

# EGMP Webinar

## Geese and Risks to Air Safety

10 January 2023, 13-16 hours (CET)

Chair: Jesper Madsen, Head of EGMP Data Centre based at Aarhus University, Denmark

### Programme

**13:00 - 13:15** Introduction – the goose situation

*Jesper Madsen, EGMP Data Centre*

**13:15 - 13:45** Geese and flight safety from a governmental perspective

*Albert de Hoon, Civil Aviation Authority, The Netherlands*

**13:45 - 14:15** Geese control at Amsterdam Airport Schiphol, the Netherlands

*Yvonne Versteeg & Rosanne Blijleven, Amsterdam Airport Schiphol*

**14:15 - 14:25** Break

**14:25 - 14:55** Problems with geese in Copenhagen Airport, Denmark

*Mogens Hansen, Copenhagen Airport*

**14:55 - 15:25** Problems with geese in Trondheim Airport, Norway

*Jan Andersen & Trond Øigarden, AVINOR*

**15:25 - 16:00** General discussion

## Practical notes

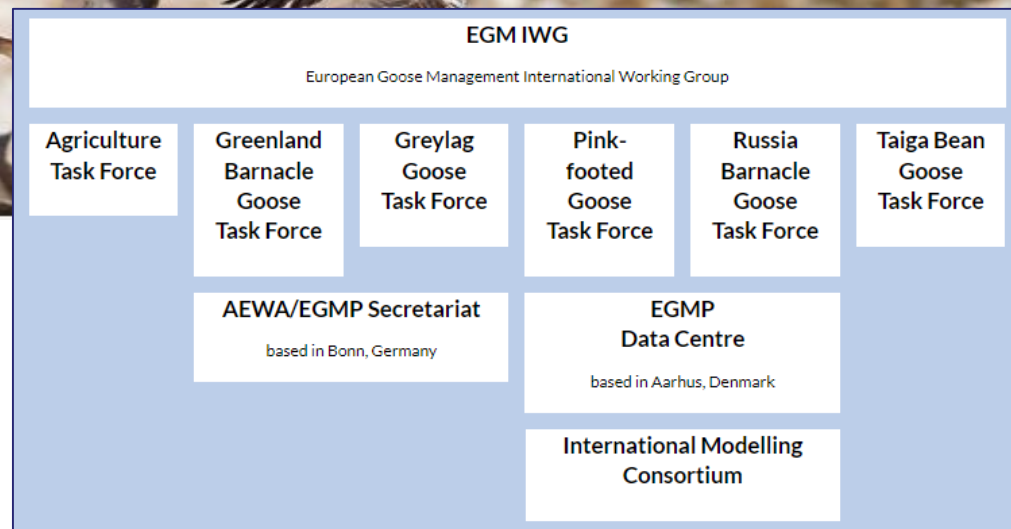
- The presentations will be recorded, including clarifying questions after each talk and discussion
- If you want to take the floor, please use the Chat and write your name and affiliation
- Remember to switch on your microphone when you are talking
- And please switch off your microphone when you have finished
- The recording will be put on the EGMP website: [egmp.aewa.info](http://egmp.aewa.info)

# Purpose of the webinar

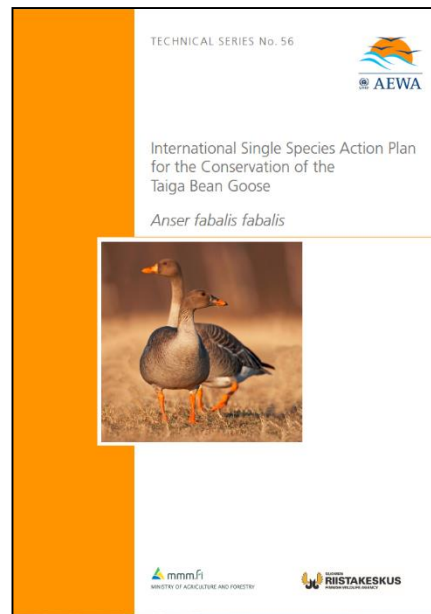
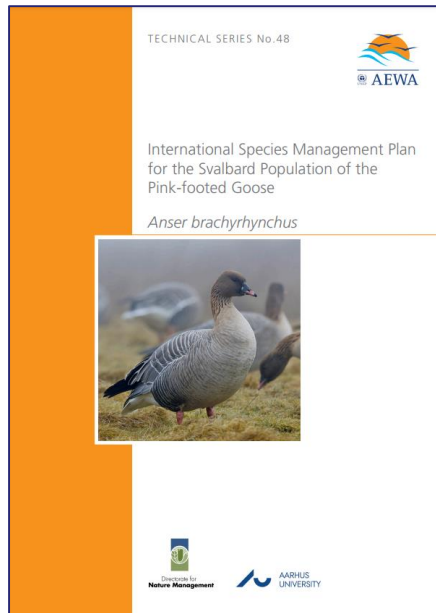
- To shed light on the issues faced in three selected airports in the EGMP range, where geese cause increasing risks. Airport representatives and authorities will inform about their problems, handling of risks, challenges and policies
- Support sharing of experiences
- Stimulate further connection between the EGMP, airports, authorities and other stakeholders in finding effective measures to reduce risks of collisions

# European Goose Management Platform

The EGMP 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.



# Backbone of the EGMP: International Single Species Management and Action Plans



In the Barnacle Goose and Greylag Goose management plans air safety is raised as a major concern and minimising the risk to air safety is a key objective

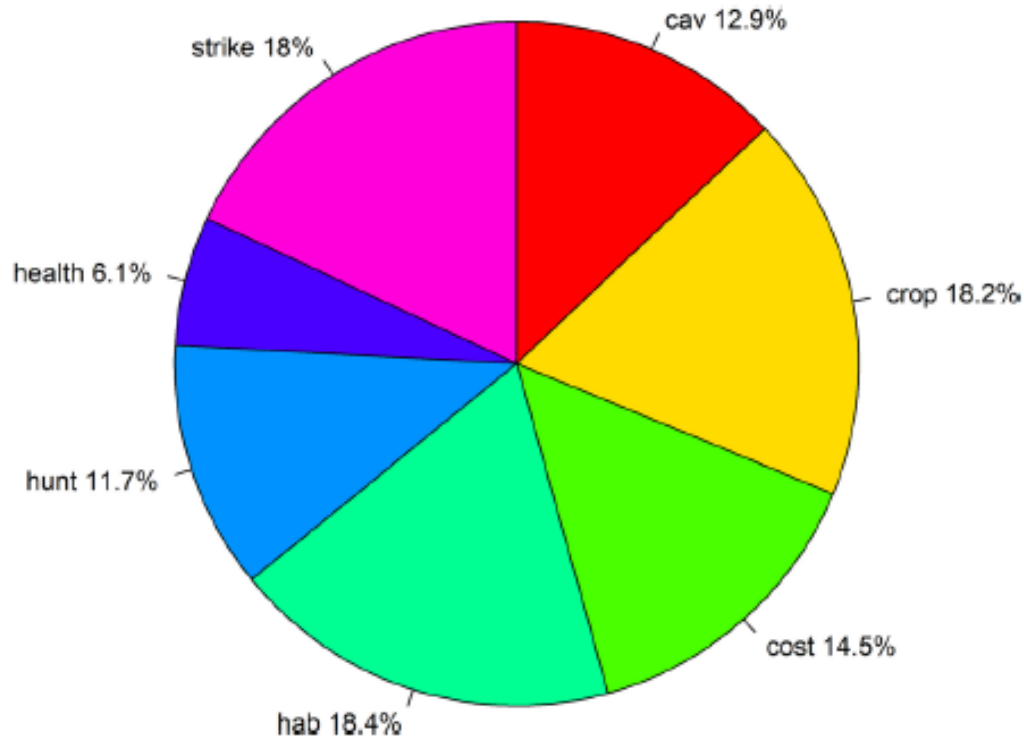
# Objectives related to air safety

## III. Minimise the risk to air safety

*It is recognised that these risks are either localised or may not be well-understood.*

III.1 Geese are kept away from sensitive areas, by using various means, such as deterring, diverting, e.g. through habitat management, or avoiding, locally in areas determined by the national authorities as being sensitive to the presence of geese

III.2 If necessary, grant derogations to address the prevention of risk by management at the appropriate scale



**Fig. 12** Consensus-convergence weights for greylag goose management objectives derived from EGMIWG respondents. Management objectives are to maximize cultural and esthetic values (cav), minimize agricultural damage (crop), minimize management costs to governments (cost), minimize deleterious impacts to habitats (hab), maximize satisfaction with the level of recreational hunting (hunt), minimize amenity fouling and disease transmission (amen), and minimize bird strikes to aircraft (strike)

# Conclusions from EGMP survey in 2020

(response from 14 European commercial airports)

- Greylag and Barnacle Geese were the goose species most frequently reported to have been involved in birdstrikes
- In Copenhagen Airport the growth in goose numbers was accompanied by an increase in frequency of strikes with geese
- Airports use various methods to monitor, manage and control geese at the airport premises; mostly inside airports but in some cases also outside
- No universal solution to deter geese is available at present
- Ten out of fourteen airports have seen an increase in goose abundance and / or the number of geese crossing the airports over the past five years
- In some cases, the growth in goose populations has been accompanied by a corresponding increase in the need for management actions. But in recent years, resources allocated to the management and control of goose populations have remained stable at most airports
- Many airports expect an increase in problems associated with the presence of geese in the future

## Sources:

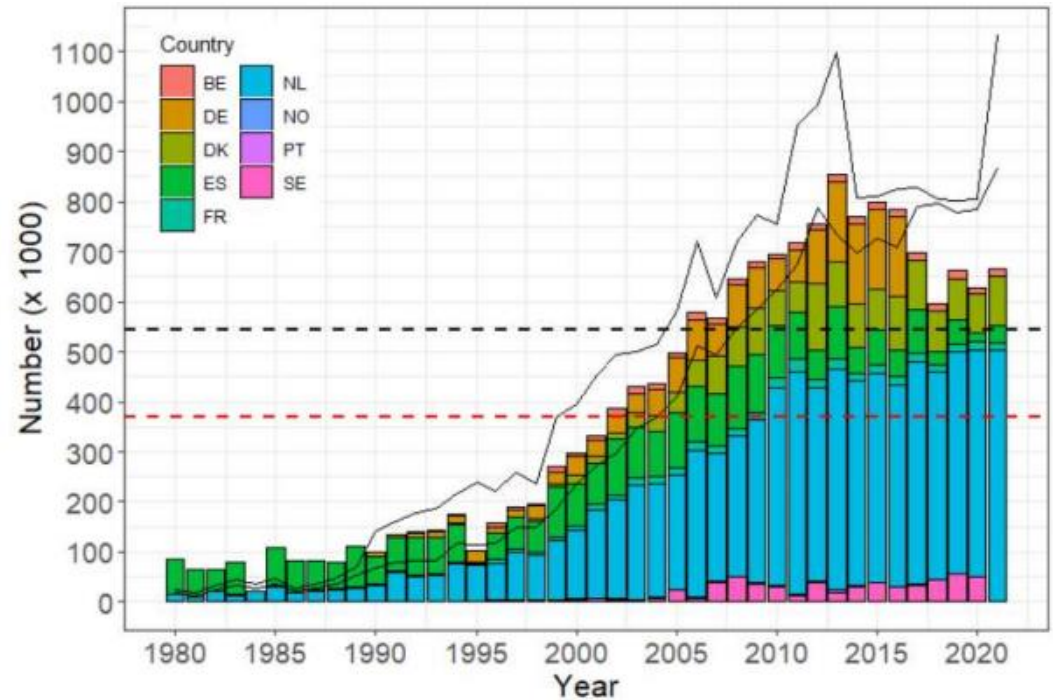
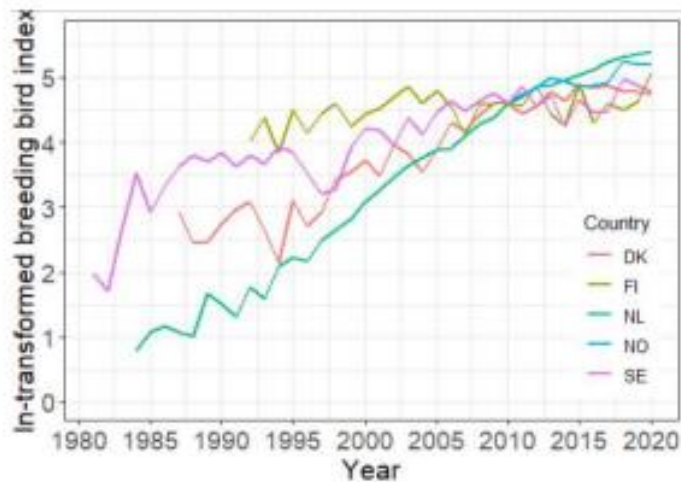
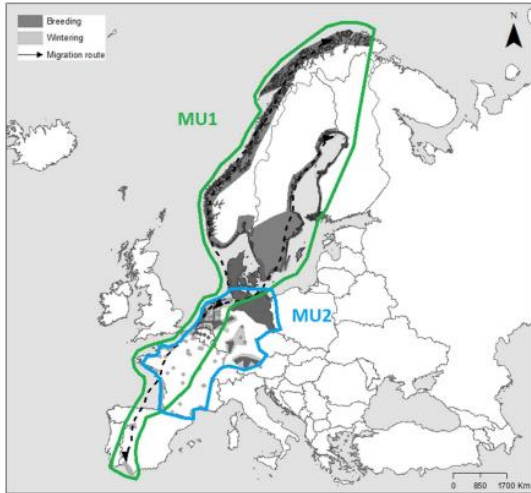
[https://egmp.aewa.info/sites/default/files/download/population\\_status\\_reports/Adaptive Flyway Management Programme for Russia Population of Barnacle Goose.pdf](https://egmp.aewa.info/sites/default/files/download/population_status_reports/Adaptive_Flyway_Management_Programme_for_Russia_Population_of_Barnacle_Goose.pdf)

[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)



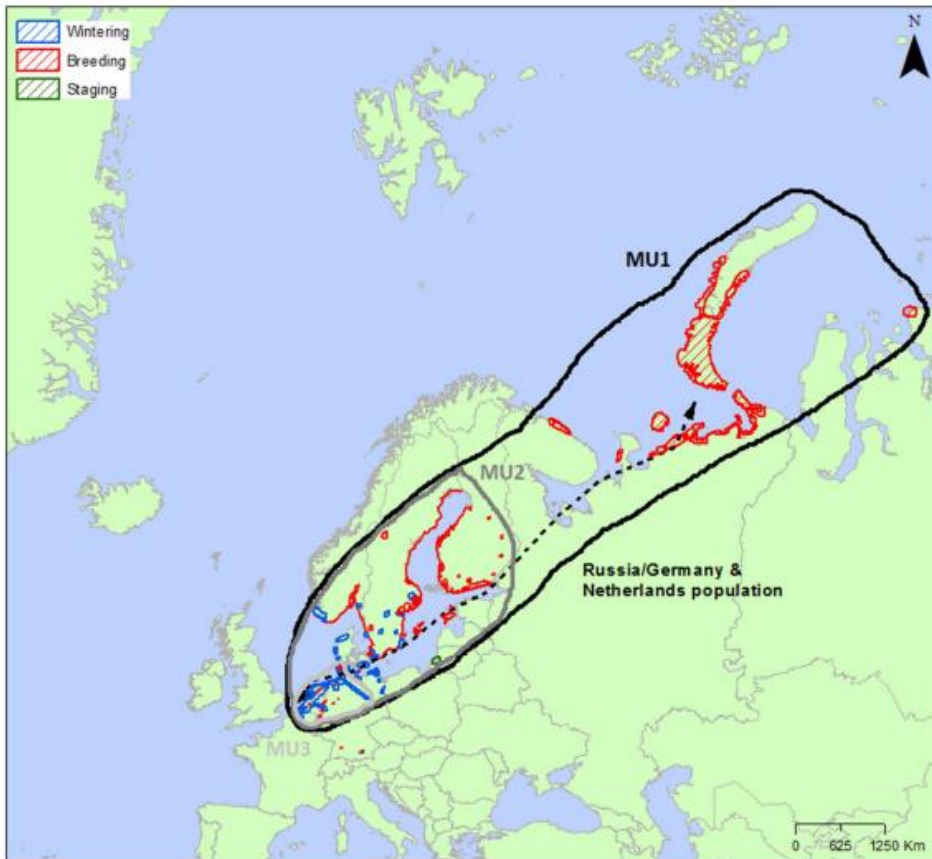
# Greylag Goose

## NW/SW European population



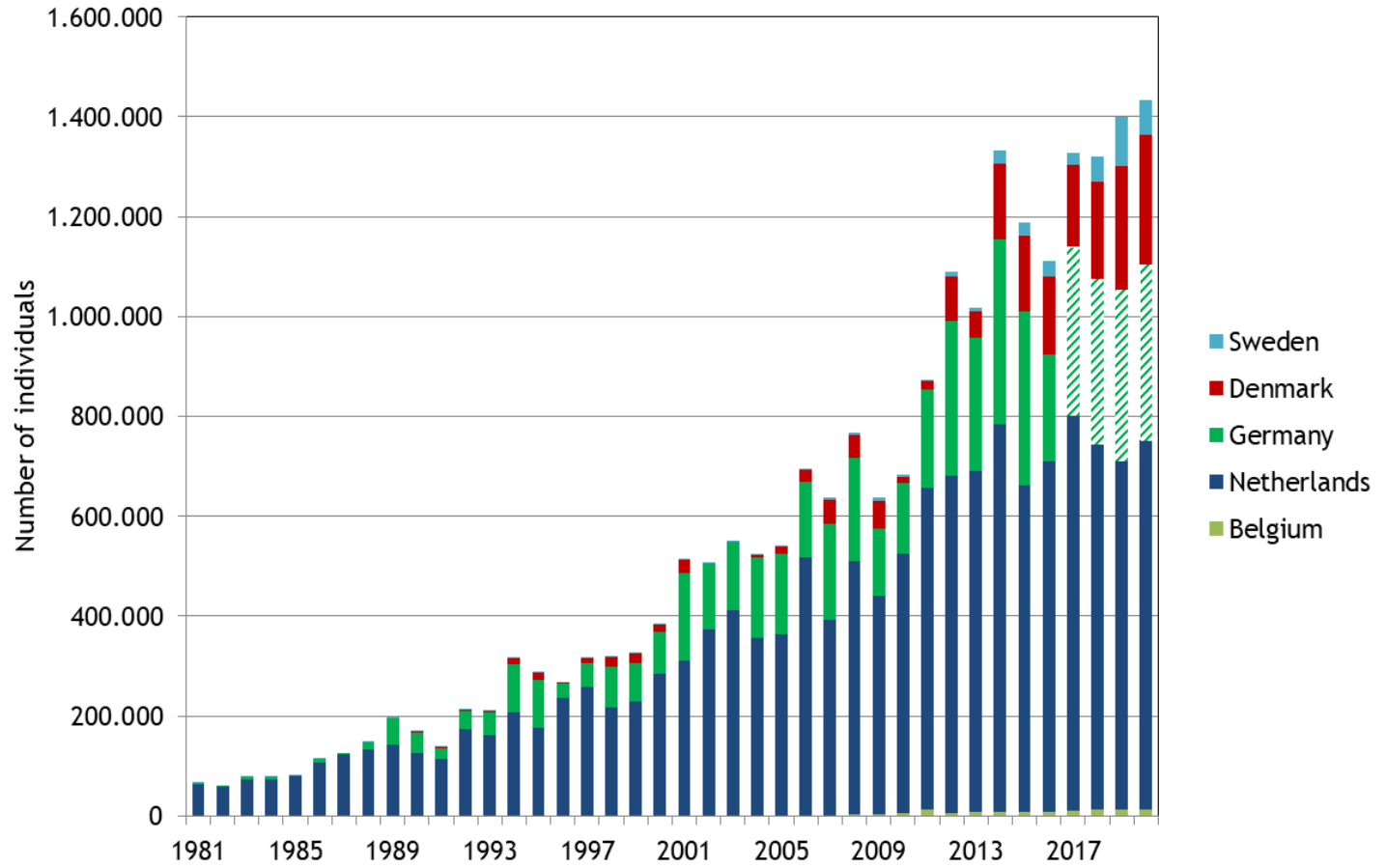
# Barnacle Goose

## Russian/Baltic-North Sea population



# Barnacle Goose

## Russian/Baltic-North Sea population



Geese have become urban  
Closer to airports and year-round

# Change of migratory behaviour

- Geese stage and winter further north
- Barnacle Geese have expanded their migration route further north (in autumn)

Total number counted at Falsterbo, SW Sweden in autumn

