WILKES-BARRE/SCRANTON INTERNATIONAL AIRPORT (AVP)

WILDLIFE HAZARD MANAGEMENT PLAN

Developed by:

Wilkes-Barre Scranton International Airport
100 Terminal Drive
Avoca, PA 18641

In Cooperation with:

U.S. Department of Agriculture
Animal and Plant Health Inspection Service
Wildlife Services
PO Box 60827
Harrisburg, PA 17106

Section 337, Exhibit #1, Pages 1-61

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A. EXECUTIVE SUMMARY

Pursuant to Code of Federal Regulations (CFR) Title 14 Federal Aviation Regulations (FAR) part 139.337(e), the Wilkes-Barre/Scranton International Airport developed this Wildlife Hazard Management Plan (WHMP) in cooperation with the U.S. Department of Agriculture's Wildlife Services program to replace its earlier WHMP, which was already in place and was previously approved by the Federal Aviation Administration (FAA). This plan will be reviewed periodically by the Wildlife Hazard Working Group (WHWG) and will be updated if changing circumstances merit. All changes made to the WHMP will be sent to the FAA for approval.

The plan places emphasis on identification and abatement of wildlife hazards within the airfield environment. Additional wildlife attractants (e.g., lakes, ponds, landfills, etc.) within 5 miles of the airfield are also addressed when possible, since they could potentially attract wildlife in a manner that could jeopardize safety of air traffic operating into and out of Wilkes-Barre/Scranton international airport.

Wilkes-Barre/Scranton International Airport will take immediate measures to identify and mitigate wildlife hazards whenever they are detected or whenever airport management has been advised that hazardous conditions exist. The plan outlines steps for monitoring, documenting, and reporting potential wildlife hazards and strikes at Wilkes-Barre/Scranton International Airport. Protocols for responding to hazardous wildlife situations are presented, including roles and responsibilities of airport personnel. Wildlife control procedures for birds and mammals are also discussed.

Habitat on and around the airfield will be managed in a manner that is non-conducive to hazardous wildlife, and the plan outlines priorities for habitat management, including target dates for completion.

Most wildlife is afforded some type of protection under State or Federal regulations; therefore, special permits may be required for their control. The plan outlines laws and regulations governing the harassment or take of various types of wildlife. Wilkes-Barre/Scranton International Airport's permit status for each type of wildlife is presented in tabular format.

Wilkes-Barre/Scranton International Airport will maintain, either directly or through US Department of Agriculture Wildlife Services, an adequate supply of resources for dispersing and controlling wildlife, including frightening devices (e.g., pyrotechnics,

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propane exploders, Mylar flash tape), wildlife restraint equipment (e.g., traps, catch poles), and firearms. Wilkes-Barre/Scranton International Airport personnel will be trained to properly identify wildlife and apply wildlife deterrent equipment in a safe and efficient manner, as outlined in this plan.

B. PREFACE

This Wildlife Hazard Management Plan was written to fulfill the requirements of CFR Title 14 FAR part 139.337(e) for Wilkes-Barre/Scranton International Airport. This plan is intended specifically for the Airport's use to monitor and reduce wildlife hazards.

C. LIST OF ACRONYMS

ADO	Airports District Office
AGL	Above Ground Level
AOA	Aircraft Operations Area
ATCT	Air Traffic Control Tower
ATIS	Automated Terminal Information Service
CFR	Code of Federal Regulations
DCNR	Pennsylvania Department of Conservation and Natural Resources
FAA	Federal Aviation Administration
FAR	Federal Aviation Regulations
NOTAM	Notice to Airmen
OPS	Airport Operations
PFBC	Pennsylvania Fish and Boat Commission
PGC	Pennsylvania Game Commission
AVP	Wilkes-Barre/Scranton International Airport
SIDA	Security Identification Display Area
USDA	United States Department of Agriculture
USFWS	United States Fish and Wildlife Service
WHMP	Wildlife Hazard Management Plan
WHWG	Wildlife Hazard Working Group
WS	Wildlife Services

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D. INTRODUCTION

OVERVIEW

Wildlife hazard management plans (WHMPs) address the responsibilities, policies, and procedures necessary to reduce wildlife hazards at airports. Recognizing the potential hazards wildlife pose to aircraft and human lives, the Federal Aviation Administration (FAA) requires airports that incur bird-aircraft strikes to implement a WHMP according to Code of Federal Regulations (CFR) Title 14 Federal Aviation Regulations (FAR) part 139.337(e) and (f) as amended June 9, 2004. The WHMP must include seven required components according to CFR Title 14 FAR part 139.337(f). Each of these components is sequentially represented as a separate chapter in this document. These required categories are as follows:

1. *A list of individuals having authority and responsibility for implementing each aspect of the plan.*

2. *A list prioritizing the following actions identified in the wildlife hazard assessment and target dates for their initiation and completion:*
   - *i. Wildlife population management*
   - *ii. Habitat modification*
   - *iii. Land use changes*

3. *Requirements for and, where applicable, copies of local, State, and Federal wildlife control permits.*

4. *Identification of resources that the certificate holder will provide to implement the plan.*

5. *Procedures to be followed during air carrier operations that at a minimum include:*
   - *i. Designation of personnel responsible for implementing the procedures*
   - *ii. Provisions to conduct physical inspections of the aircraft movement areas and other areas critical to successfully manage known wildlife hazards before air carrier operations begin*
   - *iii. Wildlife hazard control measures*
   - *iv. Ways to communicate effectively between personnel conducting wildlife control or observing wildlife hazards and the air traffic control tower.*

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6. *Procedures to review and evaluate the wildlife management plan every 12 consecutive months or following an event described in paragraphs (b)(1), (b)(2), and (b)(3) of this Section, including:*
    i. *The plan's effectiveness in dealing with known wildlife hazards on and in the airport's vicinity and*
    ii. *Aspects of the wildlife hazards described in the wildlife hazard assessment that should be reevaluated*

7. *A training program conducted by a qualified wildlife damage management biologist to provide airport personnel with the knowledge and skills needed to successfully carry out the wildlife hazard management plan required by paragraph (d) of this Section.*

In addition to the requirements previously stated, CFR Title 14 FAR part 139.337(f) outlines procedures and personnel responsibilities for notification regarding new or immediate hazards, and describes the rapid response procedures for addressing new or immediate wildlife hazards. Section (f) is extremely important because it allows the WHMP to be promptly modified and updated to address new situations or changing circumstances. To augment compliance with CFR Title 14 FAR part 139.337(f), the FAA issued a Cert Alert (No. 97-09) to provide guidance to airports in developing their plans. This Cert Alert contains a sample outline that was followed in the development of this plan.

PROBLEM SPECIES

Generally, the species groups considered to present the greatest threats to aviation at Wilkes-Barre/Scranton International Airport are birds with flocking tendencies or solitary birds of relatively large size such as waterfowl, gulls, starlings and blackbirds, raptors, and doves. Specifically, European starlings, American crows, ring-billed gulls, Canada geese, and red-tailed hawks are the five most frequently observed species during monitoring surveys at Wilkes-Barre/Scranton International Airport and therefore are more likely to be involved in a wildlife strike. Mammals such as deer and red fox present a hazard when they are observed on the AOA. The existing perimeter fence is functioning as a deterrent to prevent deer on the AOA at Wilkes-Barre/Scranton International Airport. No strikes to deer or large canids have been recorded in the FAA Bird Strike Database since 1998. Juveniles of a given species or migratory species may also pose higher risks for aviation because of their general unfamiliarity with the airport environment.

PURPOSE AND SCOPE

Enhancing safe air carrier operations is a primary objective of the Wilkes-Barre/Scranton International Airport (AVP). Accomplishing this objective entails careful monitoring of all aspects of arriving and departing aircraft in the vicinity of AVP, including potential wildlife hazards on and around the airport. As part of its safety efforts, AVP intends to implement and maintain a WHMP according to CFR Title 14 FAR part 139.337(e) to address potential wildlife hazards at the airport and surrounding areas, with a particular emphasis on hazards within approximately 2 miles of the airfield. Hazards that were identified or are identified in the future will also be addressed to the greatest extent possible. In addition to addressing general wildlife hazards, this plan will present specific protocols for monitoring and responding to unforeseen wildlife hazards that may arise.

It is important to note that Part 139.337(f) underscores the need for a flexible plan that can be quickly adapted to changing circumstances. In some rare cases, however, immediate actions may be necessary that are not addressed in this plan to ensure the safety of airport patrons. This plan provides AVP with the discretion and capability to respond to these situations, while providing guidance for compliance with applicable Federal, State, and municipal laws or regulations. The latitude afforded AVP management when administering this plan is discussed in CFR 14 - Part 139.113, which states that:

> *In emergency conditions requiring immediate action for the protection of life or property, involving the transportation of persons by air carriers, the certificate holder may deviate from any requirement of Subpart D of this part to the extent required to meet that emergency. Each certificate holder who deviates from a requirement under this paragraph shall, as soon as practicable, but no later than 14 days after the emergency, report in writing to the Regional Airports Division Manager stating the nature, extent, and duration of the deviation.*

Discretion for emergencies is also covered on the Federal wildlife permit which includes the emergency clause:

> *In case of bona fide emergencies, you are authorized to kill any migratory bird*within runway and safety areas, using shotguns not larger than 10 gauge. You may take additional numbers of the species identified above (in permit), and other species listed in 50 CFR 10.13 under this Condition. However, if you kill birds under this Condition, you must submit a written report to the Federal issuing office within seven (7) days. Information*

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*required includes the date taken, and the species and numbers of each and disposition. *Exception: You may not take federally endangered or threatened species listed in 50 CFR 17.11.*

This plan will be valid until Wilkes-Barre/Scranton International Airport management or FAA determines that the plan should be updated due to changed conditions or new needs for action. The plan will be reviewed at least annually to ensure it still pertains to conditions at the time of review, but it may also be revisited more often if situations arise or hazards exist that merit evaluation.

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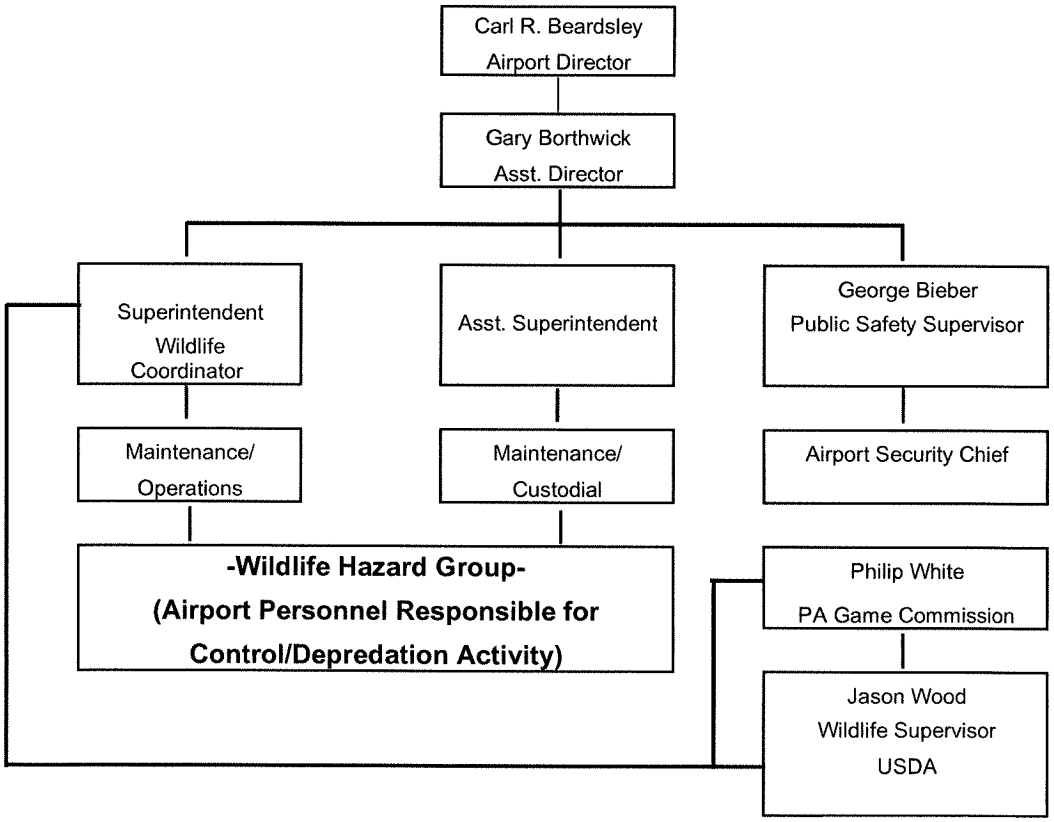
E. AUTHORITY

FAR 139.337(f)(1) A list of individuals having authority and responsibility for implementing each aspect of the plan.

OVERVIEW

AVP's Airport Director has the authority and responsibility of designating a Wildlife Coordinator to implement the WHMP. Each department and associated agencies have responsibilities outlined in the WHMP and must incorporate them into their programs. Clear communication among airport personnel is essential for the WHMP to succeed. Personnel working at the airport will communicate resource needs, recommendations, and progress to the designated Wildlife Coordinator. The Airport Director will ensure that the WHMP is approved by the FAA and that the WHMP and amendments comply with Federal, State, and local laws and regulations.

The Airport Organizational Structure that includes the Wildlife Hazard Working Group is shown below:



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1. Wildlife Hazard Working Group (WHWG)

The Wildlife Hazard Working Group is responsible for reviewing the WHMP, as it relates to each member's respective departmental duties on at least an annual basis. In addition, the group will monitor activities, status, and make recommendations to the Wildlife Coordinator, who will in-turn review and grant approval if satisfied with the progress of the WHMP. The working group will meet once a year, with intermittent meetings when necessary.

The Wildlife Hazard Working Group is represented by assigned Airport staff members, the FAA Airport Certification Safety Inspector, and a Wildlife Services Biologist (USDA). See Exhibit F for current list of WHWG members.

2. Persons Responsible for Implementing the Plan

Airport Operations Superintendent (Wildlife Coordinator)

- Establish a WHWG for AVP.
- Supervise, coordinate, and monitor wildlife control activities as outlined in the WHMP.
- Update the WHMP as necessary.
- Disseminate information and assignments through the Wildlife Hazard Working Group.
- Pre-approve and coordinate landscape changes beforehand to ensure wildlife attractants are prevented.

Airport Operations, Maintenance, and Engineering

- Alleviate all attractants deemed an imminent hazard and, if necessary, coordinate a runway closure to remedy wildlife hazards.

- Coordinate the issuance of Notices to Airmen (NOTAM). In addition, have Air Traffic Control advise pilots on ATIS.

- Ensure only properly trained and badged wildlife control personnel operate on the AOA in accordance with FAA regulations (e.g., SIDA). Such training includes radio communications, driving on the AOA, and safe use of firearms and pyrotechnics.

- Monitor facilities and tenant concerns for wildlife problems.

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- Keep a log of all wildlife strikes and control actions and forward reports to FAA as necessary.

- Make wildlife strike report forms (FAA form 5200-7 [Appendix A]) readily available to airfield operations and pilots, and encourage submission of the forms to the appropriate governmental agencies and wildlife control personnel.

- Ensure wildlife attractants are reduced through habitat modifications. Work with airport maintenance to alter wildlife habitat as needed.

- Review all plans involving changes in land use or new airport structures/facilities to avoid inadvertently attracting wildlife to the area, and consult with a wildlife damage biologist if necessary.

- Conduct monthly physical inspections of areas critical to wildlife hazard management.

- Obtain depredation permits to control migratory birds, and if necessary, mammals, from Federal or State wildlife agencies.

- Log all known wildlife strikes on form FAA 5200-7 (Appendix A) and forward the forms to the Wildlife Coordinator and/or Biologist.

- Warn the air traffic controller and pilots of known wildlife hazards.

- Ensure wildlife-attracting refuse does not accumulate in fields and ditches on the airport.

- Inspect critical areas for wildlife activity and strikes daily and maintain a record of the action, even if no wildlife was present.

- Harass wildlife from critical areas when appropriate as outlined in Section I.

- Record all wildlife activity or animals dispersed or shot on the "Wildlife Observation & Activity Log" (Appendix B), and report to the Wildlife Coordinator.

- Maintain ditches and fields to ensure that water flows, thereby avoiding pooling and accumulation of refuse on the airport.

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- Assist with, or contract out habitat modifications addressed in the Wildlife Hazard Assessment (WHA), such as vegetation maintenance along ditches, brush removal, and tree pruning.

- Install and maintain netting or wire grids over ponds, ditches, and other water areas as determined necessary by the Wildlife Coordinator.

- Maintain the perimeter fence line to exclude large mammals such as deer and coyotes.

- Pick up all trash and debris on the airfield.

- Minimize pooling formed by rain on paved surfaces and infield areas, grade or drain if necessary.

- Assist with wildlife control activities involving field rodents, rabbits, bird abatement, and other programs.

- Inform Wildlife Coordinator of wildlife found in and around buildings.

- Review designs of new structures/facilities with a Wildlife Damage Biologist during the planning stages for input on designs that are unattractive to wildlife.

- Involve a Wildlife Damage Biologist with land use planning and mitigation efforts.

Federal Aviation Administration (FAA)

- Assist AVP in reviewing proposed land use changes, construction plans, and mitigation projects for potential wildlife hazards to aircraft as requested.

- Review changes or edits to the WHMP.

Wildlife Services (USDA)

- Assist AVP with training airport personnel in wildlife identification and the safe handling and proper use of wildlife dispersal equipment.

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- Assist AVP in reviewing proposed land use changes, construction plans, and mitigation projects for potential wildlife hazards to aircraft as requested.

- Provide operational assistance as requested to AVP to control (i.e., disperse and at times lethally remove) starlings, gulls, crows, vultures, fox or other wildlife deemed hazardous by AVP and WS.

F. HAZARD MANAGEMENT

FAR 139.337(f)(2) A list prioritizing the following actions identified in the wildlife hazard assessment and target dates for their initiation and completion:

OVERVIEW

Habitat management provides the most effective long-term remedial measure for reducing wildlife hazards on, or near, airports. The ultimate goal is to make the environment fairly uniform and unattractive to the species that are considered the greatest hazard to aviation. Habitat management or modification refers to the physical manipulation of habitat features including food, water, and cover. Habitat modifications will be monitored carefully to ensure that they reduce wildlife hazards and do not create new attractions for different wildlife. Population management is often necessary to address immediate hazards to human safety caused by wildlife. Long-term population management strategies are commonly used in conjunction with habitat management to maintain reduced wildlife presence in sensitive airport environments. Wildlife population management practices include harassment, repellents, exclusion, and population reduction. Harassment and dispersal will be discussed in detail in the Section I. The application of multiple, effective, and biologically sound wildlife control methods, including habitat management, dispersal, and population control is known as Integrated Wildlife Damage Management. In addition, when wildlife does not respond as anticipated, an incremental or tiered approach to reducing the hazards will be used. This approach requires adaptive management that will take increasingly more drastic steps, including humane lethal control, to abate hazards if the initial efforts are unsuccessful (see Section I).

Also, identifying onsite or nearby land uses that may attract hazardous wildlife is very important. Once land uses attractive to hazardous wildlife are identified, it is necessary to cooperate with surrounding property owners and local planning officials to monitor and address current situations and to prevent the creation of new attractants.

WILDLIFE ATTRACTANTS ON OR NEAR AVP

General Zone and Critical Zone

The General Zone for AVP is defined as the area within a 5-mile radius of the AOA. Wildlife attractants in this area could potentially impact air traffic safety operating out of AVP, particularly those attractants that lie within the approach and departure patterns. The objective of this plan is to actively reduce attractive wildlife habitat on property under the control of the AVP, while working cooperatively with adjacent property owners to discourage land-use practices that might increase wildlife hazards.

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The area within a 10,000-foot (i.e., approximately 2 miles) radius of the AOA is delineated as the Critical Zone (see aerial photo in Appendix C). Control efforts will be primarily concentrated within this area because within 10,000 feet of the AOA is the area where arriving and departing aircraft are typically operating at or below 500 feet AGL (above ground level), an altitude that also corresponds with the most bird activity. Approximately 75% of all civil bird-aircraft strikes occur within 10,000 feet of the airfield from which they depart or arrive.

Some of the most prominent attractants on AVP property include expansive grassy areas, perching/loafing structures, woodland/shrub areas, and, at times, ponded water. Wildlife attractants located off of airport property can also significantly affect aircraft safety since birds may pass through takeoff/approach airspace while traveling between and among attractants. Most note-worthy off-site attractants within the Critical Zone can be categorized as waterways, wetlands, and water management facilities.

MANAGEMENT ACTIONS

The following list details management actions (in order of priority) including management actions for the most hazardous species and habitat management actions for prominent attractants on or near AVP. Target dates for completion are also included. Note that some of the projects may have already been implemented or completed and some are ongoing. Management actions will be limited to airport property unless otherwise stated.

FAR 139.337(f)(2)(i) Population management:

Species-Specific Actions

1. Deer

The airport has a zero tolerance policy for hazardous species such as white-tailed deer. Lethal action most likely will be employed since deer pose a significant threat to aviation safety throughout the nation and is considered an unacceptable risk. Deer cannot be dispersed with a vehicle or pyrotechnics as they will panic and will harm themselves or others. AVP possesses the necessary wildlife permits from the Pennsylvania Game Commission. The Airport performs a fence check daily to ensure deer cannot get into the AOA.

2. Bear

The airport has a zero tolerance policy for hazardous species such as black bear. The population of black bear in Pennsylvania has increased in the past few years and the airport is observing more black bear both inside and outside the

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perimeter fence. Black bears are not listed on the FAA top 25 most hazardous species to aviation, however due to their large body size they have the potential to cause significant damages during the event of a strike. If there is evidence of a black bear inside the perimeter fence, such as tracks, scat or hair on the fence, the Pennsylvania Game Commission will be called to set and bait traps to remove the bear. If there are sightings of a bear in the wooded area outside the RSA the airport will first call the PAGC to try to trap and remove the problem animal. If the bear wanders into the RSA or in the vicinity of the Terminal Building, the airport will lethally remove the animal. The Airport performs a fence check daily to check for any signs of black bear inside the perimeter fence.

3. Crows

The airport has a zero tolerance policy for hazardous species such as American crows. Harassment is normally the first technique employed; methods are detailed in Section 1. Live trapping and euthanasia will be used to reduce populations on the AOA when necessary. Also, shooting will be used to reinforce harassment, reduce local populations, and deal with problem individuals as necessary. Also, crows may be live trapped and euthanized during the fall and winter on adjacent properties within the Critical Zone depending on local population movements and property owner cooperation. Cooperation with off-site land owners or managers will be documented according to procedures in Section J. These actions will be ongoing.

4. Starlings and Blackbirds

The airport has a zero tolerance policy for hazardous species such as European starlings and red-winged blackbirds. Harassment is normally the first technique employed; methods are detailed in Section I. Starling and blackbird nests may be removed opportunistically. Live trapping and euthanasia will be used to reduce populations on the AOA when necessary. Also, shooting will be used to reinforce harassment, reduce local populations, and deal with problem wildlife as necessary. These actions will be ongoing.

5. Waterfowl

The airport has a zero tolerance policy for hazardous waterfowl species such as Canada geese. Harassment is normally the first technique employed; methods are detailed in Section I. Canada goose nests will be destroyed each spring and adult nesting birds dispersed or removed. Shooting will be used to reinforce harassment, reduce local populations, and deal with problem wildlife as necessary. Also, Canada geese may be live trapped and euthanized mid-summer on adjacent properties within the Critical Zone depending on local population movements and property owner cooperation. Cooperation with off-

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site land owners or managers will be documented according to procedures in Section J. These actions will be ongoing.

6. Doves/pigeons

The airport has a zero tolerance policy for hazardous dove species such as rock doves (pigeons). Harassment is normally the first technique employed; methods are detailed in Section I. Pigeon nests may be removed opportunistically. Live trapping and euthanasia will be used to remove pigeons on roofs or in isolated areas when necessary. Also shooting will be used to reinforce harassment, remove problem wildlife, and reduce local populations as necessary. These actions will be ongoing.

7. Raptors

The airport has a zero tolerance policy for hazardous raptor species such as red-tailed hawks. Harassment is normally the first technique employed; methods are detailed in Section I. Live trapping and euthanasia will be used to reduce red-tail hawk populations on the AOA as necessary. These actions will be ongoing.

8. Gulls

The airport has a zero tolerance policy for hazardous gull species such as ring-billed gulls. Harassment is normally the first technique employed; methods are detailed in Section I. Shooting will be used to reinforce harassment, reduce local populations, and deal with problem wildlife as necessary. Cooperation with off-site land owners or managers will be documented according to procedures in Section J. These actions will be ongoing.

FAR 139.337(f)(2)(ii) Habitat modification:

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Attractant-Specific Actions

1. Vegetation Management

Grass

Other than paved areas, grass will be the primary cover inside the perimeter security fence at AVP. Grasses that produce large seeds and are known to be attractive to wildlife will be avoided when planting new areas. Whenever possible, grass mixtures indigenous to the local area will be used when replanting as part of a construction or mitigation project, provided it can be demonstrated the seed mixture poses no significant wildlife attraction. Grass height throughout the airfield will be maintained at a height of 6-12 inches, except around runway and taxiway lights/signs and navigational aids where it will be cut shorter for purposes of visibility and functionality. Grass height will be maintained throughout the year, with the first mowing activities beginning when the infield is firm enough to allow equipment access and the grass is sufficiently long to merit cutting. When possible, grass will be mowed mid-day when birds are less active and air traffic is reduced. If cutting is being conducted during the day and birds are attracted to activity, the mowing will stop until the birds have been successfully hazed from the area. During periods of heightened swallow activity mowing in the runway safety areas will be modified as needed. Mowing activities will be coordinated with the wildlife dispersal team (contact the Airport Operations Superintendent).

Edge Vegetation

Trees, shrubs, and Ornamental Landscaping

AVP contains diverse vegetation types, some of which offer hunting perches, roosting and loafing sites, nesting cover, and food for birds and other wildlife. The most effective approach to reducing this attraction on the AOA is to remove unnecessary trees, shrubs, weeds and plants, and establish non-seeding or small-seeded grass, especially within the runway safety area. At a minimum, species of particular concern including all berry/fruit/nut producing trees, shrubs, or vines, due to their invasive characteristics and wildlife-attracting qualities, will be eliminated if identified on the AOA. AVP has successfully managed the majority of AOA to eliminate these species. However vegetation removal is ongoing; therefore, every Spring AVP will survey the AOA to identify any attractive trees and shrubs and develop a plan for removal based on the scope of work. These same species will be reduced or eliminated to the greatest extent possible on all areas between the AOA fence and perimeter security fence.

Landscaping at the airport can affect tourism, business, and shape visitor's overall impression of the airport vicinity; therefore, landscaping needs to be

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aesthetically pleasing. It must, however, not compromise the airport's more important responsibility of air safety. Trees and bushes that prove to be extremely attractive to wildlife will be removed. Ornamental trees and bushes used to enhance airport aesthetics will not be allowed within the AOA, will be kept to a minimum on non-AOA airport property, and varieties that are relatively unattractive to wildlife will be selected. Species which produce edible fruits, nuts, or berries will not be used on AVP property if they might attract hazardous wildlife. The Wildlife Coordinator, in consultation with WS, will review proposed plantings for AVP property and exclude species that produce edible fruits, nuts or berries or create an attraction to hazardous wildlife. AVP will monitor ornamental trees to prevent communal roosting by starlings and crows, and the trees will be thinned, topped, or removed if necessary.

2. Structure Management

Airfield and Abandoned Structures

Airfield structures such as runway lights, ramp and taxiway signs, ILS towers, and light poles are used as hunting and loafing perches for hazardous bird species such raptors and gulls. Lights attract insects at night, and in turn, may attract bats and nighthawks. Structures found to routinely attract birds in a hazardous manner will be fitted with wire coils or porcupine wire (e.g., Nixalite) if appropriate.

Structures not pertinent to air operations and no longer in use are attractive to rodents, small birds, and rabbits and, in turn, attract hawks, owls, and other predators that can become a significant air hazard. Defunct structures such as buildings, sheds, machinery, and light poles will be removed when feasible. Structures used for Aircraft Rescue and Firefighting (ARFF) training are considered to be pertinent to air operations and are generally compatible with safe air operations.

Airport Building Projects

The Wildlife Coordinator should participate in the initial and early phases of airport building projects to avoid any inadvertent increase in wildlife hazards resulting from architectural or landscape changes. Furthermore, if wildlife is considered when project plans are initiated, costly control measures and corrective actions can be avoided. Generally, buildings plans will minimize the likelihood of creating nesting, perching, or roosting sites for birds and should inhibit access by mammals such as rodents and cats. Likewise, if existing buildings and structures prove to attract hazardous species the problem will be mitigated as appropriate. The FAA's Airports District Office (ADO) reviews proposed construction activities for potential wildlife attractions when the FAA

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Form 7460-1 application is submitted, and may also solicit input from Wildlife Services.

3. Food/Prey-Base Management

Rodents and Rabbits
Mice and voles at Wilkes-Barre/Scranton International Airport appear to be the primary attractants of hawks, kestrels, foxes, and may occasionally attract herons. Also rabbits are a preferred food source for raptors and foxes. Historically, rodent populations at AVP have been relatively low and rabbit populations have fluctuated, but Airport Operations will continue to monitor populations and will conduct a control program if rodent or rabbit abundances increase to a level where wildlife is attracted. Rabbits will be control by way of shooting when safe to do so.

Insects and Other Invertebrates
Insects and other invertebrates (e.g., earthworms, spiders, etc.) may attract many species of wildlife at AVP, particularly starlings, gulls, and crows. Insect populations will be monitored periodically by Airport Operations to determine if they are present in sufficient numbers to attract wildlife. If control is deemed necessary, the Penn State University Cooperative Extension Service (refer to Section L) can help select the best pesticide or control method. Habitat management will keep much of the prey population in check, but the airport will continue to monitor these populations for outbreaks.

Trash, Debris, and Handouts
Trash and debris are often responsible for attracting species such as gulls, crows, starlings and pigeons. Airport Operations and maintenance will continue to conduct trash and FOD (foreign object debris) collection sweeps on the airfield, especially after high winds. The public or airport employees should not be allowed to feed birds or mammals around the airport. When people are observed feeding birds, Airport Operations will discuss with them the problems caused by feeding wildlife, and if necessary, signs will be posted to educate the general public. Additionally, contractors, food vendors, catering companies and others who feed wildlife shall be issued warnings and fined for persistent violations.

4. Fencing
Future upgrades/installations to perimeter fencing will include 10 foot high fence with 2 feet of skirting buried in the ground.

FAR 139.337(f)(2)(iii) Land use changes:

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Land-Use Changes

Airport and Off-Site Land-use Projects

Whenever possible, the Airport Director will actively participate in land-use decisions and landscape changes to avoid inadvertent creation of wildlife hazards to aircraft. The FAA's Airports District Office and Eastern Region's Safety and Standards Branch (refer to Section L) will provide technical guidance to AVP in addressing land-use compatibility issues. If AVP or the FAA requests assistance from Wildlife Services (as per a Memorandum of Understanding between FAA and Wildlife Services), then Wildlife Services will provide technical and/or operational assistance in addressing issues or concerns associated with the proposed project or land-use change. Proposed land use changes on AVP property and within the Critical Zone that will likely increase hazardous wildlife species will adamantly be discouraged, or mitigated to a safe level. Incompatible land uses may include developments such as landfills, waste handling facilities, water reservoirs, parks with artificial ponds, wetlands, and wildlife refuges/sanctuaries. These types of land-use changes will be monitored for compatibility and if necessary AVP will work with local agencies, property owners, and planning authorities to mitigate wildlife hazards. These actions will be ongoing.

FEDERAL AVIATION ADMINSTRATION
APPROVED: Dennis O'Donnell
DATE: JAN 0 6 2015