

AEWA EUROPEAN GOOSE MANAGEMENT PLATFORM



8th MEETING OF THE AEWA EUROPEAN GOOSE MANAGEMENT INTERNATIONAL WORKING GROUP



20-22 June 2023, Bonn, Germany

PROPOSAL FOR THE ESTABLISHMENT OF A FLIGHT SAFETY TASK FORCE

Submitted and prepared by the governments of Denmark and the Netherlands on 11 May 2022

Summary:

This document was submitted by the governments of Denmark and the Netherlands on 11 May 2022, to propose to the EGM IWG, the establishment of a Flight Safety Task Force to:

- 1) Assist the EGMIWG 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 EGMIWG via the UNEP/AEWA Secretariat and the National Reports to the EGM IWG, as appropriate.

Action requested from the EGM IWG:

The EGM IWG is requested to take note of the motivation for the establishment of a Flight Safety Task Force and approve the proposed terms of references.

Motivation for Establishment of the Flight Safety Task Force

The European Goose Management Platform (EGMP) under the African-Eurasian Migratory Waterbird Agreement (AEWA), aims to provide the mechanisms for a structured, coordinated and inclusive decision-making and implementation process for the sustainable use and management of goose populations in Europe, with the objective of maintaining them at a favourable conservation status, while taking into account concerns of relevant stakeholders and the pertinent legislative frameworks and regulations. One of these stakeholders is the aviation industry.

In aviation, aircraft – wildlife collisions, so called *aviation wildlife strikes*, are one of the major hazards for the safety of aircraft and its crew, passengers and people living in the vicinity of aerodromes and beyond. Especially when aircraft collide with heavy and/or flocking species, like geese. Even a strike with a single goose may result in significant damage to the aircraft.

Greylag goose and Barnacle goose populations have increased over the past few decades leading to a growing concern about the risk that these populations pose to flight safety (<https://egmp.aewa.info/species-info/greylag-goose-0> and <https://egmp.aewa.info/species-info/barnacle-goose-1>).

The majority of wildlife strikes occurs during take off and landing, and only a few with birds at their migrating altitudes.

Aerodromes cover a significant part of Europe, scattered all over the continent, hosting a wide variety of Europe's plant and animal species. Aircraft fly all over the continent.

To safeguard aviation safety, EC Regulation 139 / 2014 has safety standards for all aspects of aviation, including wildlife hazard management at and around aerodromes.

The animals living at and around aerodromes are not only subject to this EC Regulation 139 / 2014 for aviation safety, but to the EU Habitats and Birds Directives as well. With these Directives, all bird and most animal species, including those living at and around aerodromes, are protected.

In case of aviation safety, according to the provisions of the Habitats and Birds Directives, Member States may derogate, where there is no other satisfactory solution.

Both the so called Box 1 overview in the Adaptive flyway Management Programmes for the NW/SW European population of Greylag Goose¹ and the Russia/Germany & Netherlands population of Barnacle Goose² as well as the EGMP webinar dedicated to air safety and collision risks with geese on 10 January 2023 have shown that there is an increasing problem and concern raised by aerodrome operators and authorities in several airports and EGMP countries. At the webinar, several aerodrome operators and representatives from national authorities expressed that it would be beneficial to establish a forum for exchange of experiences and discussion of possible solutions to the increasing problems. Such a dedicated forum where problems and solutions can be discussed openly does not exist at the moment. Since flight safety is specifically listed as a major management concern in two of the EGMP Single Species Management Plans (for Barnacle Goose and Greylag Goose,

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[https://egmp.aewa.info/sites/default/files/download/population_status_reports/Adaptive Flyway Management Programme for NW SW European Population of Greylag Goose.pdf](https://egmp.aewa.info/sites/default/files/download/population_status_reports/Adaptive_Flyway_Management_Programme_for_NW_SW_European_Population_of_Greylag_Goose.pdf) (Annex 2)

2

[https://egmp.aewa.info/sites/default/files/download/population_status_reports/Adaptive Flyway Management Programme for Russia Population of Barnacle Goose.pdf](https://egmp.aewa.info/sites/default/files/download/population_status_reports/Adaptive_Flyway_Management_Programme_for_Russia_Population_of_Barnacle_Goose.pdf) (Annex 2)

respectively), it is within the mandate of the EGMP to establish a forum or Task Force to enhance knowledge exchange and communication of the issue. The proposed Flight Safety Task Force, encouraged by Norway, Denmark and The Netherlands, will enhance finding solutions to balance the conservation and well-being of geese populations and the reduction of the hazard of aircraft – geese strikes.

AEWA EGM IWG Flight Safety Task Force

Terms of Reference³

Role

The role of the EGM IWG Flight Safety Task Force 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.

Tasks

The EGM IWG Flight Safety Task Force will:

- develop and support the implementation of an international interdisciplinary cooperation framework for dealing with interaction between geese and flight safety;
- assist in other ways as requested by the EGM IWG.

Membership

The EGM IWG Flight Safety Task Force will be open to (1) designated governmental representatives of all EGMP Range States, (2) representatives of national expert and stakeholder organisations as designated by the state authorities from all EGMP Range States, (3) representatives of admitted observer organisations, and (4) other experts as required.

The Coordinator of the EGM IWG Flight Safety Task Force may invite and admit international expert and stakeholder organisations as well as individual experts to the Task Force via the UNEP/AEWA Secretariat and in consultation with the relevant Range States, as necessary.

To ensure coordination with the activities carried out by the EGMP Data Centre, the Data Centre will be represented by a staff member in the EGM IWG Flight Safety Task Force.

Officers

A voluntary Coordinator, ideally from one of the major Range States or organizations/institutes with expertise on the subject matter of the EGM IWG Flight Safety Task Force, will be identified by the UNEP/AEWA Secretariat to oversee the operations of the Task Force in close cooperation with the Secretariat and the EGMP Data Centre.

³ As adopted by EGM IWG2, 15-16 June 2017, Copenhagen, Denmark

Communication

The EGMIWG Flight Safety Task Force will mainly conduct its work electronically via the EGMIWG website and intranet as well as via email and online communication platforms, as appropriate.

Meetings

No specific funds are allocated under the EGMP for the EGM IWG Flight Safety Task Force. However, the EGM IWG Flight Safety Task Force is encouraged to have annual face-to-face meetings directly before the meetings of the EGMIWG. In addition, Task Force Coordinator and members are also encouraged to arrange face-to-face meetings if opportunities present themselves, for example in combination with other meetings or conferences.

Reporting

A brief report on the general progress of the EGMIWG Flight Safety Task Force (convening, membership, activities, etc.) will be presented by the Coordinator via the UNEP/AEWA Secretariat to each meeting of the EGM IWG. This will include the presentation of any specific Task Force outputs, as requested by the EGM IWG.

Overall National Reports will be prepared by each EGMP Range State according to a format and reporting schedule agreed by the EGM IWG. Task Force members are requested to contribute to these National Reports regarding the implementation of activities relevant to the EGM IWG Flight Safety Task Force, as appropriate.

Financing

No specific funds are allocated under the EGMP for the EGM IWG Flight Safety Task Force. The operations of the Task Force, including that of the voluntary Coordinator, are therefore to be financed primarily by its members and observers such as through in-kind support in form of personnel time or separate funding. Neither the UNEP/AEWA Secretariat nor the EGMP Data Centre can commit regular financial support and may only provide such if possible.