

AOP 19 –

Wildlife

Management

VERSION No: 1.0

1.2 Responsibility

The HAS/AOU are responsible for the establishment, administration and review of the LBA Bird/Wildlife hazard control plan.

The day-to-day responsibility for bird hazard control rests with the AOU/RFFS

Only those persons who have attended the appropriate bird control courses and are familiar with the requirements of the LBA Bird/Wildlife hazard management plan and CAP 772 or Airside Operations shall undertake bird control duties.

1.3 Operating Procedures

Measures are taken to limit activities which could be attractive to birds, and to avoid careless disposal of edible matter and waste material. The immediate environs are monitored to detect any activities which could also prove attractive to birds.

1.4 Techniques

The following techniques are used at Leeds Bradford Airport to reduce the bird population on the aerodrome:

1.4.1 Bioacoustics Bird Scaring:

Birds will react to the distress calls of other birds (particularly if from their own species) by taking flight and approaching the source to investigate, and will be left vulnerable to attack when the broadcast is stopped.

Not to be used during the hours of darkness.

1.4.2 Bird Scaring Cartridges (BSC):

Cartridges can be used to disperse the presence of birds on the aerodrome. A firearm licence is required.

Not to be used during the hours of darkness.

1.4.3 Visual Techniques:

Arm waving and lures shall only be used occasionally, either to support Bioacoustics methods or at night.

1.4.4 Lethal Methods:

The culling of bird species is subject to Natural England regulations. Only species listed in Airport Class License WML – CL12 may be culled. For any other species a specific license must be acquired from Natural England. A shotgun and air rifle will be used for lethal wildlife control. They should be employed as a last resort if other non-lethal methods fail to remove the presence of birds on the aerodrome.

1.4.5 Habitat Management

Leeds Bradford Airport employs a grass management policy in accordance with the principles outlined in CAP 772. Long grass is maintained at 150mm, not exceeding 200mm. The administration of the Grass Management Policy rests with the HAS. See also, Leeds Bradford Airport: Bird/Wildlife Hazard management Plan.

1.5 Patrols

It is recommended that bird control patrols shall be carried out in the following circumstances:

- At first light and at dusk. Regular patrols throughout the day are also required.
- Whenever ATC observe significant numbers of birds on or in the immediate vicinity of the Aerodrome, they shall request a bird patrol. It continues to be an ATC responsibility to warn aircrews whenever a bird hazard is considered to exist.

1.5.1 Night Patrols

Bird Control patrols at night shall be restricted to the movement area to ensure the movement area is free from the presence of birds.

AOU will undertake night patrols 30 minutes ahead of an aircraft movement assuming it follows a break in movements exceeding this period. ATC can request a patrol having identified a hazard.

See also Leeds Bradford Airport: Bird/Wildlife Hazard Management plan.

1.6 Bird Strike

A full runway check will be made following any report of a bird strike or suspected bird strike. Any debris (feathers alone are insufficient) will be removed, placed in a plastic bag, and if necessary, sent for an analysis.

If the bird remains cannot be fully removed before the next aircraft movement then essential information will be given to all pilots of landing or departing aircraft as soon as possible, including:

- Whether it is a single or multiple strike
- Position on the runway or airfield if known
- Any delay involved
- Details of any other birds settling on the affected area; and
- Any adverse braking action reported.

1.7 Record Keeping

A bird control log is provided and maintained. This should be completed every time a bird control run or activities are carried out. In the event of a bird strike occurring, being reported, or a bird carcass or remains found then an internal Safety Incident Report (SIR) shall be completed along with a Mandatory Occurrence Report MOR. This is submitted to the CAA and the automatic email receipt is saved to the relevant email folder. Bird strike reports are added to the SIR analysis spreadsheet and reviewed in the LBA ASC.

Bird control records are continually evaluated and used to build up a local intelligence of bird movements to help pre-plan bird control duties.

All bird strike records will be reviewed annually by the Head of Airfield Services