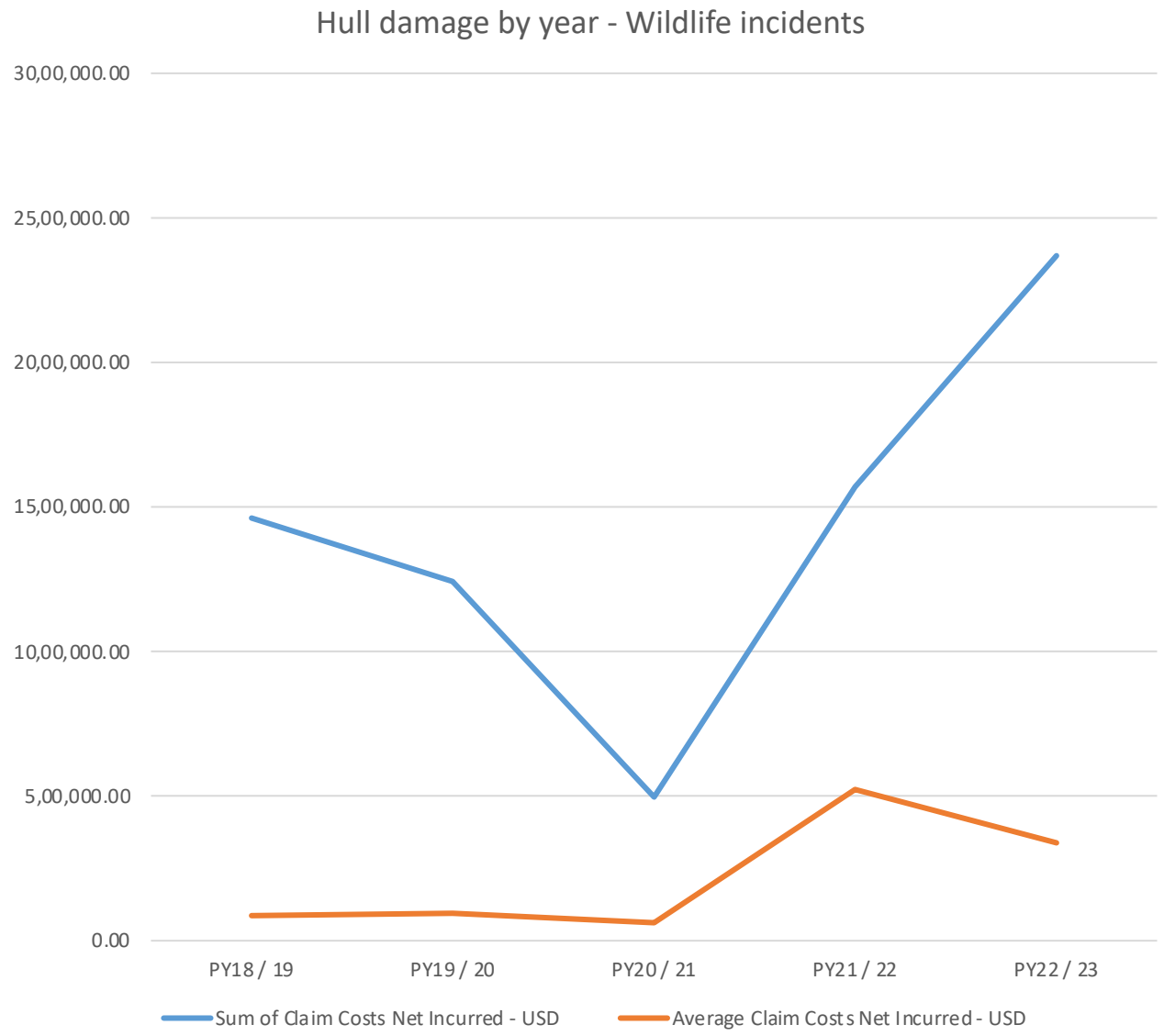
The wildlife strike risk @ easyJEt

- Wildlife strike risk is a key item on easyJet Safety Plan and risk register
- Last 5 years claims for strike damages have totalled **7.1 million USD**
- Insurance deductible means only damaging strikes over a certain amount will be claimed for
- PY22/23 – 44 damaging strikes, 7 claims
- Most significant claim in the last policy year is in the region of 2M USD – ongoing



The evolving picture

- Strike rate from 2015 to 2019 fluctuated, however overall reduction
- Average strike rate for 2015-2019 was 2.71 – per 1000 sectors
- We then saw the pandemic have an impact on strike rate due to significant reduction in movements and challenges with airports maintaining habitat management plans
- The second half of 2020 saw strike rate increase to 3.72, with the rate remaining high at 3.32 in 2021

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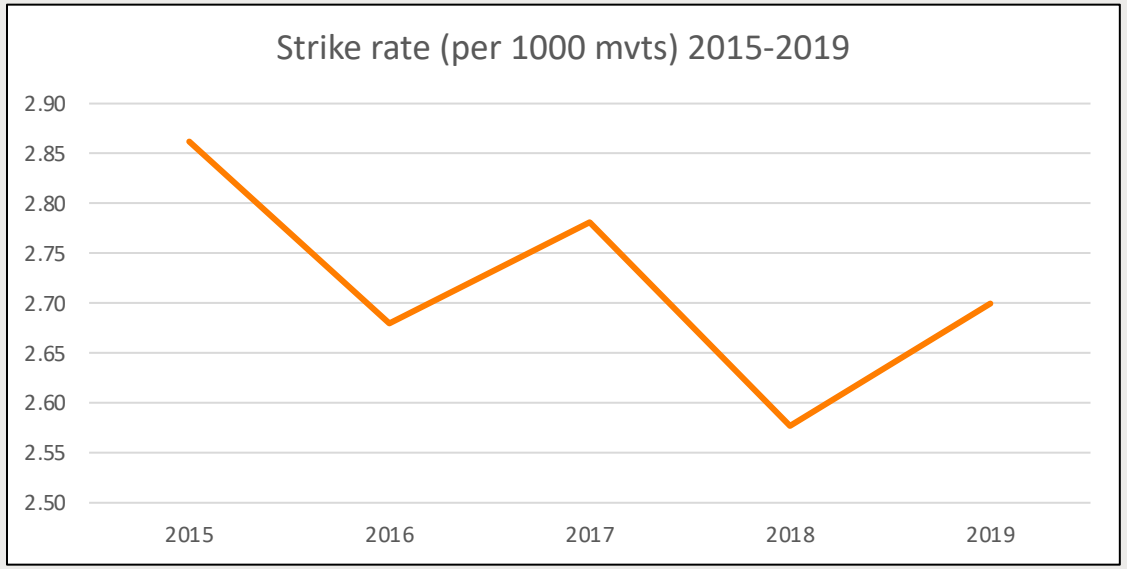
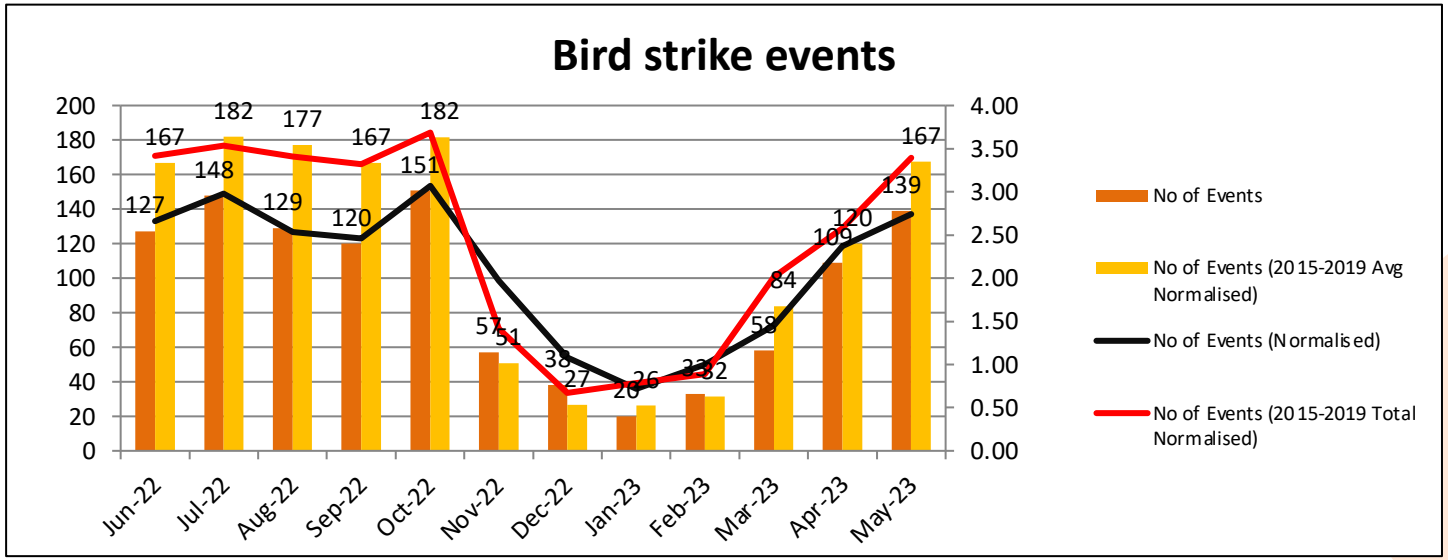
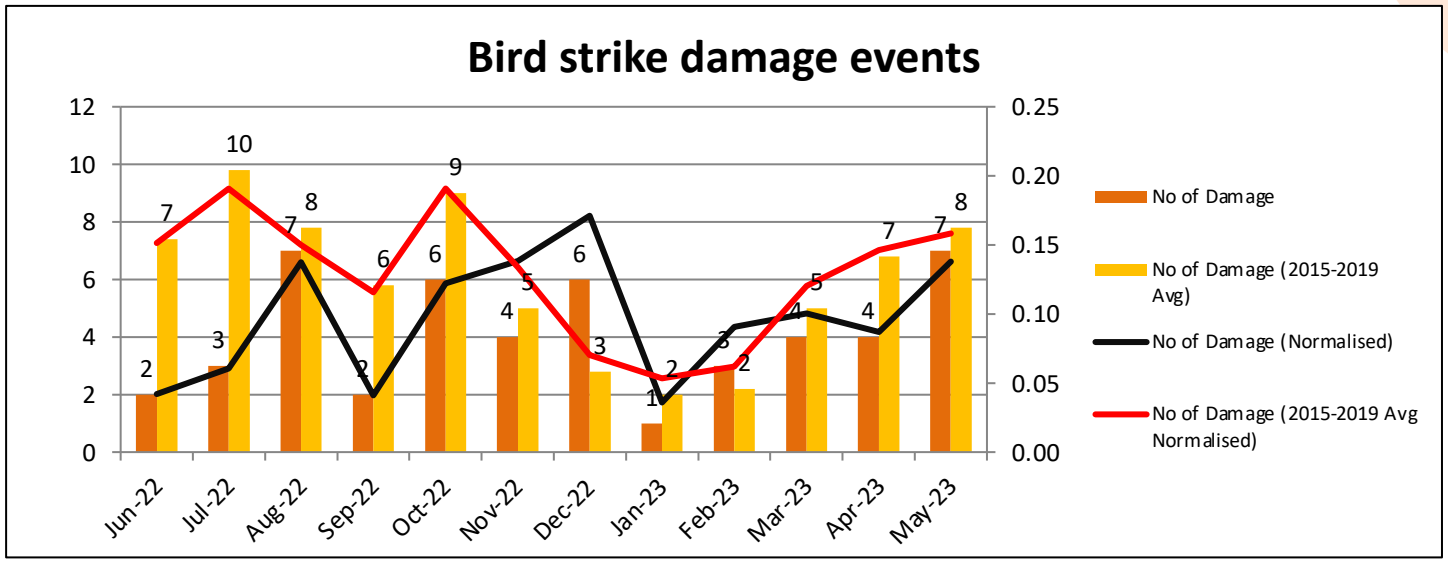


- 2022, as we started to see the aviation industry bounce back, strike rate came down to 2.30
- If we take 2023 Jan-May, the current strike rate is sitting at 1.83
- We believe that the collaborative approach and work we have been doing alongside our airports to focus on this risk, has contributed to the reduction in strike rate

Data





- Using 2015-2019 as a baseline for comparison until we have a number of ‘normal’ years
- Year to date we can see the data for strikes and damaging strikes follow a very similar trend line
  - Steady increase from March and then plateaus from May through to October – where we see a slight increase due to migratory patterns
- Last year however we saw increases in both strike rate and damaging strike rate in Winter months – namely November and December

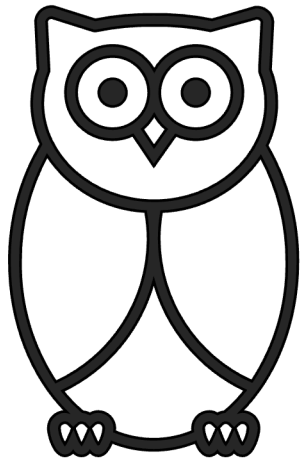
Data collection/tracking

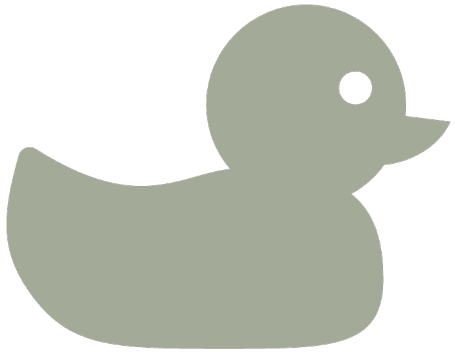
- Specific wildlife data tracking started in 2020
- Data is extracted from our safety reporting system
- Generally these reports are submitted by our Flight Crew
- We track all the information within the report but our key focuses are the following…

- Current limitations:
  - No distinction between confirmed/unconfirmed strikes
  - Current data in charts shows all ‘zones’
  - Reports are generally submitted by Flight Crew who either do not know species or input best guess
  - There is still a level of data cleansing that needs to take place due to late/duplicate reports and incorrect input of information

- **Date/Time**
- **Event Location**
- **Damage or not**
- **Location on aircraft**
- **Zone/Flight Phase**
- **Flight Effect**
- **No. Birds Seen**
- **No. Birds Struck**
- **Size Of Bird**
- **Bird Species (reported)**
- **Species ID (confirmed)**

Species identification





- There is a huge gap in the data relating to species ID… Why?
  - Airport ability to collect DNA and analyse
  - Communication flow between airport and airline
  - Inaccurate reporting – exacerbated by time frame to report
  - Internal system limitations

- Why is this important?
  - Understanding what species have struck our aircraft helps to build a risk picture
  - This in turn helps us to focus our activities on stations with higher risk of damage
  - Helps airports to implement targeted activities

- How can airports help?
  - Ensuring, as much as practicable, that swabs/DNA samples are collected and sent for analysis, if no visual ID of remains can be obtained
  - Ensuring species ID information is shared with airlines – either immediately via ATC comms or during any investigation

- What are we doing to help?
  - Education for Flight and Engineering communities on airport processes for DNA collection
  - Ensuring Flight/Engineering teams understand correct communication channels to be able

How we use the data…

- To promote a collaborative approach to reduce the Wildlife strike risk across our network, each year easyJet contract a SME in wildlife hazard management to visit a select number of stations
  - These stations are chosen based on data and local knowledge – which is why the ‘risk picture’ matters!

- Overall objective is to assist/support airfields and look to share examples of excellent wildlife management across our network, as well as providing opportunities for improvements
- The ultimate aim being the strengthening of Wildlife Hazard Management plans and the reduction the overall risk of damaging strikes
  - We also aim to undertake these visits for all new network points

- We are limited to how many visits take place each year, so this year, we have provided basic WHM training for GO central team
  - The aim is to use this basic knowledge to validate the data we have and provide information to continuously build the risk picture

- To keep the rest of the business informed
  - Articles in GO and FO magazines

Questions?