

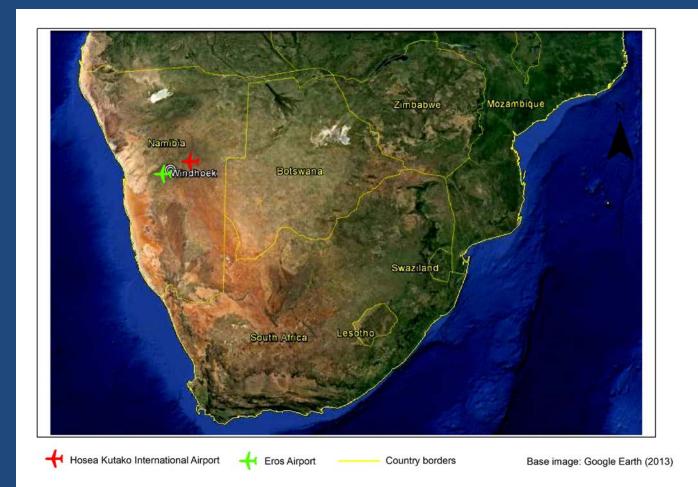
The Benefit of Studying Ecosystems at Namibian Airports

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Study sites









The study objectives

• Look at ecosystem condition, productivity and services and their influence on wildlife strikes.

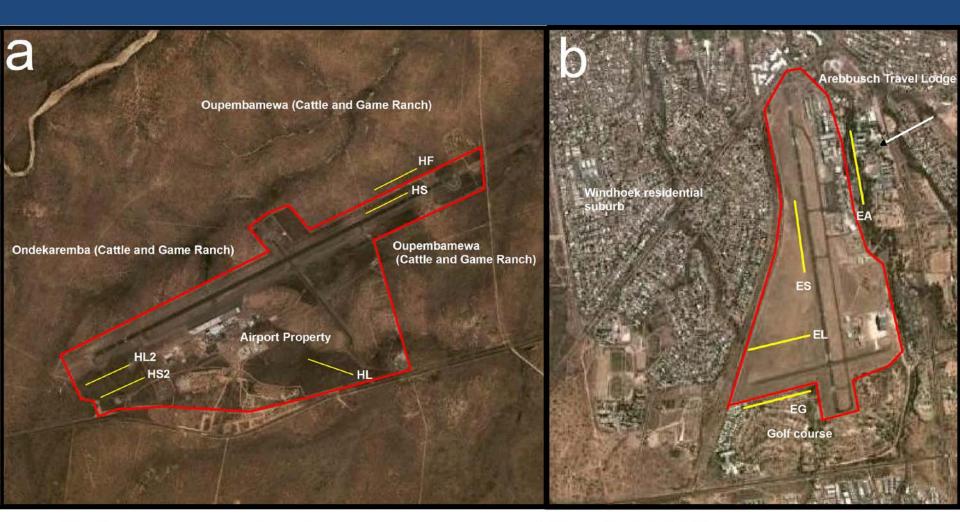
Ecosystem parameters considered:

 Small mammals (rodents, mice, etc.)
 Arthropods (insects, spiders, etc.)





Study sites



Aerial Image: Google Earth (2005)

Why look at small mammals and arthropods?

- Important prey species;
- Indicators of ecosystem condition and integrity.





Collisions reported 2006-2010		Hosea Kutako Airport		Eros Airport	
	Small mammals as prey	Number	%	Number	%
	_arge (>1000 g)				
	Helmeted Guinea Fowl (Numida meleagris)	5	16.7	6	9.1
	Yellow-billed Kite (Milvus aegyptius)	3	10.0	2	3.0
1	Secretary Bird (Sagittarius serpentarius)	3	10.0	0	0
	Marabou Stork (Leptoptilos crumeniferus)	2	6.7	0	0
1	Abdim's Stork (Ciconia addimii)	2	6.7	0	0
	White-backed Vulture (Gyps africanus)	1	3.3	0	0
	Medium (300-1000 g)				
1	Southern Pale Chanting Goshawk (Melierax canorus)	1	3.3	1	1.5
	Black Crow (Corvus capensis)	1	3.3	0	0
	Rock Dove (Columbia livia)	0	0	2	3.0
	Small (<300 g)				
	Rock Kestrel (Falco rupicolus)	2	6.7	0	0
	Crowned Lapwing (Vanellus coronatus)	9	30.0	51	77.4
	Sparrow (Family Passeridae)	0	0	2	3.0
	Swallow/swift (Family Hirundinidae, Apodidae)	0	0	1	1.5
/	Burchell's Courser (Cursorius rufus)	1	3.3	1	1.5
С С	Total	30	100	66	100

Collisions reported 2006-2010		Hosea Kutako Airport		Eros Airport	
	Arthropods as prey	Number	%	Number	%
	Large (>1000 g)				
	Helmeted Guinea Fowl (Numida meleagris)	5	16.7	6	9.1
	Yellow-billed Kite (Milvus aegyptius)	3	10.0	2	3.0
	Secretary Bird (Sagittarius serpentarius)	3	10.0	0	0
	Marabou Stork (Leptoptilos crumeniferus)	2	6.7	0	0
	Abdim's Stork (Ciconia addimii)	2	6.7	0	0
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	Total	30	100	66	100

Methodology – small mammals

- Transects of 100 traps spaced 5m;
- Baited for 4 trap nights, checked twice daily;
- Twice per year (end of growing and nongrowing season) for two consecutive years (2011 and 2012);
- Mark-recapture;
- Determined abundance, species richness, diversity (Shannon Diversity Index);
- Compared using standard non-parametric paired tests.





Methodology – Arthropods

- <u>Collection</u>
- Sweep netting
- <u>Analyses</u>
 - Arthropods (insects & spiders) separated from plant matter
 - Sorted into orders, counted & weighed
 - ANOVA & Pearson's correlation (Statistics)
 - Results related to birdstrike-risk at HKIA



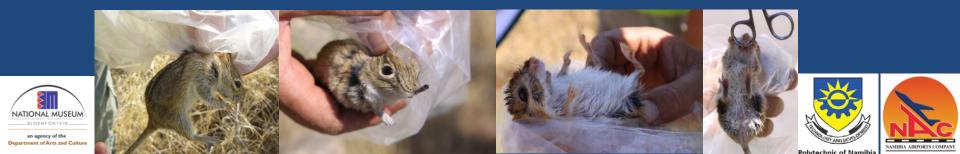




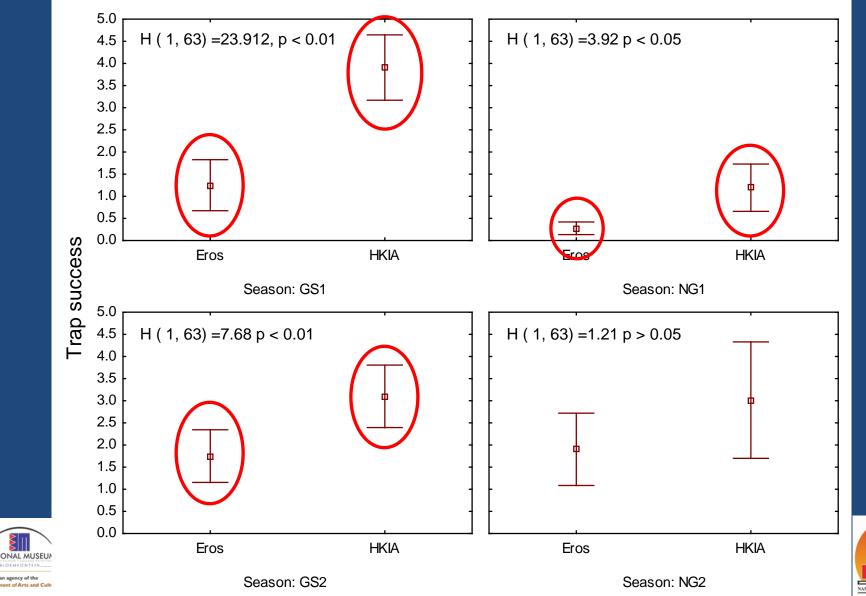


Results – Small Mammal Abundance

- Trapped a total of 2150 individuals;
 - 1570 at Hosea Kutako (rural)
 - 580 at Eros (urban)
 - 1317 during the growing season (GS1 and GS2)— 833 in the non-growing season (NG1 and NG2)

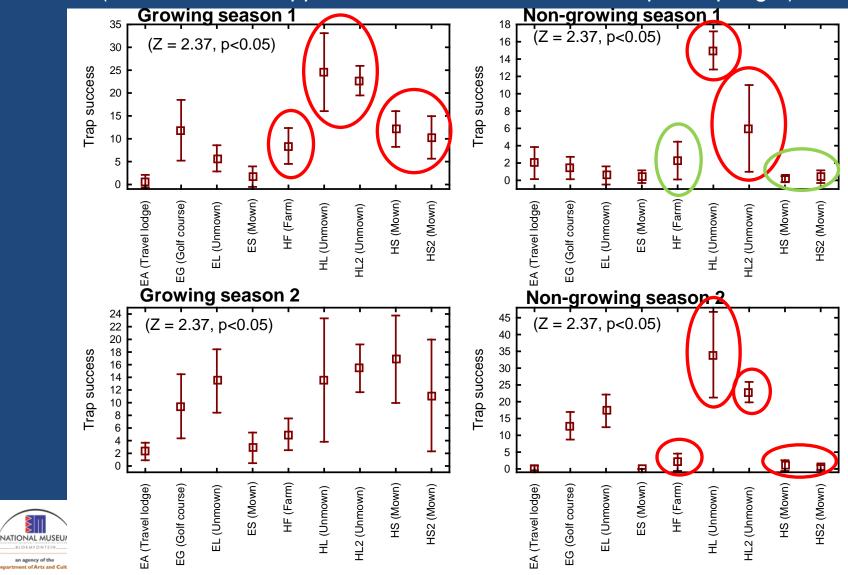


Results – Small mammal abundance per airport



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<u>Results – Small mammal</u> (mean number trapped +/- 95% confidence interval per trap night)



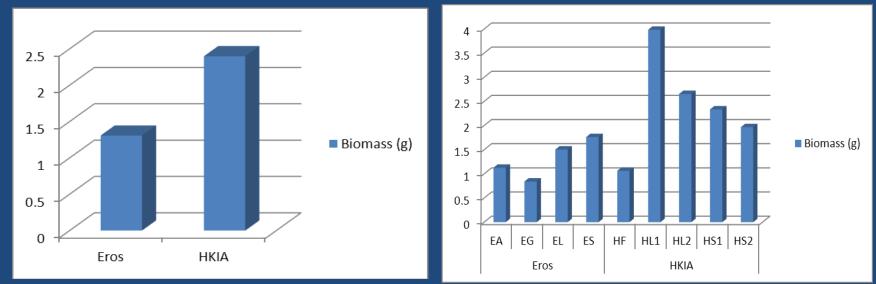
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Results – Small mammal species richness

Order	Species	Hosea Kutako	Eros	
Rodentia	Desmodillus auricularis	Present	Present	
Rodentia	Mastomys coucha	Dominant (noct.)	Dominant (noct.)	
Rodentia	Mus musculus	Present	<u>Absent</u>	
Rodentia	Mus indutus	Present	Present	
Rodentia	Rhabdomys pumilio	Dominant (diurn.)	Dominant (diurn.)	
Rodentia	Saccostomus campestris	Present	Present	
Rodentia	Gerbilliscus leucogaster	Present	Present	
Rodentia	Thallomys paedulcus	<u>Absent</u>	Present	
Macroscelidea	Elephantulus intufi	Present	Present	
Eulipotyphla	Crocidura sp. 1	Present	<u>Absent</u>	
Eulipotyphla	Crocidura sp. 2	Present	<u>Absent</u>	
Total species richness	11	10	8	

Results - Arthropods

- 45 451 individuals collected
- 14 orders



Mean biomass (g) yield/transect/airport (p=0.00505)

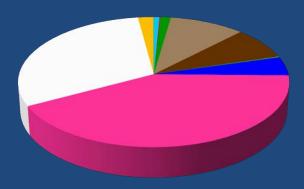
Mean biomass (g)/transect (p=0.00186)





Results - Arthropods

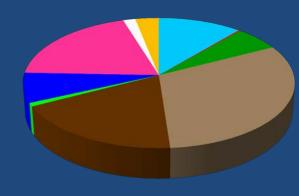
Percentage contribution of top ten orders in terms of numbers of individuals at Eros.



- Orthoptera
- Mantodea
- Thysanoptera
- Hemiptera/ Homoptera
- Coleoptera
- Lepidoptera **Diptera**
- Hymenoptera
- Psocoptera
- Araneae/'Acari'

Percentage contribution of top ten orders in terms of numbers of individuals at HKIA.

At Eros: ~42% Hymenoptera



- Orthoptera
- Phasmatodea
- Thysanoptera
- Hemiptera/ Homoptera
- Coleoptera
- Lepidoptera Diptera
- Hymenoptera
- Psocoptera
- Araneae/'Acari'



At HKIA: ~31% Hemiptera



Discussion

- Dominant diurnal small mammal *R. pumilio* is an important prey species for raptors found to frequent both airports – and is therefore an attractant:
 - Black-shouldered Kite (*Elanus caeruleus*), Yellow-billed Kite (*Milvus aegyptius*), Rock Kestrel (*Falco tinnuculus*), Greater Kestrel (*Falco rupicoloides*), Southern Pale-chanting Goshawk (*Melierax canorus*) and Secretarybird (*Sagittarius serpentarius*).









Discussion



- Rurally situated Hosea Kutako has a higher abundance and diversity of small mammals (influences future airport planning), and a higher biomass of arthropods;
- Hosea Kutako acts as sanctuary (fenced off, no grazing, no predators) when compared to surrounding farms;
- Mowing reduces small mammal abundance (but only if done completely and regularly);
- Mowing seems to reduce arthropod productivity (not conclusive);
- Partial or incomplete mowing creates areas of sanctuary.







Airport property

Farmland

Conclusion

- Small mammal abundance and diversity, and arthropod biomass, significantly higher at rural Hosea Kutako compared to Eros;
- Small mammal abundance and diversity significantly higher in growing season compared to non-growing season;
- Land use surrounding Hosea Kutako and mowing practices (to reduce bird collisions) attracts small mammals and arthropods – and hence raptors and insectivores;
- Species diversity is reduced with mowing, but not significantly.





Application for Aircraft-wildlife collision control

- Mowing of grass reduces small mammals and arthropods as prey for raptors, but only if complete (i.e. leaving no areas as sanctuary) and done regularly (twice a season).
- Surrounding land use has a significant impact on small mammal and arthropod abundance in the vicinity of airports, therefore planning processes for new airports must consider this.



Thank you for your attention

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