



European Union Network for the
Implementation and Enforcement
of Environmental Law



Birds Directive @ Aerodromes Conference

20-21-22 November 2024
Paris Orly Int Airport





Funded by the
European Union



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Implementation and Enforcement
of Environmental Law

Implementation of the Birds and Habitats Directives at European Aerodromes

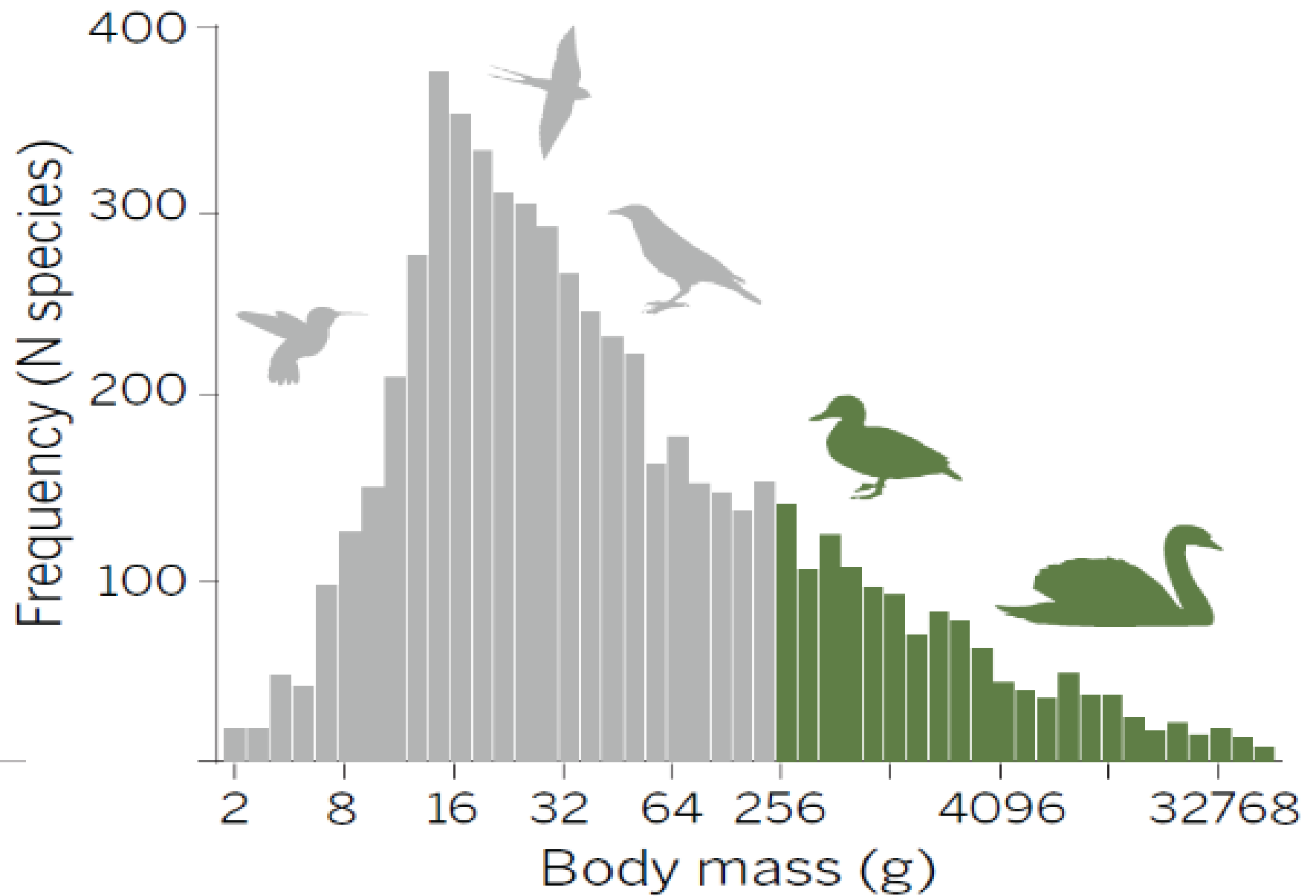
BIRDS @ AERODROMES

An IMPEL project

MEET THE TEAM

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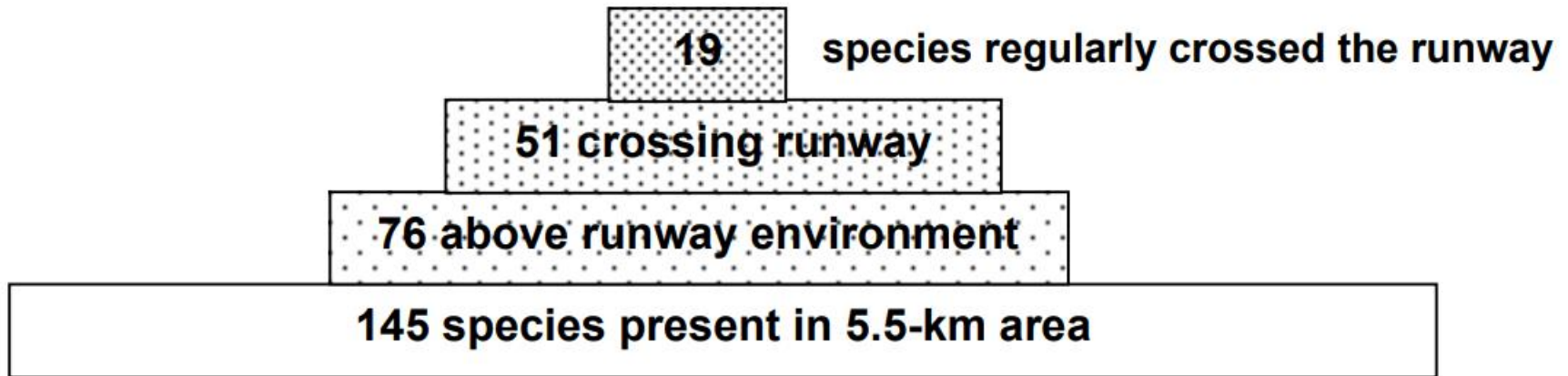
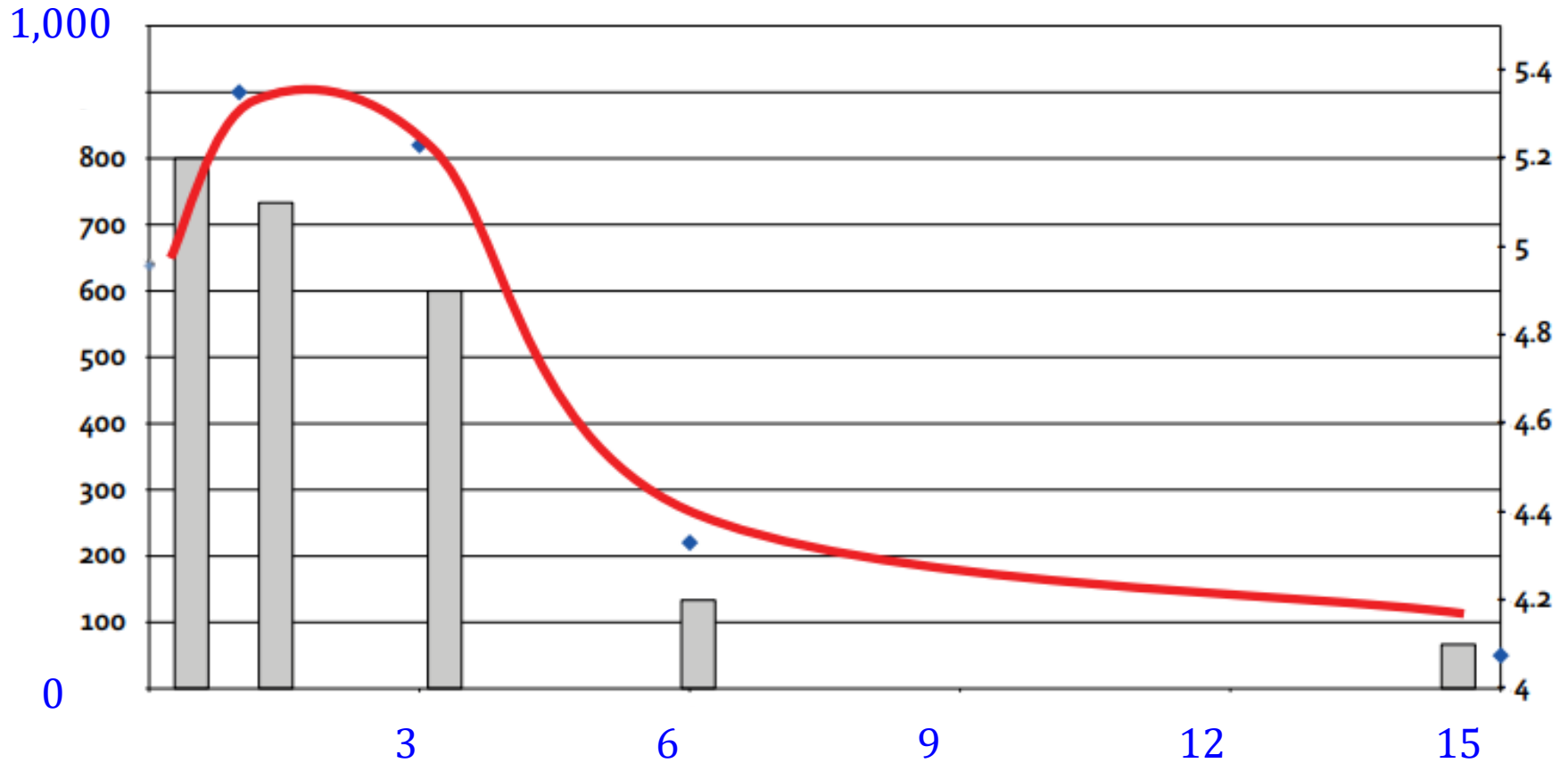


Figure 8. Distribution of runway crossing and non-crossing species; August '98 – July '99



Biomass worms – kilogram / hectare



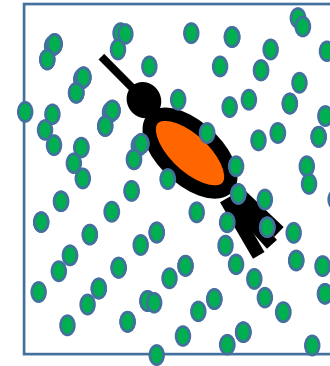
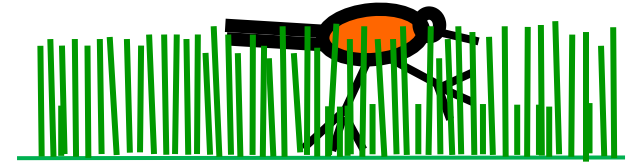
Years after banning agricultural practices

Manoeuvrability

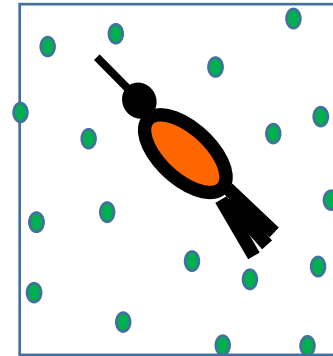


How easily wildlife can manoeuvre through the vegetation depends on the:

1. length of the animal's legs
2. strength of the animal to push the vegetation away
3. slenderness of the animal
4. height of the vegetation
5. density of the vegetation
6. flexibility of the plants in the vegetation



dense



sparse

vegetation





Questions to be addressed

1. Which species / numbers are present at the European aerodromes?
2. How many animals are hit by aircraft in Europe?
3. How many are killed / relocated / harassed ~ the derogation?
4. How is the process to issue, execute and oversight ~ the derogation?
5. What are the good / better / best WHM practices at aerodromes?
6. What are good / better / best practices for a win – win situation for both flight safety and nature conservation?



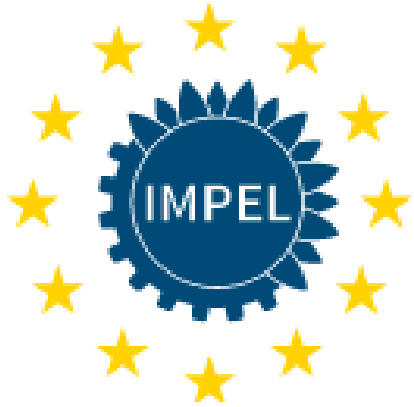
CONCLUSIONS : who will do what?

1. Get together in Europe again every other year or so
2. Get support from European organizations
3. What about EU guidelines to deal with habitats and wild life hazard management? Provide templates?
4. Share information on legal issues and liability. Include insurance companies in this respect
5. Continue to cooperate with military
6. Sharing best practices and failures on biodiversity topics at and around airports
7. Lobby with ACI Europe, IATA in order to get guidances towards building new airports including protection of biodiversity and not only safety
8. Wildlife management: need to change the KPIs to take into account the good balance (small birds versus bigger birds for instance);
9. How to deal with birds outside of the airfield itself: include the stakeholders in the surroundings of the airport?
10. Could IMPEL group provide each and every organization in each country that was covered in the conference?



CONCLUSIONS : who will do what?

1. What about doing it in Bruxelles another time?
2. Where can we find time and money for it?
3. Wild life international organization is ready to help
4. Scientific research ideas are to be encouraged and followed up.
5. Keeping the KPI of bird strikes is not consistent with biodiversity KPIs. How can we work towards a better balance.
6. CSRD is another issue to produce the KPIs. How to cooperate with other airports working on this subject ? Include it in IMPEL reporting ?
7. Vegetation research should also be addressed
8. Biodiversity indicators have been published by EU without scientific backgrounds and airports will need to adapt to those.
9. Caution: data need to be stronger on biodiversity and bird strikes as well
10. Involve the scientific community



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Thank you!

Website: www.impel.eu