

**AEWA EUROPEAN GOOSE MANAGEMENT PLATFORM**



**11<sup>th</sup> MEETING OF THE  
AEWA EUROPEAN GOOSE MANAGEMENT  
INTERNATIONAL WORKING GROUP**  
*16-18 June 2026, Skövde, Sweden*



---

**REPORT AND RECOMMENDATIONS OF THE FLIGHT SAFETY TASK FORCE FOR  
2025/2026 AND DRAFT WORKPLAN FOR 2026/2027**

*Prepared by Albert de Hoon, Coordinator of the Flight Safety Task Force  
with support from the EGMP Secretariat and Data Centre  
and contributions from the members of the Flight Safety Task Force*

**Summary:**

This document provides an overview of the status and key activities that the Flight Safety Task Force has undertaken from June 2025 until May 2026. In addition, a proposed list of recommendations is included as well as the proposed annual workplan for 2026/2027.

**Action requested from the EGM IWG:**

Take note of the Task Force report and recommendations and adopt the annual workplan.

## Introduction

The need for exchange of experiences and joint efforts across Range States in the field of air safety was initially identified during the EGMP webinar on geese and risks to air safety held in January 2023. Following this, a proposal on the establishment of the Task Force was put forward by Denmark and the Netherlands. The proposal and the [Terms of Reference](#) for the Task Force were adopted at the 8<sup>th</sup> Meeting of the European Goose Management International Working Group (EGM IWG8) in June 2023.

The role of the Flight Safety Task Force (FSTF) is to:

- 1) assist the EGM IWG in coordinating and catalysing the implementation of activities related to goose management and flight safety under the EGMP;
- 2) assist the EGM IWG in stimulating and supporting Range States in the implementation of activities related to goose management and flight safety; and
- 3) monitor and report on the implementation of these activities to the EGM IWG via the UNEP/AEWA Secretariat and the National Reports to the EGM IWG, as appropriate.

## 1. Status of the Task Force Membership

The full list of members is presented in Annex 1. Currently, the TF has 14 members representing six Range States.

## 2. Meetings

Two meetings of the TF took place since EGM IWG10 – on 29 January and 2 March 2026. The TF will hold a meeting in hybrid format on the sidelines of the EGM IWG11.

## 3. Report of Key Activities and Outcomes

The meetings of the TF addressed the following topics:

Assessment of indicators for the Adaptive Flyway Management Plans (AFMPs) for Barnacle Goose (BG) and Greylag Goose (GG): The TF supported provision of flight safety related data for assessment of indicators for BG and GG AFMPs covering 2017-2024. The Data Centre provided updates on the analysis indicating that initial information shows that most reported strikes involve GG.

Data sharing and database development: The consolidation of a databank of aircraft-goose strikes and the sharing of information on goose populations and airport practices to mitigate bird strikes continued to be a priority activity. The data collected through a template on strike data developed by the TF will be analysed by the Data Centre. The TF discussed remaining data gaps, the need to improve the quality of reporting and species identification, and the potential to use the analysis to better understand strike patterns, including timing, seasonality, day/night patterns and the influence of weather conditions. It was agreed that, once the analysis is further developed, the results could provide a basis for identifying key gaps and formulating recommendations to improve wildlife strike reporting and risk assessment. The TF also discussed the sensitivity of the data received from airports. It was recognised that the data are currently intended for EGMP purposes and use within the TF, and that clear arrangements are needed before any results are published or shared more widely.

Risk assessment, knowledge gaps and research: The TF discussed broader challenges related to assessing the risk of goose strikes, including the limited availability of data on goose movements and exposure around airports. It was noted that understanding the underlying causes of bird strikes requires more in-depth scientific analysis, particularly at major airports. The TF also discussed the potential use of new technologies, including GPS tracking, to better understand goose movements and assess flight safety risks. It was noted that ongoing analysis related to Pink-footed Geese and Norwegian airports could be presented to the TF in the coming months as an example of how tracking data may support risk assessment. The results are expected to provide information on movement patterns, potential exposure to aircraft operations and the relevance of such approaches for assessing and managing flight safety risks. The findings may also help identify how tracking data can complement strike records and support more targeted risk assessments.

In addition, Jesper Madsen, Head of EGMP Data Centre, has been working with Copenhagen Airport to improve species identification using a new Avian 3D radar system and to assess the risk of bird strikes involving geese. Initial analyses have shown promising results, with species classification achieved for approximately 80% of detections. A report on the project results is currently under review by Copenhagen Airport. The analysis includes information on collision timing, seasonality, day/night patterns and the effects of weather conditions.

The TF agreed that further discussion on knowledge gaps and research needs should continue in the next phase of work.

Collaboration with aviation and wildlife management bodies: The TF discussed possible engagement with international and European aviation bodies, including the International Civil Aviation Organization (ICAO) and the European Union Aviation Safety Agency (EASA), once further analysis of the aircraft-goose strike databank has been completed. The establishment of EASA working groups on wildlife management, including work related to aerodrome surroundings management, was also noted as a relevant opportunity for future exchange. The TF further discussed the possibility of sharing information on its work through relevant conferences, including through a presentation, poster or dissemination of the TF leaflet.

Communication and awareness raising: Communication activities continued to focus on raising awareness of the FSTF and its work among relevant stakeholders, including airport operators, civil aviation authorities and EGMP Range States. The TF worked the further development of the information leaflet. The possibility of using the leaflet as a poster or information material at relevant events was also considered. The Task Force provided a contribution to the *EGMP 10<sup>th</sup> Anniversary Report*, document AEWA/EGMIWG/11.4, through submitting a case study on geese and air safety.

## **4. Recommendations**

The FSTF would like to recommend the following to the EGM IWG:

1. approve the activities referred to in the workplan;
2. urge National Government Representatives to further facilitate the transmission of relevant aircraft goose strike data and information regarding the number of geese passing over commercial airports to the AEWA Secretariat and the EGMP Data Centre;
3. provide support to the development of airport warning systems based of GPS tagging of Pink-footed Geese;
4. to assist the Russia Barnacle Goose Task Force, Greenland/Svalbard Barnacle Goose Task Force and Greylag Goose Task Force in the preparation of proposed revisions of the respective AFMPs with submission to EGM IWG12.

## 5. Draft Workplan 2026/2027

Task number	Task description	Sub task description	Name of responsible person	Comments
1.1	Consolidate the Flight Safety Task Force.	Invite Range States, observers and other stakeholders to identify and designate representatives to the Task Force.	Albert de Hoon	The TF continues exploring ways to address the gaps in representation in TF membership.
1.2	Consolidate the Flight Safety Task Force.	Identify other international processes related to wildlife strike hazards to aviation to which the Task Force could give input.		
1.3	Consolidate the Flight Safety Task Force.	Raise awareness about the Task Force, its role, and objectives with relevant international organizations and national authorities.	Marta Giordano	The TF leaflet was drafted by the Task Force. Information about the Task Force was included in the IMPEL project report. Members of the Task Force have held informal discussions with ICAO representatives.
2.1	Establish a European databank on aircraft-goose strikes in collaboration with the EGMP Data Centre.	Identify which relevant information is available and possible sources of data.	Albert de Hoon, Jesper Madsen, Trond Oigarden	A request for aircraft–goose strike data was circulated among the EGMP National Government Representatives and the compilation of the databank is currently underway.
2.2	Establish a European databank on aircraft-goose strikes in collaboration with the EGMP Data Centre.	Establish data format and procedures for the transmission of information and regular updates of the databank.		
2.3	Establish a European databank on aircraft-goose strikes in collaboration with the EGMP Data Centre.	Liaise with national authorities and the European Repository (ECCAIRS) for the gathering and transmission of data to the EGMP Data Centre.		

2.4	Establish a European databank on aircraft-goose strikes in collaboration with the EGMP Data Centre.	Develop capacity to enhance wildlife strike reporting, with a focus on goose strikes.		
2.5	Establish a European databank on aircraft-goose strikes in collaboration with the EGMP Data Centre.	Fill the databank	Albert de Hoon, Secretariat and Data Centre	
3.1	Improve the understanding of the problem created by aircraft-goose strikes in Europe.	Analyse available information to identify and understand trends of aircraft-goose strikes and their safety, conservation, and economic implications in Europe.	Albert de Hoon, Jesper Madsen, Trond Oigarden	The TF was briefed on the AFMP indicators, and knowledge gaps are expected to be identified once the databank is completed
		Support the gathering of information to monitor flight safety-related indicators of Adaptive Flyway Management Programmes		
3.2	Improve the understanding of the problem created by aircraft-goose strikes in Europe.	Identify knowledge gaps and propose research plans.		
4.1	Raise awareness about risks and management options to reduce aircraft-goose strike hazards.	Establish and exchange best practices for goose management programmes and techniques.	Jo Anders Auran, Sonja Englund	A pilot project exploring a warning system based on GPS tagging was discussed. The results of the project are to be published in near future.
4.2	Raise awareness about risks and management options to reduce aircraft-goose strike hazards.	Explore and instigate new technologies to minimize the risk of goose strikes, including sharing of goose monitoring data and the creation of alert systems.	Ove Martin Gundersen, Sonja Englund, Jesper Madsen	
4.3	Raise awareness about risks and management options to reduce aircraft-goose strike hazards.	Formulate strategies and recommendations to address aircraft-goose strike hazards.	tbd	

**Annex 1. Members of the Flight Safety Task Force as of May 2026**

<b>Country</b>	<b>Representative</b>	<b>Affiliation</b>
<b>Denmark</b>	Lise-Lotte Skovsager	Danish Civil Aviation and Railway Authority
	Jesper Brodersen	Copenhagen Airport (Safety Management)
	Ivar Høst	Danish Nature Agency
	Klaus Sloth	Danish Nature Agency
	Svend Norup	Danish Nature Agency
	Jesper Pedersen	Danish Nature Agency
<b>Estonia</b>	Aarne Tuule	Estonian Ornithological Society
<b>France</b>	Marta Giordano	Direction Générale de l'Aviation Civile (MTECT)
<b>Netherlands</b>	Albert de Hoon	Ministry of Infrastructure and Water Management
<b>Norway</b>	Jo Ander Auran	Norwegian Environment Agency
	Trond Øigarden	AVINOR
	Sonja Englund	AVINOR
	Ove Martin Gundersen	Norwegian Farmers' Association
<b>United Kingdom</b>	James Millar	Highlands and Islands Airports (HIAL)