

Gibraltar Director of Civil Aviation

Wildlife Management

Procedure 10

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Revision History

Version	Item	Date
1	First Issue	13/04/2023
2	No Change	07/12/2023

Introduction

1. The purpose of this document is to set out the ways in which the Director of Civil Aviation (DCA) delivers the policies established in DCA Policy 10 in dealing with the management of birds at Gibraltar Airport (the Airport) and throughout Gibraltar, recognising that the hazard posed by bird strikes requires careful, continuous oversight and intervention.
2. It is known that the Yellow Legged Herring Gull is the major cause of bird strikes to aircraft operating to and from the Airport and much of the activity described herein is aimed at managing the presence of that species at the Airport and its environs.

Legislation

3. Article 10 of retained Regulation (EU) No. 139/2014 requires that the DCA shall ensure that wildlife strike hazards be assessed through the following means:
 - a) The establishment of a national procedure for recording and reporting wildlife strikes to aircraft;
 - b) the collection of information from aircraft operators, aerodrome personnel and other sources on the presence of wildlife constituting a potential hazard to aircraft operations; and
 - c) an ongoing evaluation of the wildlife hazard by competent personnel.
4. Retained Regulation (EU) No. 376/2014 concerning the reporting, analysis and follow-up of occurrences, including bird strikes, in civil aviation.
5. The Nature Protection Act 1991 in Section 13(e) provides for the issuing of licences for the purposes of preserving public health or public or air safety. The licence will specify which species may be culled and at which locations.
6. The Town Planning (General Procedures) Regulations, Regulation 12(1) provides that before granting planning permission for development, which in its opinion is likely to impact on the safe operation of the Gibraltar Airport, the Planning Commission shall consult with the DCA. This process is more fully covered in DCA Policy/Procedure 08, but a significant consideration on planning decisions is the impact of any development of the bird hazard at the Airport both during and after construction.

Procedure

At the Airport

7. Wildlife control services at the Airport are conducted by the Ministry of Defence (MoD) through contracted services. These services are provided in accordance with the Military Aviation Authority Regulatory Article (RA) 3270. [RA 3270 - Aerodrome Wildlife Control \(publishing.service.gov.uk\)](https://publishing.service.gov.uk/RA-3270-Aerodrome-Wildlife-Control)

8. The service provider at the Airport provides monthly reports of bird activity, which includes, but is not limited to, the following items:
 - a) Bird Activity
 - b) Habitat Management
 - c) Training
 - d) Hourly Bird Count for preceding 5 years (of Yellow Legged Gulls considered to be the highest risk species)
 - e) Aircraft Movement Records for preceding 5 years
 - f) Bird Strike Record for preceding 5 years
 9. The MoD conduct annual audits of the service provider and airfield environment, the reports of which are shared with the DCA both for oversight purposes and in order for the DCA to provide support through the Government of Gibraltar, when appropriate.
- [Off Airfield Activity and Agencies](#)
10. The Department of the Environment contract services in order to cull nuisance species, in particular the Yellow Legged Gull.
 11. As has been stated in Policy 10, Gibraltar is a stopping point for birds migrating between Africa and Northern Europe. This results in large concentrations of a wide variety of birds crossing the area and landing on the Rock during the spring/early summer and autumn seasons. In particular, large raptors such as the Griffon Vultures or various Eagle species are on occasion driven down onto the airport due to exhaustion, where they may constitute a risk to aviation. These are protected species and require special handling and the on airfield service provider will contact the Gibraltar Ornithological and Natural History Society for assistance, who have specialists for dealing with such species.
 12. Construction in the vicinity of the Airport may have requirements imposed on it to mitigate any associated bird hazards.

[Reporting](#)

13. All bird strikes are subject to reporting under the Mandatory Occurrence Reporting scheme, for further information on reporting see DCA Procedure 03.
14. Reports should be filed by both agencies on the ground, mainly the MoD wildlife control contractor, and the pilot of an aircraft suffering the strike.
15. Stakeholders are further encouraged to report any activity which might be considered to be increasing the risk from bird activity through either the Mandatory reporting scheme or the Voluntary reporting scheme.

[Bird Activity outside Gibraltar](#)

16. It is known that many Yellow Legged Gulls cross the Airport on a daily basis to feed at land fill sites in Spain and return to Gibraltar to roost. It is the policy of the DCA that any

opportunities for Gibraltar stakeholders to liaise with stakeholders in Spain should be explored in the interests of flight safety.