

Hi Sophie

I hope you are well.

Following on from your consultations relating to the above-mentioned sites and the attached Bird Hazard Management Plans. Our bird hazard management advisors have had said overall the BHMP's are very good, however they have requested some minor amendments as follows:

Solar Panels

Solar panels can be very attractive to birds for nesting, roosting and loafing. Therefore, we would ask that a commitment be included in the BHMP to say that the regular inspections will include the solar panels to ensure that large numbers of birds are not utilising them.

Threshold Numbers

We would ask that the BHMP contains a commitment to say that if more than 5 nesting pairs of Gulls are discovered on the roof then action will be taken as described in the BHMP.

Log Book – Appendix C

Our advisors have requested that a simpler form of logbook could be used to record site activity and actions, it should include the following points:

- The dates, times and areas checked, and details of birds found (including species and numbers).
- Hazardous bird activity, i.e. feeding, loafing, roosting.
- Details of any action taken and the result of any such action (methods used and what was the reaction of the species dispersed).
- If further action is requested by the airport, then full details of relevant additional checks, species and numbers seen, and control action carried out should be detailed.

Monitoring & Management – Section 4.4 – Page 13

No mention is made of any control methods to be used other than deterrents which include bird trip wire and bird spikes etc. A commitment must be made to use methods which are carried out by manual methods such as human presence to include arm waving, flags, rattles etc.

Removal of Nuisance Birds – Page 16

In addition to the following para it should also include the removal of Herring and Lesser Black Back Gulls nests and eggs.

There are exceptions regarding nuisance birds (such as feral pigeons) where bird control through nest or egg removal may be possible under certain licence conditions obtained from Natural England for preserving air safety. Licensing options would be considered as part of the BHMP where necessary and, where required, this should be discussed with an SQE'.

Thank you for your help with this. Please accept my apologies for the delay in replying. If you have any queries, please do not hesitate to contact me.

Best Regards Mandy

Amanda Purdye

Aerodrome Safeguarding Officer

www.gatwickairport.com



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