GIBRALTAR
CIVIL AVIATION AUTHORITY

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AERODROME SAFEGUARDING

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CHAPTER 1

PHYSICAL SAFEGUARDING

1.1 INTRODUCTION

1.1.1 General

The Gibraltar Civil Aviation Authority (GCAA) recognises the importance of the safeguarding of Gibraltar Airport (the Airport) considering its location in an urban environment and the encroachment of buildings to the Airport within that environment.

The GCAA also recognises the need for development and that space is at a premium in Gibraltar, physical safeguarding and guidance to developers forms a cornerstone to safety policy and careful management and consultation with stakeholders is recognised as essential to risk management.

1.1.2 Legislation

The Following legislation is applicable to physical safeguarding of the Airport: Retained Regulation (EU) No. 139/2014 which states that:

(a) With regard to obstacle management in the aerodrome surroundings as well as to other activities taking place outside the aerodrome's boundary, each Member State may designate different authorities and other entities in charge of monitoring, assessment and mitigation risks. The aim of this Regulation is not to change current allocation of tasks within the Member State. However, a seamless organisation of the competences regarding the safeguarding of aerodrome surroundings and the monitoring and mitigating of risk caused by human activities should be ensured in each Member State. It should therefore be ensured that authorities which are entrusted with responsibilities of safeguarding the surrounding of aerodromes have the adequate competencies to fulfil their obligations.

(b) And in Article 8 Safeguarding of aerodrome surroundings

(1) The Minister shall ensure that consultations are conducted with regard to safety impacts of constructions proposed to be built within the limits of the obstacle limitation and protection surfaces as well as other surfaces associated with the aerodrome.

(2) The Minister shall ensure that consultations are conducted with regard to safety impacts of constructions proposed to be built beyond the limits of the obstacle limitation and protection surfaces as well as other surfaces associated with the aerodrome and which exceed the height established by the Director.

(c) Town Planning (General Procedures) Regulation 2019 which States in Regulation 12 sub-regulation 1 that: Before granting planning permission for development, which in its opinion is likely to impact on the safe operation of the Gibraltar Airport, the Commission shall consult with the Director General of GCAA.

(d) Town Planning (Development Control) Regulation 2019 Which States in Regulation 9 that:

(1) Subject to sub-regulation (2) no building shall be permitted to exceed the relevant height limitations as shown on the Gibraltar Airport Safeguarding Map.

(2) In exceptional circumstances, a breach of height limitation referred to in sub-regulation (1) may be permitted provided an aeronautical study has been submitted to, and accepted by, the Director General and the Airfield Operator.

(3) A copy of the Gibraltar Airport Safeguarding Map shall be available in electronic format for public inspection on the Government of Gibraltar website.

1.1.3 Policy

It is the policy of the GCAA to ensure compliance with Gibraltar Legislation and, recognising that development is necessary in the environs of the Airport due to the small amount of space available for development in Gibraltar, to provide guidance to developers on how to achieve compliance. Refer to section 1.2 below. The objective of the GCAA is to ensure that risks arising both during development and on completion of development are managed to maintain the safest possible environment for the operation of civil aircraft at the Airport.

1.2 PHYSICAL SAFEGUARDING PROCEDURES

1.2.1 Introduction

The purpose of this section is to set out the GCAA procedures with regards physical safeguarding, which must be followed by developers or any other agents in order to achieve compliance with the legislation set out in section 1.1.2 above.

All aspects concerning the physical safeguarding of Gibraltar Airport (the Airport) must be taken into consideration during the planning and construction phase of developments in order to ensure that any impact on the safety of civil aviation operating at the Airport is considered and any risks are understood and kept as low as reasonably possible.

It should be noted that activities other than construction and development can have an impact on aircraft operations at the airport, such as the operation of mobile cranes in the vicinity of the airport, and this procedure may still be applicable to such activity.

The GCAA and the Aerodrome Authority (AA), on behalf of the MoD, will be consulted on any proposals for development that may affect aviation activity at the Airport. They will provide specialist advice to the Development and Planning Commission (DPC) accordingly.

1.2.2 Matters for Consideration

Although not an exhaustive list as each development will be taken on its own merits, applicants to the DPC will normally be expected to demonstrate consideration of the following matters:

(a) Obstacle Limitation Surfaces

(b) Use of Fixed or Mobile Cranes

(c) Bird Strike Hazard

(d) Foreign Object Debris

(e) Lighting

(f) Obstruction Lighting

(g) Wind and Turbulence

(h) Reflectivity

An accurate site plan showing the site boundary with latitude and longitudinal references as well as the heights of the proposed developments within the site must be submitted.

1.2.3 Obstacle Limitation Surfaces (OLS)

The OLS is a surface that defines the limits to which objects may project into the airspace. They take the form of a complex set of 3-dimensional surfaces which extend upwards and outwards from the runway encompassing the critical airspace in which key air traffic and flight procedures associated with the Airport are conducted. The conceptual safeguarding surfaces as defined in the Regulatory Article 3512 are applicable at Gibraltar with revisions as set out in Appendix A.

Objects are not permitted to penetrate the surfaces of the OLS although exceptions may be made for temporary obstacles with the approval of the GCAA and the AA.

The GCAA will require that all development proposals comply with the OLS standards applicable in Gibraltar. It should be noted that these differ from the international standards in order to deal with the peculiarities of Gibraltar topography and the maximum height permitted for any building in any particular location can be viewed using the safeguarding overlay tool on the Gibraltar Geoportal website Department of the Environment (geoportal.gov.gi). This site provides a “How to Use” section which should be understood prior to using the overlay facility.

The overlay provides a vertical accuracy to within ±3m, for information on greater accuracy the GCAA should be contacted. Full details of the OLS, as they apply to Gibraltar, are available from the GCAA.

1.2.4 Use of Mobile and Fixed Cranes

The use of cranes near the airport may not always be related to construction projects and as such this information is applicable to the use of any crane in the vicinity of the Airport.

The use of cranes can be expected to lead to infringements of the OLS. As such obstructions are considered temporary they may be approved, but may also be subjected to management controls to avoid conflict with aircraft operations at the Airport. It should not be assumed that all such temporary infringements will be acceptable. The use of fixed cranes in a development, including their location and height must be included in any planning application.

Note that while cranes are cited in this section, other tall plant can also infringe the OLS, particularly when works are taking place close to the Airport perimeter and similar parameters are applicable to such plant as for cranes.

Advice can be sought from the GCAA as to whether a crane management plan is required and, if required, such a plan should be developed in conjunction with the AA and must be approved by the AA. Further guidance on the use of mobile cranes near the airport can be found in Appendix B.

1.2.5 Bird Risk Management

All birds, but particularly in Gibraltar the Yellow Legged Herring Gull, present a considerable risk to aviation due to bird strike. It is important to guard against new or increased hazards caused by development. Any features of a development, during any part of the construction phase and after completion, that could provide an attractive environment to birds for any reason must as far as possible be mitigated.

For the construction phase, a management plan to prevent the attraction of birds should be included in any construction method statement submitted. The plans submitted for any development should also clearly show any methods applied to mitigate the risk of bird attractants in the final construction.

Numerous features are likely to attract birds and the following list should not be considered exhaustive:

(a) Standing Water. Standing water arising from any means, including rain and damping down for dust suppression or swimming pools in completed developments, will attract large numbers of Yellow Legged Gulls in high concentrations. When allowed to accumulate on a site and subsequently startled, these birds will constitute a risk to aviation. Efforts must be made to avoid accumulations of standing water and where this cannot be achieved for justified reasons, means must be deployed to prevent birds from being attracted to such areas of standing water.

(b) Food Sources. Birds will be attracted to supplies of food, again the Yellow Legged Gull is a particular nuisance in this respect. Similar to standing water, high concentrations of birds can accumulate around a source of food which when they are startled will constitute a risk to aviation. Food, and in particular areas where food is discarded are known to attract birds and must be managed in such a way as to mitigate this risk. Good site education, covered bins and bin stores during both construction and in the final development are known to be effective in mitigating bird activity.

(c) Roosting and Loafing. Roosting tends to occur overnight where birds will find a safe area on the ground or roof tops to sleep, the lack of overnight activity in any area will further encourage birds to use that area to roost. Loafing is where birds are simply resting during the daytime. Areas which allow for either can see the high accumulations of birds which when startled can constitute a risk to aviation. Consideration must be given to how potential roosting and loafing areas will be managed both on an active construction site and in the final development.

(d) Nesting. Similar to roosting and loafing, birds must be discouraged from nesting, this can be a particular problem in a completed construction, aspects of which will inevitably provide opportunities to birds. Mitigation should be taken to discourage nesting wherever possible and nothing should be added to a development in the vicinity of the Airport which will encourage birds of any species to nest.

1.2.6 Foreign Object Debris (FOD)

FOD which can be any loose articles - for example small metal bolts, plastic bags, cardboard boxes but also much larger objects which might become airborne due to strong wind - constitutes a potential hazard to aviation. A plan for FOD management both during and post construction of any development in the vicinity of the Airport must be included in the construction method statements. This plan should include activities such as the covering of skips and other waste receptacles as well as the covering of open topped vehicles and the use of fencing to minimise the risk of FOD being blown off-site.

1.2.7 Lighting

The restrictions on the use of lights in the vicinity of the Airport is covered in the Civil Aviation Act, Sections 40-43. Pilot distraction and confusion caused by lighting in the vicinity of the Airport, as well as similar distraction and confusion which might be caused to Air Traffic Controllers in the Visual Control Room of the control tower, constitutes a hazard to the safety of aircraft operations.

It is important that lighting in or around a building/development/structure is designed to avoid strong beams of light being directed towards the Airport and along the approach and departure routes of flights operating at the Airport. In general, all lighting should be capped and the use of uplighters on building facades is discouraged. If floodlights are to be used during construction, management practices to avoid light being directed towards the Airport and flight paths must be included in construction method statements.

Plans submitted for any development in the vicinity of the Airport must take into account the potential for lights within the development to cause distraction as described above and implement measures to mitigate such a possibility. For more detailed guidance see Appendix C.

1.2.8 Obstruction Lighting

The United Kingdom Civil Aviation Authority Civil Aviation Publication 168 (Licencing of Aerodromes) and the Military Aviation Regulatory Article 3518 define the requirements for the lighting of obstructions (including fixed or mobile cranes) in the vicinity of airfields and these documents are applicable to activity in the vicinity of the Airport.

The information provided for obstruction lighting includes the type of light, luminescence, configuration and requirements based on the height of the obstruction. Close liaison will be required with the AA for the installation of obstruction lights on any structure where lighting is required and must be included in any construction method statement.

Plans submitted for any development in the vicinity of the Airport must include plans for the provision of obstruction lights in accordance with the requirements set out in the documents described in the above paragraph.

1.2.9 Wind and Turbulence

Given the prominence of the Rock and the wind conditions in the local area, wind and associated turbulence are known to have a significant effect on aircraft operations at the Airport. Any new structures can further influence the effects of the wind.

When planning the location and design of a building or structure, developers must take into consideration wind and turbulence effects on aircraft flight paths and in particular, aircraft approach paths which are particularly prone to the effects of wind and turbulence. If considered necessary by the GCAA, a developer must demonstrate that their development will not impact the flight paths by means of a wind study.

1.2.10 Reflectivity

The Developer must show that there is no potential for reflections from a development affecting the staff in the Visual Control Room at Air Traffic Control. Indeed the impact on Air Traffic Controllers is in some way more serious in that the effect will last longer than on an aircraft that can fly through the area of reflective glare.

Developers should consider the use of non-reflective glass (or similar), the angles that windows open, etc. when designing structures in the vicinity of the Airport.

1.2.11 Summary

Flight safety and the mitigation of identified hazards in the vicinity of the airfield is of paramount concern to both the GCAA and the AA and as such, all opportunities to reduce potential risks from new developments close to the airport both during and post construction must be considered. 29.

Applicants are advised to seek early discussions with the GCAA to enable early identification of potential issues arising from a development proposal.

APPENDIX A

OLS AT GIBRALTAR AIRPORT BESPOKE SOLUTION

A1. Introduction

Gibraltar Airport constitutes the Civil Airport and RAF Gibraltar as defined in the Civil Aviation Act - 2024. The Airport is not licenced in accordance with civil requirements as the manoeuvring area, that is the runway and taxiways, is operated by the RAF to military regulations.

The conceptual safeguarding surfaces as defined in the Regulatory Article 3512 are applicable at Gibraltar. However, the proximity of the Rock of Gibraltar, approximately 450m south of the runway, which rises to a height of 432m above mean sea level (AMSL) has required the development of a bespoke physical safeguarding regime endorsed by both the GCAA and MAA to provide assurance regarding the area affected by the infringement of the Rock.

A2. Purpose

The purpose of this appendix is to describe the bespoke solution for the safeguarding of the traditional Inner Horizontal Surface to the south of the airport.

A3. Scope

The inner horizontal surface to the south of the Airport described in this appendix supersedes the same surface as described in Regulatory Article 3512. All other requirements specified in that document remain applicable.

A4. Assumptions and Criteria

The following assumptions and criteria are to be used:

- The inner horizontal surface safeguarding area extends to 4km from the mid-point of the runway.
- The elevation datum of 3.27m (the elevation of the lowest landing threshold) is to be used for all calculations detailed below.
- Any height limitations imposed by the Gibraltar Town Planning Act 2018 and subsidiary legislation take precedence over the relaxations offered in this appendix. Therefore, these relaxations only apply up to the maximum building heights above ground level permitted by the Town Planning Act 2018.

A5. Aerodrome Safeguarding Map (Scale 1:50,000)

In accordance with the criteria detailed in this Appendix, the airport has produced an Aerodrome Safeguarding Map (figure 1).

It should be noted that the safeguarding map does not indicate the height of the safeguarded surfaces or any height limitations that may be imposed. It is used only as a means of determining whether the GCAA and AA need to be consulted on a planning application.

A6. Inner Horizontal Surface – South of the Airport

The rationale for creating a bespoke physical safeguarding scheme in Gibraltar is to allow a pragmatic approach to development projects which can be considered to be in the shadow of the Rock.

A computer model has been developed based on the bespoke scheme that allows the GCAA to identify the maximum permitted height, for aviation purposes, of a development in any part of Gibraltar. This is available through the Gibraltar Geoportal website (geoportal.gov.gi).

A7. Implementation and Conclusions

Despite pressures to maximise building opportunities to develop Gibraltar, it is vital that the OLS surrounding the Airport are protected in order to ensure safe aircraft operations to and from the airport.

Should a proposed development infringe any of the OLS, including the modified inner horizontal surface, an assessment of the potential impact of that development will be required. Should an assessment indicate an impact on aircraft operations, then an "objection on aeronautical safety grounds" will be raised with the DPC by the AA.

Further information can be sought from the office of the GCAA.

Figure 1

APPENDIX B

MOBILE CRANE OPERATIONS IN THE VICINITY OF THE AIRPORT

B1. Introduction

The sudden and unplanned appearance of a mobile crane or other plant (referred to jointly here as cranes) in the vicinity of the airport represents a hazard to flight operations and can lead to delays and even diversions to flights operating into and out of the Airport.

B2. Purpose

The purpose of this appendix is to set out for crane operators the requirements for the use of cranes in the vicinity of the Airport and provide guidance as to what constitutes the vicinity where restrictions apply (figure 2).

B3. Notification Procedure

The AA must be notified in writing of the intended use of a crane in the vicinity of the airport. The request should be submitted to the Royal Air Force upon request . Notice, including the following information, should be given as early as possible, and at least 5 days in advance of the planned commencement date, in order for the request to be facilitated with the least possible delay:

- Contact details for the company or individual intending to use the crane.
- Date of commencement of crane operations.
- Duration of crane operations.
- Times that the crane is expected to operate.
- Location of the crane activity – position in latitude and longitude required.
- Type of crane to be utilised.
- Maximum height that the crane will operate to – this should be referenced to the aerodrome elevation (at time of publishing this is 12ft above Alicante Datum, the latest information is available on the UK Military AIP Aerodrome Section LXGB Gibraltar-Combined.pdf (mod.uk)
- Area of Operation – the total area to be used by the crane including the area occupied by the jib while rotating, this should be shown on a map which also shows the runway.
- Contact details of the crane operator or person who will be responsible for the crane, the person must be fluent in English.

Once the initial submission has been made a request for further information by the AA might follow.

Where a crane is not expected to breach the OLS, it is the responsibility of the crane operator to demonstrate that the crane will be operating beneath the level of the OLS and how the crane operator will be briefed of any applicable restrictions to ensure compliance with the OLS levels. The AA, having satisfied itself that the OLS will not be infringed and indicate that it is content for the crane operation to proceed.

Where a crane is expected to breach the OLS, then a draft crane management plan will need to be provided to the AA with the notification. The AA will review this and usually arrange a meeting with the requesting organisation to discuss the draft plan to confirm the details and articulate any amendments which may be required.

When drafting a crane management plan the requesting organisation should consider that the use of cranes in breach of the OLS within the sensitive areas shown in figure 2 will not normally be permitted and spatial and temporal limits will be imposed while aircraft operations are in progress.

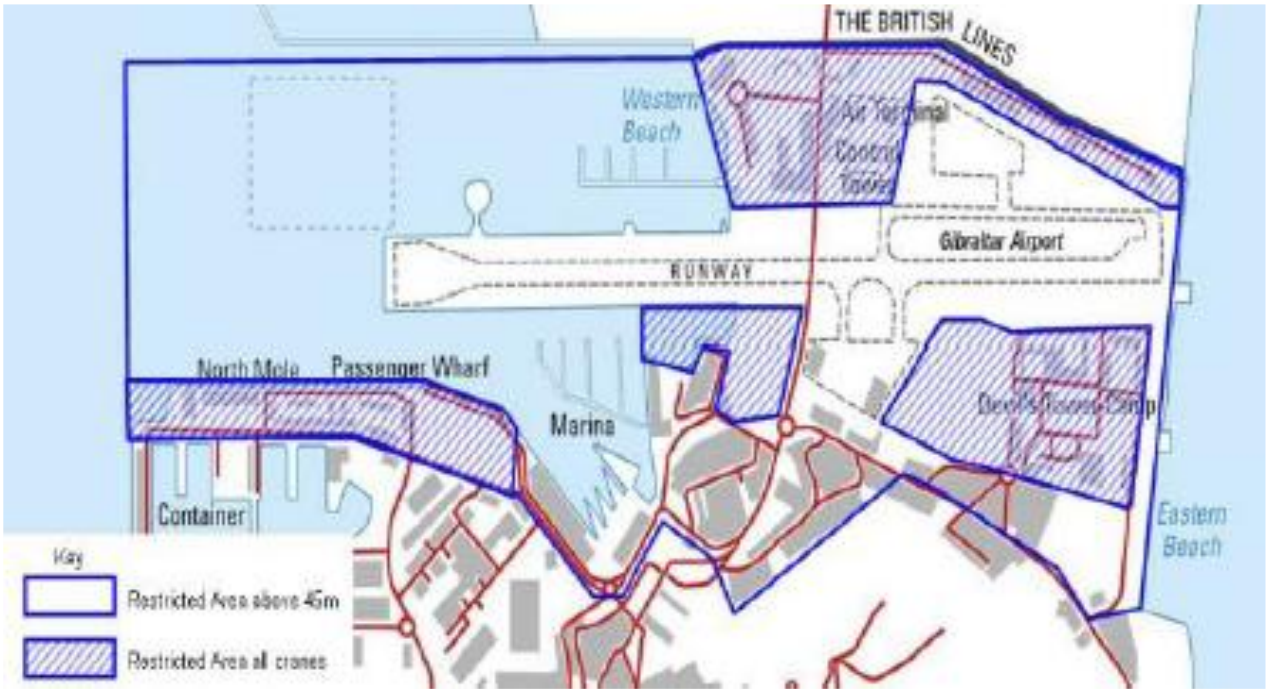
For these purposes, aircraft operations are considered to be in progress from 30 minutes before the estimated time of arrival of any aircraft until it lands and from the time an aircraft starts its engines for departure until 15 minutes after its actual time of departure as recorded by Air Traffic Control. For all timings, Air Traffic Control shall be the only source for information.

It should be noted that a crane management plan may require additional orders to have to be drafted for Air Traffic Control which in themselves will require separate approvals and this may take an additional 28 days.

B4. Vicinity of the Airport

Figure 2 shows those areas particularly sensitive to crane operations. These include Devil's Tower Camp, North Front Cemetery, Victoria Stadium, the North Mole (north of North Mole Road) or anywhere in Gibraltar north of the Runway. These are the blue hashed areas in figure 2.

Figure 2



APPENDIX C

IN THE VICINITY OF THE AIRPORT

C1. Introduction

At night and in periods of poor visibility during the day pilots rely on aeronautical ground lighting, the respective Simple Approach Light systems and Precision Approach Path Indicators to assist in lining up with the runway when approaching to land, any proposed developments will be assessed to ensure that lighting does not interfere with this function either during construction or on completion of the development.

C2. Safeguarding Consideration

As a general rule, the closer that a development is to the Airport, the more restrictions that are likely to be imposed on proposed lighting. In particular, when either temporary or permanent lighting in the vicinity of the Airport is proposed, the following needs to be taken into consideration:

- Any aeronautical ground light is not obscured from the pilot's view.
- Any proposed light cannot be confused with aeronautical lighting.
- Any proposed development should not contain high levels of background lighting which might diminish the effectiveness of aeronautical lighting
- Any proposed lighting must not have the potential to dazzle pilots or those working in the Visual Control Room of the Air Traffic Control Tower or the contingency Air Traffic Control Tower.

C3. Confusing Lighting

In order to minimise the risk of confusion with aeronautical lights, it is recommended that lights, especially street lights, are mounted in such a way that no light is emitted above the horizontal plane.

Ambient lighting in any development or during construction should not be so bright as to distract from and reduce the effectiveness of aeronautical lighting. Patterns which might appear similar to aeronautical lights, such as long straight lines parallel with the Airport should be avoided.

The use of red, white or green lights in the vicinity of the Airport should be avoided unless they serve a specific function, for example, obstruction lighting.

The use of lasers, searchlights or other forms of light show in the vicinity of the airfield can constitute a hazard to aviation and consultation is required with both the GCAA and the AA prior to any such displays.

CHAPTER 2

TECHNICAL SAFEGUARDING

2.1 CONSIDERATIONS

2.1.1 Introduction

The Gibraltar Regulatory Authority (GRA) is the agency responsible for the regulated use of the electro-magnetic spectrum in Gibraltar under the Communications Act 2006.

The GCAA works closely with the GRA to provide advice and information on international aviation policy affecting the use of the electro-magnetic spectrum as established by the International Civil Aviation Organisation under the Chicago Convention and its Annexes as they affect civil aviation.

2.1.2 Gibraltar Frequency Allocation Table

The GRA publishes a set of Frequency Allocation Tables for the entire electro-magnetic spectrum which can be found at SPECTRUM USE (gra.gi)

2.1.3 Air Traffic Equipment

The Air Traffic Services at Gibraltar Airport (the Airport) are provided by a contractor to the MoD. The Air Traffic Equipment used for the provision of service is also provided by the MoD, the technical safeguarding of which is under the jurisdiction of the MoD. The following equipment is of primary concern with respect to safeguarding and the avoidance of interference:

- Ground-Air-Ground voice communications
- Ground-Ground voice communications
- Primary Surveillance Radar
- Secondary Surveillance Radar

2.1.4 Reporting

Electronic interference caused to Air Traffic Equipment must be reported for investigation and action to the GRA directly. Such occurrences must also be reported through the Mandatory Occurrence Reporting scheme.

2.1.5 Policy Statement

The GCAA will provide support and advice to the MoD and to the Development and Planning Commission with respect to ensuring any new electromagnetic activity or proposed development in Gibraltar does not detrimentally impact the radio spectrum of the equipment used in the provision of Air Navigation Services.

2.1.6 Policy

Single channel simplex operation shall be used in the frequency band 117.975 – 137.000 MHz at all stations providing service for aircraft engaged in international air navigation.

The minimum separation between assignable frequencies in the aeronautical mobile service shall be 8.33 kHz.

The Emergency channel shall be guarded on a single channel simplex operation basis.

The emergency channels (121.500 MHz & 243.000 MHz) shall be used only for genuine emergency purposes, as broadly outlined in the following:

(a) to provide a clear channel between aircraft in distress or emergency and a ground station when the normal channels are being utilized for other aircraft;

(b) to provide a VHF communication channel between aircraft and aerodromes, not normally used by international air services, in case of an emergency condition arising;

(c) to provide a common VHF communication channel between aircraft, either civil or military, and between such aircraft and surface services, involved in common search and rescue operations, prior to changing when necessary to the appropriate frequency;

(d) to provide air-ground communication with aircraft when airborne equipment failure prevents the use of the regular channels;

(e) to provide a channel for the operation of emergency locator transmitters (ELTs), and for communication between survival craft and aircraft engaged in search and rescue operations;

(f) to provide a common VHF channel for communication between civil aircraft and intercepting aircraft or intercept control units and between civil or intercepting aircraft and air traffic services units in the event of interception of the civil aircraft.

The emergency channels (121.500 MHz & 243.000MHz) shall be available only with the characteristics as contained in Annex 10, Volume III, Part II, Chapter 2 (25 kHz).

The frequency 136.975 MHz is reserved on a worldwide basis to provide a common signalling channel (CSC) to the VHF digital link Mode 2 (VDL Mode 2). This CSC uses the Mode 2 VDL modulation scheme and carrier sense multiple access (CSMA).

The auxiliary emergency channel (123.100 MHz) shall be available only with the characteristics as contained in Annex 10, Volume III, Part II, Chapter 2 (25 kHz).

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 GCAA. The GCAA will take into account any possible interference by the development with Air Traffic Equipment.

The MoD Battlespace Management Engineering Role Office have stated that developments sitting under the Obstacle Limitation Surface on Devil's Tower Road will not interfere with Air Traffic Equipment.

2.2 TECHNICAL SAFEGUARDING PROCEDURES

2.2.1 Introduction

This section sets out to describe the procedure for the safeguarding of VHF/UHF air ground-air communications in Gibraltar and the equipment associated with this activity. The requirements for the safeguarding of primary and secondary radar at Rock Gun, as described in Joint Service Publication 604 Leaflet 3032 – MOD Radio Site Clearance and Protection, will not have any impact in Gibraltar due to the location of the Radar.

2.2.2 Applicability

The following is applicable to the both the Main and the Standby VHF/UHF air-ground-air radio transmitters and receivers for the provision of air traffic services and which are located variously at the sites of Spyglass, Rock Gun, the crown of the main control tower building and the roof of the Contingency Control Tower building.

2.2.3 Restrictions

All radii referred to in these restrictions are centred on the antenna structures and each structure is separately considered.

It is accepted that existing structures have been previously taken into account, assessed and that these restrictions do not apply to those structures.

No building, structure or object of any description, including overhead cable or pipes, other than those which are a part of the authorized ground radio infrastructure (GRI) pertaining to services related to Gibraltar Airport, or are required for its maintenance, are permitted on land within a circle of 150m radius, centred on the antenna. Neither is any vegetation exceeding 2m in height within this area.

Beyond the 150m radius, to a radius of 450m from any VHF/UHF antenna, no building, structure or object of any description which includes metal in its construction including overhead cable or pipes, other than those which are a part of the authorized GRI pertaining to services related to Gibraltar Airport is permitted.

2.2.4 Concessions

Concessions may be sought against the restrictions detailed above; such requests should in the first instance be made through the office of the GCAA who will notify the appropriate MoD agency of the request. The GCAA can be contacted at;

Director General
Suite 975, Europort, Gibraltar
Email: info@gcaa.gi

Technical Safeguarding Technical Safeguarding Guidance Chart

This chart is for guidance purposes only and the variously coloured circles illustrate the areas of interest with respect to the safeguarding restrictions of the VHF/UHF antenna. Where doubt exists as to whether a development will infringe these areas, further advice should be sought from the GCAA at the above address.

CHAPTER 3

WILDLIFE MANAGEMENT

3.1 INTRODUCTION

3.1.1 Background

Birds are a known hazard to aviation; Gibraltar's topography and geographic location accentuate the hazard that birds represent to aircraft operating into and out of Gibraltar Airport (the Airport).

The Airport is sited on an isthmus of land, largely reclaimed from the sea, approximately 450m to the north of the Rock of Gibraltar, a substantial geographic feature, which provides nesting opportunities to birds. In particular, large numbers of Yellow Legged Herring Gull nest in the area and they are involved in the majority of bird strikes at the Airport.

The Strait of Gibraltar, being the shortest distance of water between Europe and North Africa is also used as a migration route for many species of birds including large raptors.

3.1.2 Policy Statement

Recognising that bird strikes are a significant aviation safety risk and that the specific hazard posed by birds at the Airport requires careful management, the GCAA will work to support all stakeholders in managing this risk.

3.1.3 Policy

Bird management at the Airport is the responsibility of the Ministry of Defence (MoD), which provides the service through a contractor. The monitoring of the continued effectiveness of those services is achieved through reporting and annual oversight activity contracted by the MoD. The Civil Air Terminal plays a full part in the Airport bird management plan and is supported, where required, by the GCAA.

Bird management off-Airport within Gibraltar is managed by the Department of the Environment and to a lesser extent by the Development and Planning Commission. The GCAA will support and provide advice to these Departments. In addition, the GCAA will ensure communication is effective between all Government of Gibraltar Departments and the Airport with respect to the control of bird activity.

Any opportunity to influence and support bird management controls not only in Gibraltar, but also in the wider area adjacent to the Territory, will be explored.

3.2 WILDLIFE MANAGEMENT PROCEDURES

3.2.1 Introduction

The purpose of this Chapter is to set out the ways in which the GCAA Director General delivers the policies established above 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.

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.

3.2.2 Legislation

Article 10 of retained Regulation (EU) No. 139/2014 requires that the GCAA 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.

Retained Regulation (EU) No. 376/2014 concerning the reporting, analysis and follow up of occurrences, including bird strikes, in civil aviation.

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.

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 GCAA. This process is more fully covered in GCAA 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.

3.2.3 Procedure at the Airport

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)

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

The MoD conduct annual audits of the service provider and airfield environment, the reports of which are shared with the GCAA both for oversight purposes and in order for the GCAA to provide support through the Government of Gibraltar, when appropriate.

3.2.4 Off Airfield Activity and Agencies

The Department of the Environment contract services in order to cull nuisance species, in particular the Yellow Legged Gull.

As has been stated, 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.

Construction in the vicinity of the Airport may have requirements imposed on it to mitigate any associated bird hazards.

3.2.5 Reporting

All bird strikes are subject to reporting under the Mandatory Occurrence Reporting scheme, for further information on reporting see CAP GEN 03 on the GCAA website.

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.

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.

3.2.6 Bird Activity outside Gibraltar

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