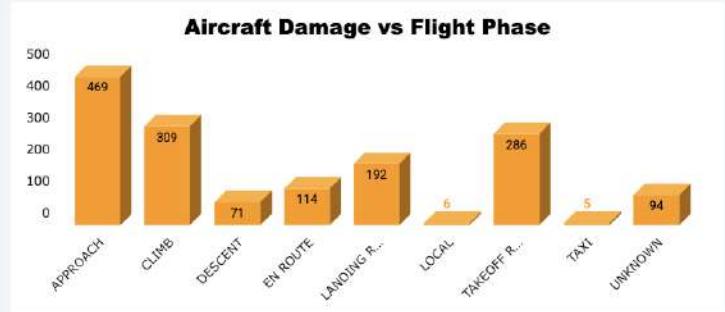


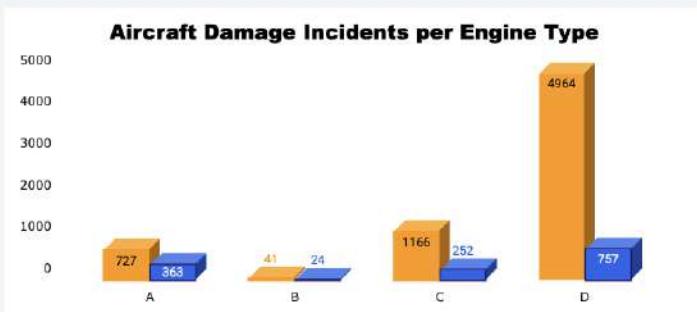
Wildlife Strike Risk Analytics Dashboard



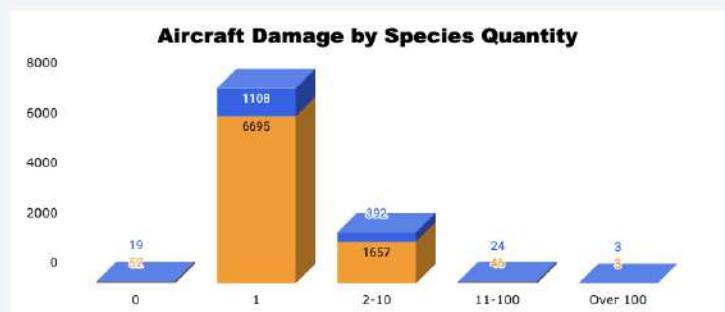
Strike frequency rises steadily from early months and reaches its highest level in September (1,490 cases), highlighting significant seasonal exposure in Q3



Aircraft damage incidents are most frequent during the Approach (469 cases) and Climb (309 cases) phases, indicating critical risk exposure during transitional flight stages.

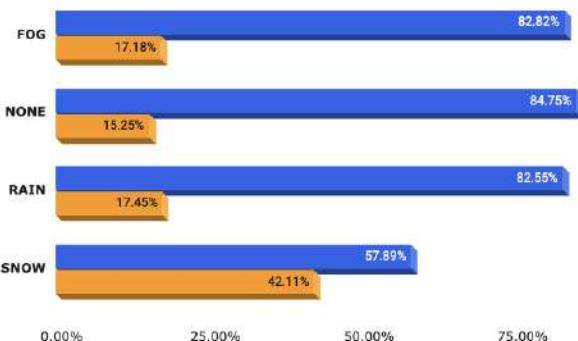


The sharp concentration of damage incidents in Engine Type D suggests potential structural or operational factors influencing higher strike susceptibility.



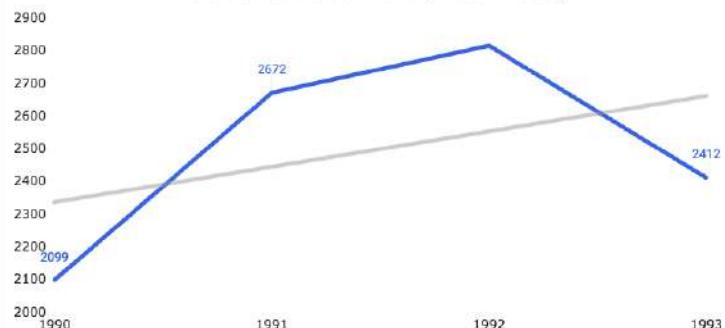
Single-bird strikes dominate overall damage exposure (1,108 cases), while multi-bird strikes in the 2-10 range also contribute substantially (392 cases), highlighting cumulative risk impact.

Aircraft Damage Risk by Weather Condition (%)



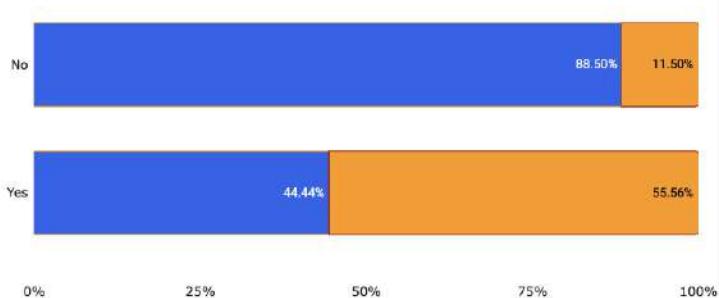
Aircraft damage risk is significantly higher during snow conditions (42.11%) compared to fog (17.18%), rain (17.45%), and clear conditions (15.25%), indicating that snow substantially amplifies strike severity.

Aircraft Incident Trend (1990–1993)



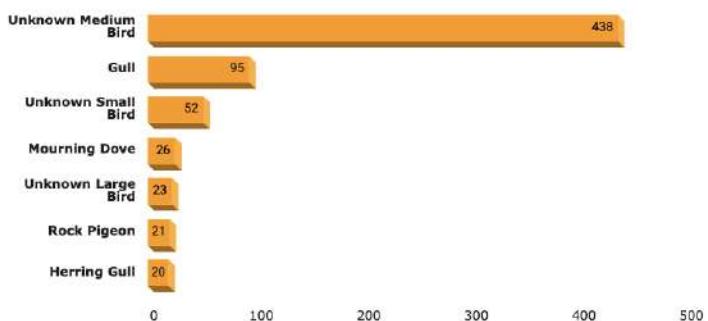
Wildlife strike incidents increased significantly from 2,099 in 1990 to a peak of 2,816 in 1992 before declining in 1993. The trend indicates a short-term rise in wildlife interaction risk followed by stabilization.

Aircraft Damage by Engine Ingestion



More than half of wildlife strikes involving engine ingestion result in aircraft damage (55.56%), highlighting ingestion events as high-severity safety incidents.

Top 7 Species Causing Engine Damage or Ingestion



Engine damage incidents are heavily concentrated in the "Unknown Medium Bird" category (438 cases), followed by Gulls (95 cases), highlighting species-specific risk concentration.