

BAE Systems (Operations) Limited
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BAE SYSTEMS

Department of Energy Security and Net Zero
3-8 Whitehall Place
London
SW1A 2AW

9th April 2026

Interested Party: BAE Systems Operations Limited

Email: warton.wfprojects@baesystems.com

Dear Sir,

Subject: Planning Act 2008 and The Infrastructure Planning (Examination Procedure) Rules 2010 Application by Morgan Offshore Wind Limited and Morecambe Offshore Windfarm Limited (“the Applicants”) for an Order granting Development Consent for the proposed Morgan and Morecambe Offshore Wind Farms Transmission Assets (“the Proposed Development”)

Reference: **REQUEST FOR INFORMATION dated 12th March 2026**

BAE Systems writes to respond to the questions asked of them by the Secretary of State in relation to the planning application for Morgan and Morecambe Offshore Transmission Assets.

Q4. BAE Systems (BAE) and Defence Infrastructure Organisation (DIO) are requested to confirm whether their bird strike risk concerns relate solely to the Newton-with-Scales site (Work No. 49A/49B) or all mitigation sites proposed by the Applicants.

BAE Systems see that Lytham Moss, Newton with Scales, Lea Marsh and Fairhaven are all sites which present concerns from a bird strike and air safety perspective. Collectively, these onshore mitigation sites are located in, or adjacent to critical flight paths serving both Blackpool Airport and BAE Warton. Proposed habitat modifications, supplementary feeding, and vegetation management are likely to increase bird activity at altitudes utilised by aircraft, creating a significant and persistent risk of bird strikes. The combination of temporary and permanent mitigation measures, proximity to runway approaches, and potential inconsistencies in ongoing management necessitate rigorous assessment and continuous monitoring to safeguard aviation operations. In our assessment, a project of this scale, involving extensive earthworks, is likely to serve as a substantial bird attractant along its entire length, particularly for gull species. Likewise, permanent mitigation areas are likely to attract birds, especially when sited near airports or within aircraft approach and departure corridors.

Each of these locations have been assessed individually within the Report commissioned by Ontrack AGM on behalf of BAE Systems.

Q7. The Applicants, BAE and DIO are requested to provide updates on their progress in seeking to resolve the outstanding disagreement regarding bird strike risk. BAE and DIO are requested to provide any comments on the Applicants' final outline Wildlife Hazard Management Plan ("oWHMP") [REP7-034, REP7-035] submitted at Deadline (D)7

BAE Systems proactively commissioned a report to assess the impact of bird strike at Warton Aerodrome by a Subject Matter Expert, which concluded that the oWHMP is misleading, inaccurate, and inappropriate in its assessment of bird strike risks. This assessment has been shared with the Applicant and DIO, followed up with a virtual meeting to discuss our key areas of concern within the report. BAE Systems SME articulated the areas still in disagreement, particularly not being able to mitigate Newton-With-Scales. As noted in the oWHMP, the Ribble Estuary adjacent to the BAE Warton site represents one of the largest overwintering grounds for migratory ducks and geese in the UK, and potentially Europe. Any large-scale, prolonged earthworks near to the airfield, as proposed, are almost certain to attract significant numbers of these birds, in addition to gulls from the extensive colony on the southern side of the estuary. Such activity presents a material and persistent risk to aviation safety and subsequent risk to life, that cannot be adequately or tolerably mitigated under the current proposals from the Applicants.


BAE Systems do not agree that the oWHMP demonstrates that even with the commitments made by the Applicants to monitor and manage hazards, that the proposed works can proceed without increasing bird strike risk at the airports (1.1.1.3). That is evidenced by the multiple factors highlighted within the impact assessment report, including the potential for large-scale earthworks and mitigation areas to attract significant bird activity, the proximity of the works to critical flight paths, and the limitations of proposed monitoring and control measures.

Q10. The Secretary of State notes that a Non-Disclosure Agreement has been entered into to enable the sharing of bird strike risk data sets but is concerned that little progress appears to have been made in resolving this issue despite significant attention during Examination. The Secretary of State requests BAE to provide supporting information to enable the Applicants to undertake a Bird Strike Risk Assessment to BAE's satisfaction, given that such an assessment is central to resolving BAE / DIO's concerns on bird strike risks to the safe operation of Warton Aerodrome. The Applicants and BAE are requested to provide updates on data sharing and progress on the bird strike risk assessment and, include a timeline for completion if this cannot be achieved by the response deadline.

BAE Systems and the Applicant now have an NDA in place to allow us to enable data sharing as required. BAE Systems have commissioned a bird strike assessment and risk assessment on the impact that the proposed mitigation areas would have on Warton's Bird Strike Risk Matrix. BAE Systems have proactively shared our Bird Strike Risk Matrix with the visibility of the number of bird strikes for the last 5yrs. The data behind this matrix is recorded as a mandatory occurrence report through the MAA/CAA software portals (ASIMS/ECCAIRS) as a regulatory requirement.

BAE Systems have also supported several calls and email requests to discuss the above to enable progression.

Sincerely,


Project Manager
BAE Systems



**WILDLIFE MANAGEMENT UNIT
BAE SYSTEMS WARTON AERODROME**

Managing Director : ██████████ – Swinza Butts Farm, Lower Lane, Freckleton, Preston, Lancs PR4 1TS
Tel / fax : ██████████ Mob : ██████████. e – mail = ontrackagm@gmail.com

**VAT REG NO. 834 9571 94
COMPANY REG. No. 06782184**

Executive Summary

Following detailed review and consultation with relevant stakeholders (including local landowners, wildfowling representatives, and borough councillors), the Bird Control Unit (BCU) has identified significant and unacceptable risks to aviation safety arising from the proposed Morgan and Morecambe transmission asset development.

The central concern is that the proposals will materially increase bird activity in critical airspace, thereby raising the likelihood of bird strikes for aircraft operating at Warton Aerodrome.

In our opinion, this report outlines major deficiencies, inconsistencies, and risks within the Outline Wildlife Hazard Management Plan (OWHMP), and concludes that the proposal, as it stands, is unsuitable and should be formally opposed.

Section 1.1 Introduction

No Comment

Section 1.2 Implementation

We advise that no WHMP should be agreed upon unless the Applicants can conclusively demonstrate that there will be zero increase in bird strike risk to Warton Aerodrome air traffic resulting from the proposed works. Without such a guarantee, acceptance of the WHMP would be inappropriate.

This section also refers to available documentation outlining the "standards and measures that will be implemented during onshore site preparation work and Transmission Assets construction process." We advise that copies of these documents be provided for review, as they are referenced in Article 2 of the draft DCO (document reference C1, REP3-009). Access to these materials is necessary to properly evaluate the adequacy of proposed mitigation and risk management measures.

There appears to be no clear reference to any formal agreement between the Applicant and BAE Warton regarding acceptable bird strike risk levels, nor any defined threshold at which such risk would be considered “unacceptable.” The absence of clearly established criteria and agreed limits raises concern as to how risk will be assessed, monitored, and managed throughout the duration of the project.

Section 1.3 Outline WHMP

This section refers to localised bird populations and states that “it is predicted that a number of these birds will be displaced short distances during construction due to temporary habitat loss and disturbance from construction activities.” A key concern is the definition and duration of “temporary” in this context. The anticipated timeframe is not clearly defined, and prolonged disruption could have more sustained effects than implied.

It is considered likely that species such as geese and wigeon will exhibit increased flight activity as a result of displacement, needing to seek alternative feeding grounds due to ongoing construction within their established habitats. This increased movement may, in turn, elevate the potential for interaction with aircraft.

Geese

The figures presented appear to be overstated, giving the impression of significantly higher numbers of Pink-footed geese than are observed in practice. Reference is made to “many tens of thousands per day making daily return movements from roost sites in the Ribble Estuary to fields north of the estuary.” However, the on-site Warton BCU team undertakes daily monitoring and recording of these movements, and observed numbers are not consistent with the scale suggested. It is therefore considered that the figures may overrepresent the level of bird activity in the area, potentially creating a misleading impression that the region is saturated with Pink-footed geese.

Shel Duck

There is reference to a high Shelduck count in 2024, attributed to “birds exploiting the largely flooded landscape following an exceptionally wet winter in 2023/2024.” This observation reinforces the principle that increased ground saturation and the presence of standing water are likely to attract greater numbers of birds. It is therefore reasonable to anticipate that similar conditions could arise within the proposed excavation corridor, potentially resulting in increased bird activity in these areas.

Wood pigeon

The Applicant’s assertion that Woodpigeons are “largely sedentary” is considered inaccurate and potentially misleading. At various times of the year, Woodpigeons are observed moving in large flocks and exhibiting frequent daily movement patterns. As a result, BAE Warton classifies Woodpigeon as a higher-risk species in terms of bird strike potential. Furthermore, it is likely that activities associated with the proposed transmission route could increase

disturbance, leading to greater movement of this species and a corresponding increase in aviation risk.

Table 1–3 Environmental mitigation and biodiversity areas

Lytham Moss

The “temporary” mitigation area lies directly in line with the runway at Blackpool Airport, approximately 1.3 nautical miles from the threshold, where approaching aircraft would be at around 422 feet altitude, a height at which gulls and Pink-footed geese are likely to be present. Although described as “temporary,” the site may remain in use for six to ten years. Tables 1.3 and 1.4 indicate that the “supplementary feeding area” is to be relocated a few fields to the south, closer to the approach path to runway 07 at BAE Warton. This relocation will concentrate geese nearer to the flight path, with birds crossing the approach on each commute between the Ribble Estuary roosts and the feeding area, substantially increasing the risk of bird strikes for both Blackpool Airport and BAE Warton.

Newton-with-Scales

Proposals at Newton-with-Scales are likely to attract increased bird activity across the approach path to runway 25 at BAE Warton, the more commonly used runway. Aircraft approaching this site would be at approximately 520 feet, within the flight range of many bird species likely to be present. While the area is intended as a permanent mitigation site with ongoing management, there is concern that over time, management may lapse, allowing the site to revert to a more natural, unmanaged state. Additional measures, such as hedgerow planting with hawthorn or blackthorn, are expected to attract Woodpigeon and winter thrushes, further elevating the bird strike risk. Its proximity to the runway approach makes Newton-with-Scales a significant aviation safety concern.

Lea Marsh

The proposed reduction in livestock grazing to “encourage the establishment of a taller and more diverse grassland sward” may increase insect populations, attracting thermalling gulls to significant heights. Additional proposals, including “removal of existing cropland and creation of species-rich grassland, woodland, scrub, ponds, and new ditches,” are likely to further increase bird activity. The Lea Marsh “temporary” mitigation area lies approximately 200 metres south of the extended centreline of runway 25, where aircraft would overfly the site at roughly 1,050 feet, well within the flight range of bird species likely to be present. This location and the anticipated increase in bird activity represent a serious risk of bird strikes along the runway approach.

Fairhaven

Fairhaven forms the tourism centre of Lytham St Annes, and it is unclear how the Applicants could secure permission to implement measures described as “management of recreational users at Fairhaven to reduce disturbance” in the adjacent salt marsh. The feasibility and

enforceability of these measures remain uncertain, raising questions about their practical implementation and potential effectiveness in mitigating bird activity.

Summary

Collectively, these onshore mitigation sites are located in or adjacent to critical flight paths serving both Blackpool Airport and BAE Warton. Proposed habitat modifications, supplementary feeding, and vegetation management are likely to increase bird activity at altitudes utilized by aircraft, creating a significant and persistent risk of bird strikes. The combination of temporary and permanent mitigation measures, proximity to runway approaches, and potential inconsistencies in ongoing management necessitate rigorous assessment and continuous monitoring to safeguard aviation operations. In our assessment, a project of this scale, involving extensive earthworks, is likely to serve as a substantial bird attractant along its entire length, particularly for gull species. Likewise, permanent mitigation areas may attract birds, especially when sited near airports or within aircraft approach and departure corridors.

Table 1-4 Indicative habitat attractants and potential habitat management measures for other activities and features of the Transmission Assets.

This section makes no explicit reference to large-scale earthworks, only brief mentions of vegetation clearing, water management, and ponding. It is well-established that substantial earthworks act as a significant attractant to gulls, as these birds instinctively associate soil movement with exposed invertebrates. Given that the proposed large-scale earthworks are located immediately north of Warton runway and its approach corridors, and that major gull colonies exist just south of these flight paths, it is highly likely that gulls will frequently cross the runway and approach lanes to access food resources, particularly during the breeding season.

Such elevated gull activity would persist throughout the entire duration of the transmission asset installation, spanning multiple years. Large-scale earthworks therefore represent a critical concern for aviation safety at BAE Warton. Notably, there appears to be no discussion of this activity, nor the associated control or mitigation measures, in Tables 1–4, which represents a significant omission given the potential risk.

Section 1.4 Proposed risk management measures

This section references various bird-scaring techniques as approved under CAP 772. However, it should be noted that BAE Warton does not endorse the use of bird-scaring lasers, following a comprehensive assessment of their suitability and potential impacts.

Section 1.5 Surveillance and monitoring

The Morgan and Morecambe document indicates that “monitoring of the permanent environmental mitigation and biodiversity areas will continue post-construction.” However, the duration of this monitoring, as well as the responsible parties, is not specified. Clarity on both the monitoring timeframe and accountability is essential to ensure the effectiveness of mitigation measures and ongoing compliance with environmental and aviation safety requirements.

Section 6 Conclusion

The paragraph claims that “this OWHMP demonstrates that, with the Applicants’ commitment to monitor and manage hazards, the proposed works can proceed without increasing bird strike risks at the airports.” The BCU team considers this assertion to be inaccurate and recommends formally objecting to it. The objection is based on multiple factors identified throughout this report, including the potential for large-scale earthworks and mitigation areas to attract significant bird activity, the proximity of the works to critical flight paths, and the limitations of proposed monitoring and control measures. Given the persistent and material risk to aviation safety, acceptance of this statement without rigorous scrutiny would be inappropriate.

We also believe the following statement to be incorrect ‘Overall, the plan supports the safeguarding of Blackpool Airport and Warton Aerodrome operations by aligning with CAP 772 and CAP 795 guidance, maintaining bird strike risk at or below current levels’

Ontrak AGM Personal Conclusion

It is strongly recommended by Ontrak AGM that BAE Warton formally objects to the entirety of the proposed transmission asset programme and urges the Applicant to identify a suitable alternative route for the transmission assets. The Morgan and Morecambe Outline Wildlife Hazard Management Plan is considered misleading, inaccurate, and inappropriate in its assessment of bird strike risks.

As noted in the Plan, the Ribble Estuary adjacent to the BAE Warton site represents one of the largest overwintering grounds for migratory ducks and geese in the UK, and potentially Europe. Any large-scale, prolonged earthworks in close proximity to the airfield, as proposed, are almost certain to attract significant numbers of these birds, in addition to gulls from the extensive colony on the southern side of the estuary. Such activity presents a material and persistent risk to aviation safety that cannot be adequately mitigated under the current proposals.



WILDLIFE MANAGEMENT UNIT

Windfarm

BAE Systems

Warton Airfield

RA.W1

Grounds Maintenance



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Site details	<i>BAE Systems Warton airfield</i>
Contractors	<i>Ontrack AGM / EMCOR</i>
Project name and site address	<i>Wildlife Management on BAE Systems, Warton ae</i>
BAE Aerodrome Manager	████████████████████
Emcor Site Manager	████████████████████
Ontrack AGM Director	████████████████████

Reviewed By	████████████████████
Date	<i>Jan 2026</i>
Next Review	<i>Jan 2027</i>

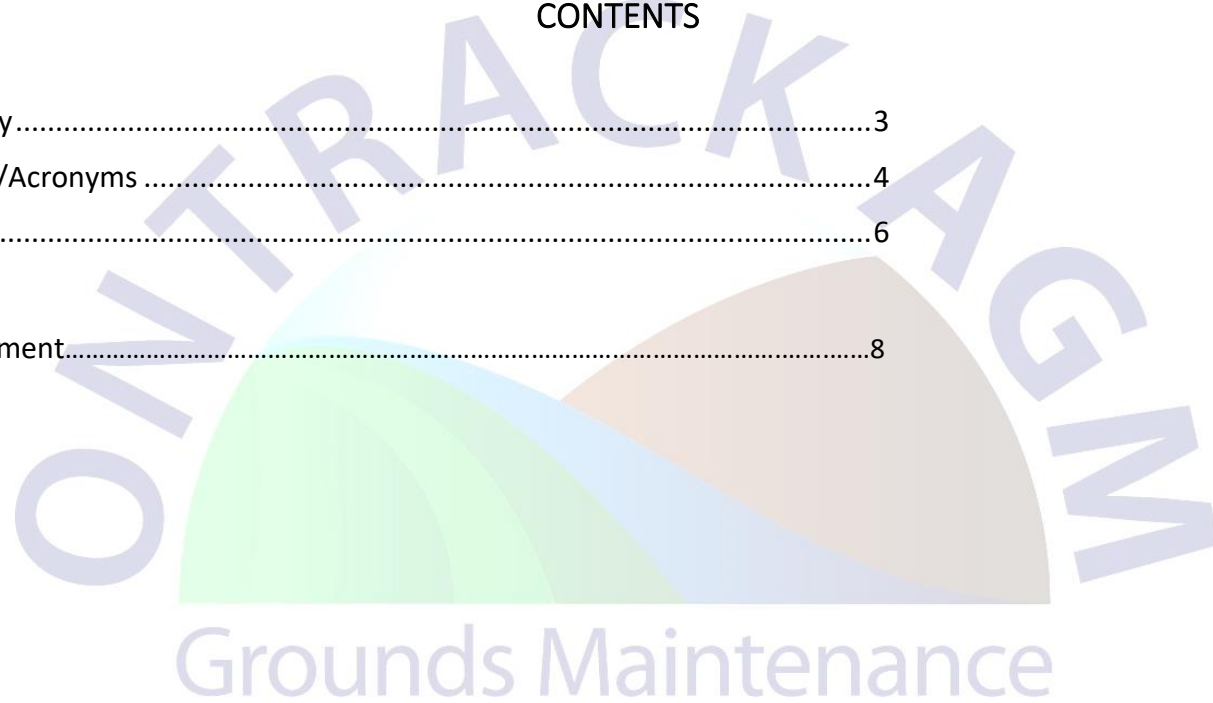
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0.1 Change History/Review Date

<u>Issue</u>	<u>Reason for Change</u>	<u>Amendment Date</u>	<u>Reviewed By</u>	<u>Next Review Date</u>
1				
2				

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0.2 Abbreviations/Acronyms

<u>Abbreviation</u>	<u>Description</u>
AGSU	Aerodrome Ground Service Unit
ASDA	Accelerate Stop Distance Available
ATC	Air Traffic Control
ATCO	Air Traffic Control Officer
ATE	Air Traffic Engineering
BCU	Bird Control Unit
CAA	Civil Aviation Authority
CAP	Civil Aviation Publication
CSMP	Combined Safety Management Plan
FOD	Foreign Object Debris
IFP	Instrument Flight Procedures
ILS	Instrument Landing System
LoD	Letter of Delegation
LDA	Landing Distance Available
LVO	Low Visibility Operations
LVP	Low Visibility Procedures
MASCAR	Monthly Aerodrome Safety Compliance Assurance Review
NC	Non-Compliance / Non Conformance



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NOTAM	Notice to Aviation
OFI	Opportunity For Improvement
OM	Operations Maintenance
PAPI	Precision Approach Path Indicator
PriSM	Product Integrated Safety Management
PTW	Permit to Work
QMS	Quality Management System
RAMS	Risk Assessment Method Statement
RESA	Runway End Safety Area
RFFS	Rescue Fire Fighting Service
SHE	Safety Health and Environment
TODA	Take Off Distance Available
TORA	Take Off Run Available
U/S	Unserviceable
WIP	Work In Progress

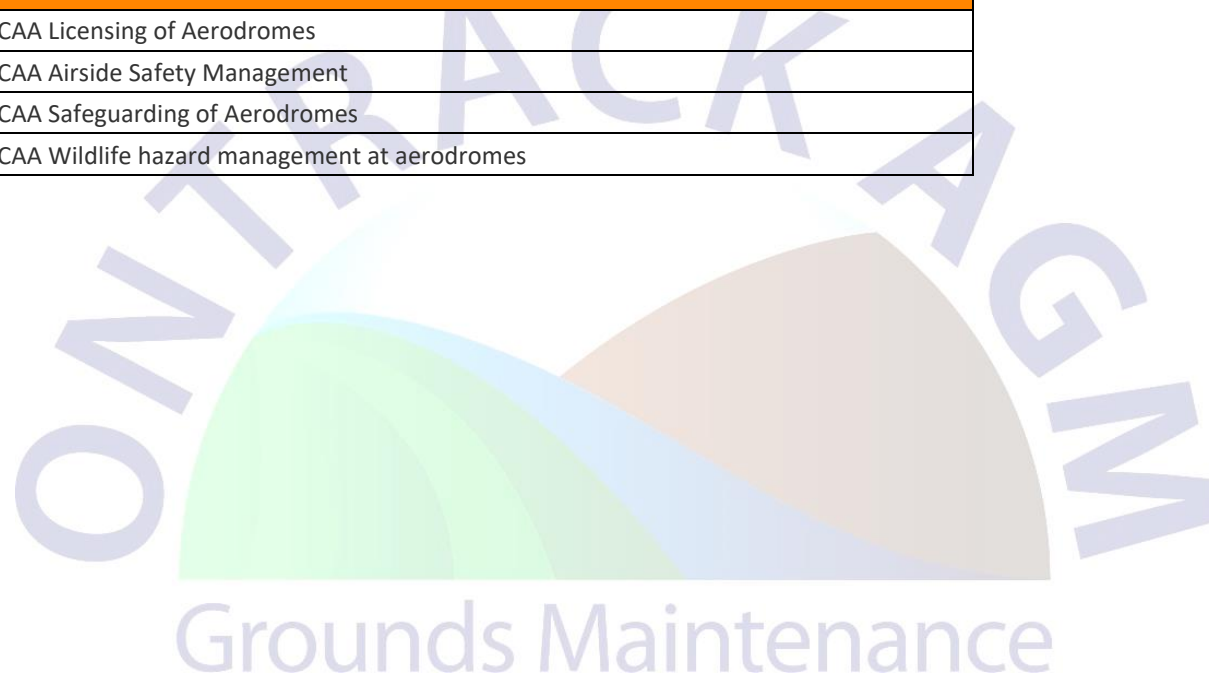
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03 References

<u>CAP 168</u>	CAA Licensing of Aerodromes
<u>CAP 642</u>	CAA Airside Safety Management
<u>CAP 738</u>	CAA Safeguarding of Aerodromes
<u>CAP 772</u>	CAA Wildlife hazard management at aerodromes





WILDLIFE MANAGEMENT UNIT

Contract Name: <i>WILDLIFE MANAGEMENT AND CONTROL ON THE AIRFIELD</i>	Contractor: <i>EMCOR UK USING ONTRACK AGM LTD</i>	Reference: <i>Windfarm RA.W1</i>	
Activity:		Site: <i>BAE SYSTEMS WARTON</i>	
People at Risk: <i>BCU OPERATIVES, AIRSIDE OPERATIVES, PILOTS, AIRCRAFT PASSENGERS, NEARBY PERSONS INCL. VISITORS & SPECTATORS.</i>		Additional Information: All risk assessments for BAE Systems Warton are carried out in accordance with the site SHE policy for risk assessments, Risk Assessment PROQ28964 and in conjunction with EaPW-QMS Exposition - Part 1 Policy, Introduction and Control Procedures PROQ21752 Chapter 1.7. Associated Documentation	
Name of Person Completing Form: [REDACTED]	Job Title: Managing Director	Date: Jan 2026	Review Date: Jan 2027



Species	Severity of bird strike risk	Presence and locations birds recorded	Existing Mitigation	Location	L	S	Current risk level	Transmission Asset area and habitat attractant	Re assessed risk level	Additional control measures	Monitoring	Risk level with management
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Geese	Heavy weight=(2.2-4.95kg) Potential for flocks up to 15,000 Minor response to scaring.	Pink Footed Geese primarily located on Southern side of Ribble Estuary with large flocks moving to North side of estuary January onwards. Some flocks of Canada and Greylag Geese (up to 300) found along the entire length of the Ribble Estuary from Lytham upstream to Lea Marsh.	BAE Warton, BCU Team (3 members in the team working full time) monitor all bird movements including Geese throughout each working day. Checks are made off site on a daily basis on the approach lanes at either end of the runway. This covers observations as far to the West as Lytham and as far to the East as Preston Long grass policy on airfield. Use of various bird scaring techniques including pyrotechnics, acoustic distress calls and direct mortality.	Airfield and both runway approaches.	2	5	10	All aspects of transmission asset work including permanent mitigation areas. Supplementary feeding of Geese	15	Supplementary feeding during Winter months. Temporary scrapes. Dispersal of birds from the site following the principal of escalation. No other control measures offered.	Weekly monitoring and data sharing with Blackpool Airport. No suggestions made for BAE Warton.	15
Gulls Herring, Lesser Black Backed, Great Black Backed	Heavy Weight = 2kg GBB Gull down to 400 gms for a Black	Large permanent colonies on South side of Ribble estuary making regular movements across airfield and approach lanes to	Regular discussion with local Wildfowling club to mitigate risks to Warton airtraffic	Airfield and both runway approaches.	2	5	10	All aspects of transmission asset work including permanent mitigation areas.	15	Shallow scrapes. Scaring techniques. Annual hay cut of some grassed areas	Weekly monitoring and data sharing with Blackpool airport.	15



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Black Headed, Common Gull.	Headed Gull. Responsive to scaring.	various feeding grounds North of the airfield.									No suggestions made for BAE Warton.	
Swan	Weight = Up to 11 kg. Generally in pairs or small flocks up to 12 in number.	Numerous Swans observed on Southern side of Ribble Estuary. A small number of Swans observed on Northern side of estuary.	Long grass policy on airfield. Continuous monitoring by BCU team with any Swan movements immediately reported to Warton ATC.	Airfield and both runway approaches	1	5	5	All aspects of transmission asset work including permanent mitigation areas.	10	Supplementary feeding during Winter months.	Weekly monitoring and data sharing with Blackpool airport. No suggestions made for BAE Warton.	15
Corvids	Heavy. Weight = 200 – 340 gms Potential for flocks up to 500 although such numbers are rare.	Scattered to both North and South of runway and runway approaches.	Long grass policy on airfield. Continuous monitoring by BCU team both on and off site. Findings reported to ATC on a daily basis.	Airfield and both runway approaches	1	5	5	All aspects of transmission asset work including permanent mitigation areas. Any planting of hedgerow and trees.	10	No additional control measures required	Weekly monitoring and data sharing with Blackpool airport. No suggestions made for BAE Warton	10



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Pigeons	Heavy. Weight = 480-550 gms Minor response to scaring.	Scattered to both North and South of runway and runway approaches. Large flocks are known to frequent fields just South of the Ribble estuary to forage on attractive salad crops growing in that area. Large flocks of Woodpigeon often seen by Warton BCU team crossing Warton airspace to and from salad crops on the South side of the Ribble estuary.	Long grass policy on airfield. Continuous monitoring by BCU team both on and off site. Findings reported to ATC on a daily basis. Potential discussion with off site land owners to discuss cropping practices and potential avoidance of growing of crops which will attract pigeons (such as oilseed rape and peas).	Airfield and both runway approaches	2	5	10	All aspects of transmission asset work including permanent mitigation areas. Any planting of hedgerow and trees. Seeding of areas to be reinstated along the transmission asset route. Supplementary feeding in winter months.	15	No additional control measures required	Weekly monitoring and data sharing with Blackpool Airport No suggestions made for BAE Warton.	15
Starlings	Light. Weight = 90 gms. Potential for severity of bird strike risk to increase with larger	0-2,000 observed by Warton BCU team crossing through Warton airspace and approaches on a regular basis. Starling activity at Warton is greater in the Winter months with many large flocks transiting the	Long grass policy on airfield. Regular monitoring and bird scaring by Warton BCU team. Continuous management of grassland area on airfield to prevent any areas becoming	Airfield and both runway approaches.	1	5	5	All aspects of transmission asset work including permanent mitigation areas. Any planting of hedgerow and trees. Seeding of areas to be reinstated along the transmission asset route. Concerns regarding establishment of reed bed areas which will become a	10	Gapping up of hedgerows. Habitat management, eg, pruning of hedgerows and trees.	Weekly monitoring and data sharing with Blackpool airport. No suggestions made for BAE Warton.	15



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Waders	flocks of starlings. Heavy Weight = potentially up to 1 kg Responsive to scaring.	airfield and appearing to head North Westwards to a large roost at Marton Mere Blackpool. Scattered to both North and South of runway and runway approaches. Huge presence of Waders in Ribble estuary throughout Winter.	attractive to Starlings. Regular monitoring of soil on grassland to check for leatherjackets which are a major attractant of starlings. Long grass policy on airfield. Regular monitoring on and off site by Warton BCU team. Findings relayed to Warton ATC on a daily basis.	Airfield and both runway approaches.	2	5	10	roost attractant to Starlings. Supplementary feeding in winter months All aspects of transmission work including permanent mitigation areas and creation of ponds and wetland. Supplementary feeding in the winter months.	15	Managing the interaction of the bird roost at Fairhaven and public in the same area. Bird number monitoring.	Weekly monitoring and data sharing with Blackpool airport. No suggestions made for BAE Warton.	20
Migratory and non migratory Ducks	Heavy. Weight = 1.4 kg Minor response to scaring.	Scattered to both North and South of runway and runway approaches. Huge presence of migratory ducks in Ribble estuary and surrounding areas throughout Winter.	Constant monitoring by Warton BCU team including daily off site checks. Findings related to Warton ATC on a daily basis. Regular consultation with local wildfowling club to mitigate bird strike risk at Warton.	Airfield and both runway approaches.	2	5	10	All aspects of transmission work including permanent mitigation areas and creation of ponds and wetland.	15	No report offered for Blackpool and Warton airports	No report offered for Blackpool and Warton airports	20



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Site Location	BAE Systems Warton Aerodrome, Warton Preston PR4 1AX			
Grid Reference				
Nearest Phone	Operatives mobile or land line in Air Traffic Tower			
Emergency Contact Phone No. (Ontrack Representative)	[REDACTED]			
Emergency Contact Phone No. (Client) EMCOR	Head of Department	[REDACTED]	Phone No.	[REDACTED]
	Supervising Representative	[REDACTED]	Phone No.	[REDACTED]
Nearest First Aid Box	In Van Under Seat			
Nearest Hospital	Royal Preston Hospital			
Preston Hospital Accident and Emergency Contact Phone No.	01772 716565 or Call NHS :111			
Attending Operatives From	[REDACTED] [REDACTED]			

Grounds Maintenance

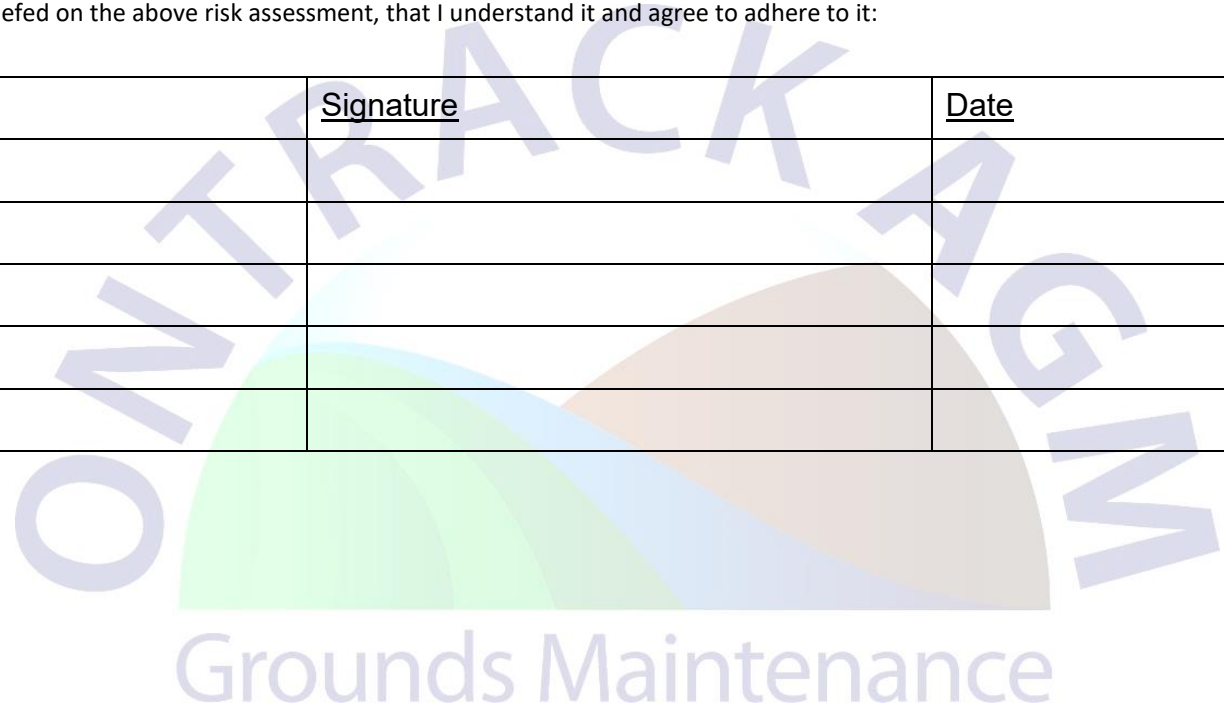


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SIGN OFF SHEET

I confirm that I have been briefed on the above risk assessment, that I understand it and agree to adhere to it:

<u>Name</u>	<u>Signature</u>	<u>Date</u>





WILDLIFE MANAGEMENT UNIT

EMERGENCY ACTION PLAN

Site Location	BAE Systems Warton Aerodrome, Warton Preston PR4 1AX			
Grid Reference				
Nearest Phone	Operatives mobile or land line in Air Traffic Tower			
Emergency Contact Phone No. (Ontrack Representative)	[REDACTED]			
Emergency Contact Phone No. (Client) EMCOR	Head of Department	[REDACTED]	Phone No.	[REDACTED]
	Supervising Representative	[REDACTED]	Phone No.	[REDACTED]
Nearest First Aid Box	In Van Under Seat			
Nearest Hospital	Royal Preston Hospital			
Preston Hospital Accident and Emergency Contact Phone No.	01772 716565 or Call NHS :111			
Attending Operatives From	[REDACTED]			

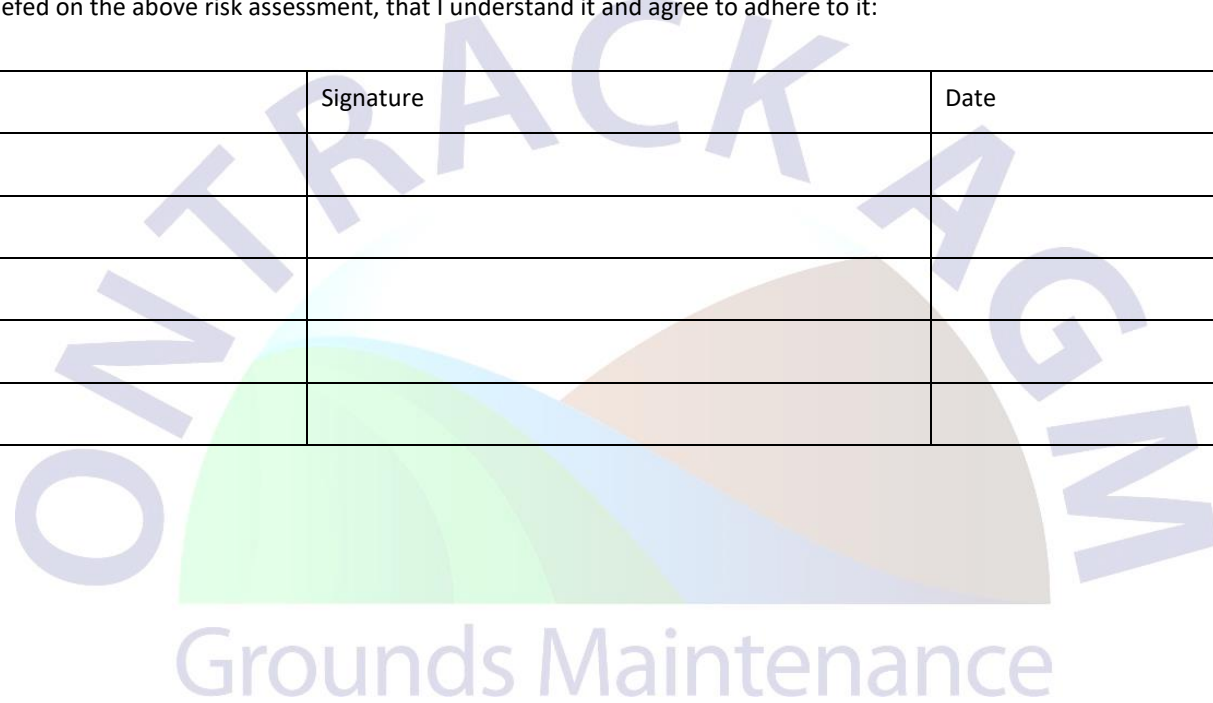


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SIGN OFF SHEET

I confirm that I have been briefed on the above risk assessment, that I understand it and agree to adhere to it:

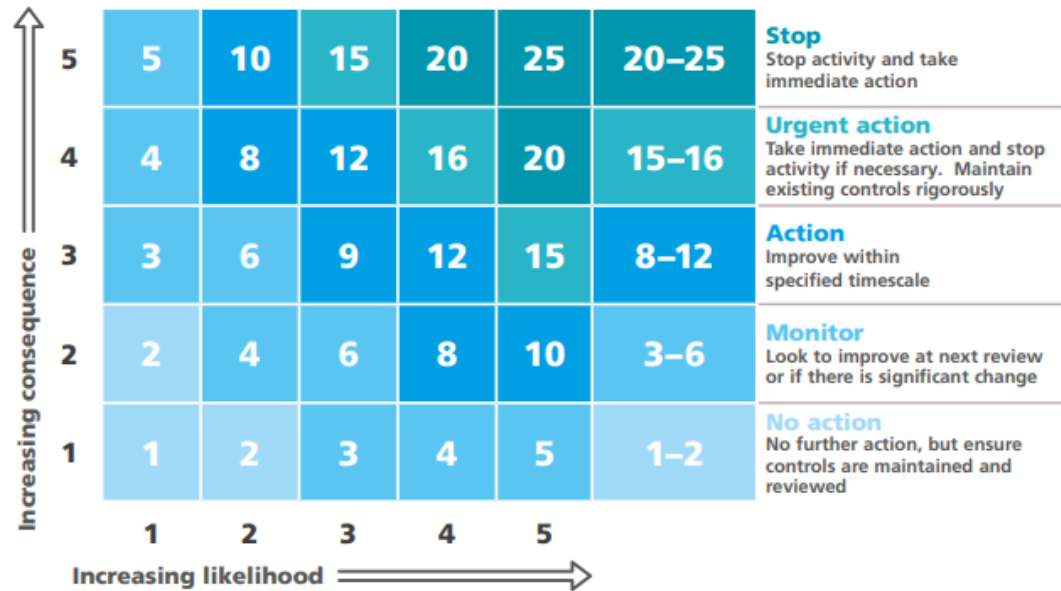
Name	Signature	Date





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Risk assessment process



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