

Bird Hazard Management Plan (May 2022)

Development Phase 1 – Land South of Wilmslow Old Road and West of the Aviation Viewing Park

Document Ref: CBB-Phase1-BHMP-Rev 1

1 Introduction and Commitment

This Bird Hazard Management Plan (BHMP) has been prepared in relation to the planned first phase of development on land to the south of Wilmslow Old Road and west of the Aviation Viewing Park. It acknowledges the potential additional risk of bird strike to aircraft using Manchester Airport as a result of the planned works.

The BHMP details the proposed control measures to avoid, reduce and manage the potential for the works to attract additional birds to the area and describes how these control measures will be implemented, managed and monitored for effectiveness and how any potential non-conformance will be addressed.

2 Description of Planned Works

The first phase of works comprises the development of an area of car parking with a loose bound gravel surface, adjacent to the airport's Runway Visitor Park. At present, this area is predominantly grassland. The works involve topsoil strip followed by the construction of the new gravel car park with associated drainage.

The works unavoidably involve breaking ground and the potential of the incidental creation of temporary water features, both of which could attract additional birds to the area. The activities that could create these attractors to birds are:

- Reduced level excavations to remove existing vegetation, required to create the new car park area, with the exposure of fresh ground with associated invertebrate food sources readily identifiable by birds and the creation of small ponds and puddles associated with the removal of vegetation which will attract birds in terms of both potential food, water and bathing.
- Deeper localised excavations associated with the construction of the associated drainage for the new car park area, again exposing ground and potential food sources.
- Presence of spoil, including potential food sources, from all the above excavations.
- Disturbance of ground associated with trafficking of plant and wagons with the potential to expose food sources and created ruts that could result in puddles/ponded areas.
- The presence of construction personnel in the area with the associated potential uncontrolled food waste or other materials that could prove attractions to birds.

3 Bird Strike Hazards to Aircraft

Aspects of the planned works as detailed in section 2 above have the potential to attract additional birds to the area. Effective and robust management of this to prevent any

increase in the bird strike risk associated with any aspect of the works is crucial. Briefing of the required control measures to all site personnel is essential and failure to comply with this BHMP by any individual that results in a risk to aviation has the potential to breach the following provisions of the Air Navigation Order:

- Part 10, Chapter 1, Article 240: A person must not recklessly or negligently act in a manner likely to endanger an aircraft, or any person in an aircraft; and
- Part 10, Chapter 1, Article 241: A person must not recklessly or negligently cause or permit an aircraft to endanger any person or property.

It is a criminal offence to contravene these provisions, and this will be explained to all personnel involved in the project.

4 Objectives and Targets

The principal objective is the effective control of numbers of birds on the construction site. The following upper acceptable limits visible on site represent the maximum numbers for the most hazardous species, above which dispersal will not take place without first consulting with the Airport's Wildlife Management Team, and at which further measures will be taken:

Species	Upper limit of acceptable numbers visible on site
Gulls	10
Ducks	2
Pigeons	20
Starlings	30
Corvids (crows, rooks etc)	20

Any instance of significantly exceeding these upper limits is to be reported immediately in accordance with section 9 below. In such a case, there must be no attempt to scare the birds off site due to the possibility of them then flying into the flight path of aircraft.

Lower threshold limits (numbers tbc with the Airport's Aerodrome Safeguarding Authority) will be set to trigger manual dispersal of small numbers of hazardous birds and further habitat management. Site personnel will be briefed on the suitable means of carrying out dispersal of small numbers of birds, to ensure that birds are regularly disturbed and do not become habituated to feeding on the site disturbed only by the works being carried out.

Performance against these targets is to be monitored, recorded and reported throughout relevant elements of the works as detailed in section 8 below.

Failures to keep below these targets are to be reported and managed as detailed in section 9 below.

5 Control Measures

5.1 Control of the area of ground broken and exposed at any given time

To minimise the extent of broken ground that may be associated with the general movement of wagons and plant, all deliveries are to be made to the site compound located within the existing Runway Visitor Park overspill car park to the north of the Phase 1 car park area before being transported to the site in smaller volumes. The initial provision of a stoned-up haul road from the RVP overspill car park into the working area will provide a sound running surface minimising the need for wagons to travel on open ground.

For the reduced level dig, the appointed Site Manager will programme works on a detailed basis daily to ensure that extent of ground exposed is carefully controlled so that it can be re-covered with the specified geotextile and specified stone fill within a short period of time. The construction methods, type of earth moving equipment and availability and deployment of the covering materials will be detailed in a risk assessment and method statement (RAMS) for this work which will also include all the relevant requirements of the BHMP.

For the localised deeper excavations associated with drainage, lengths of ground opened up will be controlled and planned by the appointed Site Manager to minimise open areas at any given time. Unsuitable/surplus spoil will be loaded into wagons and removed from site. Suitable spoil for backfilling the excavations will be kept on a controlled basis adjacent to the works and excavations backfilled and the ground reinstated promptly. The backfilled excavations to be completed with stone as part of the overall car park construction on an ongoing basis, with the progression of these excavations planned to coincide with the progression of the overall car park construction. The construction methods and control measures will be detailed in the RAMS for this work which will also include all the relevant requirements of the BHMP.

5.2 Prevention of ponding

The possibility of ponding and creation of localised puddles on the exposed ground is minimised by limiting the time that the underlying ground is exposed as detailed in section 5.1 above. The construction of the haul road will minimise any potential for rutting of the surface associated with vehicular movements, providing a sound surface for the wagons to run on. Any areas of ponding or puddling that does occur during the construction phase will be drained promptly. Construction of the new car park surface, will create a surface to designed levels and falls with no potential for ponding.

5.3 Bird deterrents

Where the ground is exposed for more than 24 hours, including any spoil being stored on site, pins with flickering tape are to be installed at 10m intervals across the exposed area at the end of the shift. Installation is to be recorded on a bird spotting log and the Site Manager is to take a record photograph. Pins are to be removed at the start of the shift where they are within live working areas and re-fixed at the end of the shift.

If the ground and/or spoil mounds are to be exposed for more than four days, orange plastic security mesh fencing, 1m high, is to be installed. This shall be fixed into the ground by road pins across the exposed area. Fencing is to be set up in a chevron or zig-zag pattern, with the distance between lengths of fencing to be no more than 20m. The Site Manager is to ensure that the fencing is securely fixed by the pins and that the fencing is sufficiently slack between the pins that it will vibrate and move in the wind.

If the area is to be left inactive for an extended period, one of the following measures will be implemented as a means of treating soil mounds:

1. Covering (such as with a tar spray)
2. Compacting
3. Removal from site

The site is to be checked periodically to assess the condition of the mounds and the remainder of the site.

5.4 Control of other potential attractions for birds

All food waste is to be placed in bins with lids within the site compound welfare cabins. No eating or drinking is permitted on site except within the welfare facilities. Plastic bags and general waste are to be placed in a skip with a lid within the welfare/compound area. Site rules will confirm the above. The Site Manager will ensure that the required bins are provided and that they are secured and emptied on a regular basis and that a good standard of housekeeping is maintained at all times. Welfare facilities will be cleaned on a regular and frequent basis.

6 Communication

Implementing this BHMP will form part of the overall management of environmental issues and health and safety of the site and the works. This is to ensure that the requirements of the BHMP are:

- Addressed and complied with in the Construction Management Plan (CMP) and Construction Environmental Management Plan (CEMP).
- Included in the formal and documented site induction training provided to all personnel, including all sub-contractors, site visitors and explained to visiting wagon/delivery drivers.
- Included in Site Rules, developed and managed in accordance with the CMP, which are also to be included in the site induction and displayed in the welfare facilities.
- Briefed to all site personnel in the form of a documented and signed tool box talk, including details of their specific and legal responsibilities.
- Included in the documented morning briefing record for each work day on site and signed by all personnel on site.
- Included in RAMS for each work activity on site, including being reflected in relevant sub-contractor's RAMS. All RAMS are also specifically briefed to personnel and signed by each individual to confirm this.

In accordance with the company H&S Policy, personnel are encouraged to provide feedback and comment on any aspect of health and safety and this communication will also be taken into account when reviewing and improving control measures as necessary.

Any requirements to amend the BHMP will be approved by MAG, in consultation with the Airport's Aerodrome Safeguarding Authority, prior to implementation. Any associated amendments to the CMP, CEMP or RAMS will be made on a controlled basis and briefed to personnel on site and issued formally to sub-contractors.

7 Site Behaviour Management

Specific behaviours are required as follows:

- No eating or drinking anywhere on site other than within the welfare facilities.
- Placing all food waste in the food waste bin within the welfare facilities.
- No littering anywhere within the site; all litter to be placed in the lidded skip.
- Compliance with the RAMS in relation to movement and control of spoil, placing bird deterrent measures and reporting any bird numbers that exceed the upper target numbers.
- No scaring of large flocks of birds off the site without first making contact with the Airport Wildlife Management Team.
- Reporting any concerns or potential non-conformance or shortcomings of the plan to the Site Manager without delay.

As detailed above, all site personnel and any visitors will be briefed on requirements and responsibilities via the following routes:

- Induction training.
- Display and explanation of site rules.
- Briefing and signing of relevant RAMS.
- Tool box talk on all aspects of the BHMP, including responsibility under criminal law for compliance with the plan.

8 Monitoring and Measurement of Performance

The Site Manager will appoint and brief a responsible employee to carry out bird monitoring. The bird monitor will be briefed on how to recognise and count birds on site and will carry this out every two hours during the working day, recording the number of the target species, as listed in section 4 above, on a bird monitoring record sheet which will be maintained in the welfare facilities. Any exceedance will be reported immediately to the Site Manager in accordance with section 9 below.

Compliance with the BHMP will be monitored, measured and recorded as part of the overall monitoring and measurement of health and safety on site, which includes:

- Continual monitoring by the Site Manager, resolving and recording any issues in the site diary.
- The initial setting up of flickering tape for short term deterrence and plastic mesh fencing for longer term open areas will be recorded on the bird monitoring record sheet by the bird monitor.
- Daily start and end of shift checks recorded on the standard company Site Safety Check Sheet will include documented checks of installed bird deterrents
- The Site Manager shall monitor progress with the work to ensure open areas are minimised in accordance with section 5.1 above.
- Formal weekly monitoring of health and safety on site, which will be recorded on the company standard monitoring form amended to include documented checks of bird hazard controls.
- Formal audits of health and safety carried out by company H&S Advisor or Contracts Manager and recorded on the company standard audit form, which will also be amended to specifically include bird hazard control measures. NB These audits include compliance with the company management and documentation

requirements and will confirm adequacy of control measures, completeness of required records as well as performance on site.

Ad hoc comments on adequacy of measures and compliance with the BHMP will be recorded by the Site Manager in the site diary.

All monitoring and audit reports will be copied to the Contracts Manager to ensure all issues resolved and any underlying issues identified and resolved in accordance with section 9 below.

9 Management of Non-Conformance

9.1 Presence of a significant number of birds on site

To be reported immediately by the Bird Monitor as part of the two hourly monitoring, or by any other site personnel who identify potentially excessive numbers, to the Site Manager. The Site Manager is then to report this to the Airport Wildlife Management Team (contact details to be provided by MAG). The Site Manager is then to liaise with the Wildlife Management Team and to organise any assistance as required to resolve the situation.

No attempt is to be made by site personnel to scare large flocks of birds off the site without first consulting the Airport Wildlife Management Team, as this could lead to birds flying into the path of aircraft.

Any such incident is to be recorded on the company non-conformance form and investigated by the H&S Advisor and/or Contracts Manager and corrective and preventive measures agreed with MAG and implemented and checked to be effective.

9.2 Receipt of a formal complaint by MAG or others in relation to the management of the bird hazard

Any complaint associated with the management of bird hazards will be recorded on the company non-conformance form in accordance with the company QMS and investigated by the H&S Advisor and/or Contracts Manager and corrective and preventive measures agreed with MAG and implemented and checked to be effective.

If the complaint is not considered to be valid, it will be referred in writing to a suitable and independent bird strike specialist, accepted by MAG as a valid authority, for them to investigate. The company will comply in full with the findings of their investigation.

9.3 Adverse findings from audit or monitoring activities

Adverse findings will be dealt with as detailed in the company QMS and Health and Safety Policy. Agreed actions to rectify defects/non-conformances will be detailed on the monitoring form by the Site Manager (for weekly safety monitoring) and on the audit form (for management audits) and copied to the named persons to ensure that they are completed. Rectified defects will be inspected and signed off by the Site Manager to confirm completion. The contracts Manager will review all completed reports and liaise with the Site Manager to ensure that all actions are closed out and to identify and deal with any underlying issues.

9.4 Any other non-conformance in relation to implementation of this plan

Any other identified non-conformance or shortcoming to this plan will be notified to the Site Manager who will record it on a non-conformance form and ensure that it is investigated and rectified as above.