Birdstrike risk forecast for the beginning till mid-June 2026

Observations of many species are currently rather constant and just the sightings of some waders and shorebirds are decreased. Nevertheless, by experience the birdstrike risk at many airports is increasing at the moment. Responsible for this are often small-weighted species (swallows, common swifts, larks), leading to a low risk of damage to aircraft. Breeding activity at the airport, as well as commuting flights over the airfield and in the vicinity, are currently influencing birdstrike incidents. Among large bird species such as crows, gulls, herons, storks, cranes and geese, the non-breeding birds pose a risk during their movements near airports. Furthermore, during the day, commuting flights of geese, crows, swans, gulls and cranes take place in heights up to 500 ft between resting, roosting and breeding sites, whilst in the dark only very sporadic flight movements of the avifauna are to be expected. In the case of early-breeding species such as herons, starlings, crows and pigeons, the young are fledged and, due to their lack of experience, pose an increased strike risk.

At many airports, the first large-scale mowing operations are now taking place on the airports maneuvering areas, which can attract white storks, raptors, starlings, crows and gulls. White storks, grey herons and great egrets (see below) in particular are frequently observed foraging on these areas whilst mowing is underway, and are very difficult to scare away. They also use the thermals in the approach and departure areas to soar upwards, which therefore particularly takes place in warm weather.

For your flight preparation please also use the birdtam chart provided under the following link https://www.notams.faa.gov/common/birdtam.html

Grey Heron (*Ardea cinerea*), above left; Great Egret (*Ardea alba*), above right; White Stork (*Ciconia ciconia*), below.