

**APPENDIX A**


*FAA Bird Strike Incident Report - Form 5200-7 (1 Page)*

Note: Bird strike forms can be obtained or filed electronically over the internet by visiting the FAA's website at <http://wildlife-mitigation.tc.faa.gov/wildlife/strikenew.aspx>.

FEDERAL AVIATION ADMINISTRATION  
APPROVED: *Annie O'Donnell*  
DATE: JAN 06 2015

**WILKES-BARRE/SCRANTON INTERNATIONAL AIRPORT (AVP)  
AIRPORT CERTIFICATION MANUAL**

Form Approved OMB NO. 2120-0045  
3/31/2010

 <b>BIRD / OTHER WILDLIFE STRIKE REPORT</b> U.S. Department of Transportation Federal Aviation Administration																																																			
1. Name of Operator		2. Aircraft Make/Model																																																	
4. Aircraft Registration		5. Date of Incident Month / Day / Year																																																	
7. Airport Name		8. Runway Used																																																	
10. Height (AGL)		11. Speed (IAS)																																																	
12. Phase of Flight  <input type="checkbox"/> A. Parked <input type="checkbox"/> B. Taxi <input type="checkbox"/> C. Take-off Run <input type="checkbox"/> D. Climb <input type="checkbox"/> E. En Route <input type="checkbox"/> F. Descent <input type="checkbox"/> G. Approach <input type="checkbox"/> H. Landing Roll		13. Part(s) of Aircraft Struck or Damaged <table border="1"> <thead> <tr> <th></th> <th>Struck</th> <th>Damaged</th> <th></th> <th>Struck</th> <th>Damaged</th> </tr> </thead> <tbody> <tr> <td>A. Radome</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td>H. Propeller</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> </tr> <tr> <td>B. Windshield</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td>I. Wing/Rotor</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> </tr> <tr> <td>C. Nose</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td>J. Fuselage</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> </tr> <tr> <td>D. Engine No. 1</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td>K. Landing Gear</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> </tr> <tr> <td>E. Engine No. 2</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td>L. Tail</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> </tr> <tr> <td>F. Engine No. 3</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td>M. Lights</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> </tr> <tr> <td>G. Engine No. 4</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td>N. Other: (Specify)</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> </tr> </tbody> </table>			Struck	Damaged		Struck	Damaged	A. Radome	<input type="checkbox"/>	<input type="checkbox"/>	H. Propeller	<input type="checkbox"/>	<input type="checkbox"/>	B. Windshield	<input type="checkbox"/>	<input type="checkbox"/>	I. Wing/Rotor	<input type="checkbox"/>	<input type="checkbox"/>	C. Nose	<input type="checkbox"/>	<input type="checkbox"/>	J. Fuselage	<input type="checkbox"/>	<input type="checkbox"/>	D. Engine No. 1	<input type="checkbox"/>	<input type="checkbox"/>	K. Landing Gear	<input type="checkbox"/>	<input type="checkbox"/>	E. Engine No. 2	<input type="checkbox"/>	<input type="checkbox"/>	L. Tail	<input type="checkbox"/>	<input type="checkbox"/>	F. Engine No. 3	<input type="checkbox"/>	<input type="checkbox"/>	M. Lights	<input type="checkbox"/>	<input type="checkbox"/>	G. Engine No. 4	<input type="checkbox"/>	<input type="checkbox"/>	N. Other: (Specify)	<input type="checkbox"/>	<input type="checkbox"/>
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14. Effect on Flight <input type="checkbox"/> None <input type="checkbox"/> Aborted Take-Off <input type="checkbox"/> Precautionary Landing <input type="checkbox"/> Engines Shut Down <input type="checkbox"/> Other: (Specify)		15. Sky Condition <input type="checkbox"/> No Cloud <input type="checkbox"/> Some Cloud <input type="checkbox"/> Overcast																																																	
17. Bird/Other Wildlife Species		18. Number of birds seen and/or struck																																																	
		<table border="1"> <thead> <tr> <th>Number of Birds</th> <th>Seen</th> <th>Struck</th> </tr> </thead> <tbody> <tr> <td>1</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> </tr> <tr> <td>2-10</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> </tr> <tr> <td>11-100</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> </tr> <tr> <td>more than 100</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> </tr> </tbody> </table>		Number of Birds	Seen	Struck	1	<input type="checkbox"/>	<input type="checkbox"/>	2-10	<input type="checkbox"/>	<input type="checkbox"/>	11-100	<input type="checkbox"/>	<input type="checkbox"/>	more than 100	<input type="checkbox"/>	<input type="checkbox"/>																																	
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more than 100	<input type="checkbox"/>	<input type="checkbox"/>																																																	
		19. Size of Bird(s) <input type="checkbox"/> Small <input type="checkbox"/> Medium <input type="checkbox"/> Large																																																	
20. Pilot Warned of Birds <input type="checkbox"/> Yes <input type="checkbox"/> No																																																			
21. Remarks (Describe damage, injuries and other pertinent information)																																																			
<b>DAMAGE / COST INFORMATION</b>																																																			
22. Aircraft time out of service: _____ hours		23. Estimated cost of repairs or replacement (U.S. \$): \$ _____	24. Estimated other Cost (U.S. \$) (e.g. loss of revenue, fuel, hotels): \$ _____																																																
Reported by (Optional)		Title	Date																																																
Paperwork Reduction Act Statement: The information collected on this form is necessary to allow the Federal Aviation Administration to assess the magnitude and severity of the wildlife-aircraft strike problem in the U.S. The information is used in determining the best management practices for reducing the hazard to aviation safety caused by wildlife-aircraft strikes. We estimate that it will take approximately 6 minutes to complete the form. The information collected is voluntary. Please note that an agency may not conduct or sponsor, and a person is not required to respond to, a collection of information unless it displays a currently valid OMB control number. The OMB control number associated with this collection is 2120-0045. Comments concerning the accuracy of this burden and suggestions for reducing the burden should be directed to the FAA at: 800 Independence Ave SW, Washington, DC 20591, Attn: Information Collection Clearance Officer, ABA-20																																																			

FAA Form 5200-7 (11-97) Supersedes Previous Edition

Electronic Version (Adobe)

\* U.S. GPO: 1997-432-349/7-201

NSN: 0052-00-651-9005

Original Date: 01/23/2012

50

Revision Date: 01/07/2015

**FEDERAL AVIATION ADMINISTRATION**

APPROVED: *Annis O'Donnell*  
FAA Approval Date:

DATE: JAN 06 2015

**APPENDIX B**

*Daily Wildlife Activity Report/Observation sheet (1 Page)*

FEDERAL AVIATION ADMINISTRATION

APPROVED: *Annie O'Donnell*

DATE: JAN 06 2015

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Original Date: 01/23/2012

51

Revision Date: 01/07/2015

FAA Approval Date:

**WILKES-BARRE/SCRANTON INTERNATIONAL AIRPORT (AVP)  
AIRPORT CERTIFICATION MANUAL**

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**Wildlife Observation & Activity Log**

Report # \_\_\_\_\_

Date: \_\_\_\_\_ Time: \_\_\_\_\_ Temperature: \_\_\_\_\_

Weather: \_\_\_\_\_

Location: \_\_\_\_\_

Activity (Feeding, Nesting, Running, Etc): \_\_\_\_\_

Species: \_\_\_\_\_ Number: \_\_\_\_\_

Control Method: \_\_\_\_\_

# Pyro Used: \_\_\_\_\_ # Shot Used: \_\_\_\_\_

Result of Control Efforts (Include Direction of Movement): \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Comments: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Employee Name (Please Print): \_\_\_\_\_

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**Original Date: 01/23/2012**

**Revision Date: 01/07/2015**

**FEDERAL AVIATION ADMINISTRATION**  
FAA Approval Date: \_\_\_\_\_  
**APPROVED:** *Annie Odwell*  
**DATE:** JAN 06 2015

**APPENDIX C**

*Map of Wilkes-Barre/Scranton International Airport with separation distances for hazardous wildlife attractants delineated. (1 Page)*

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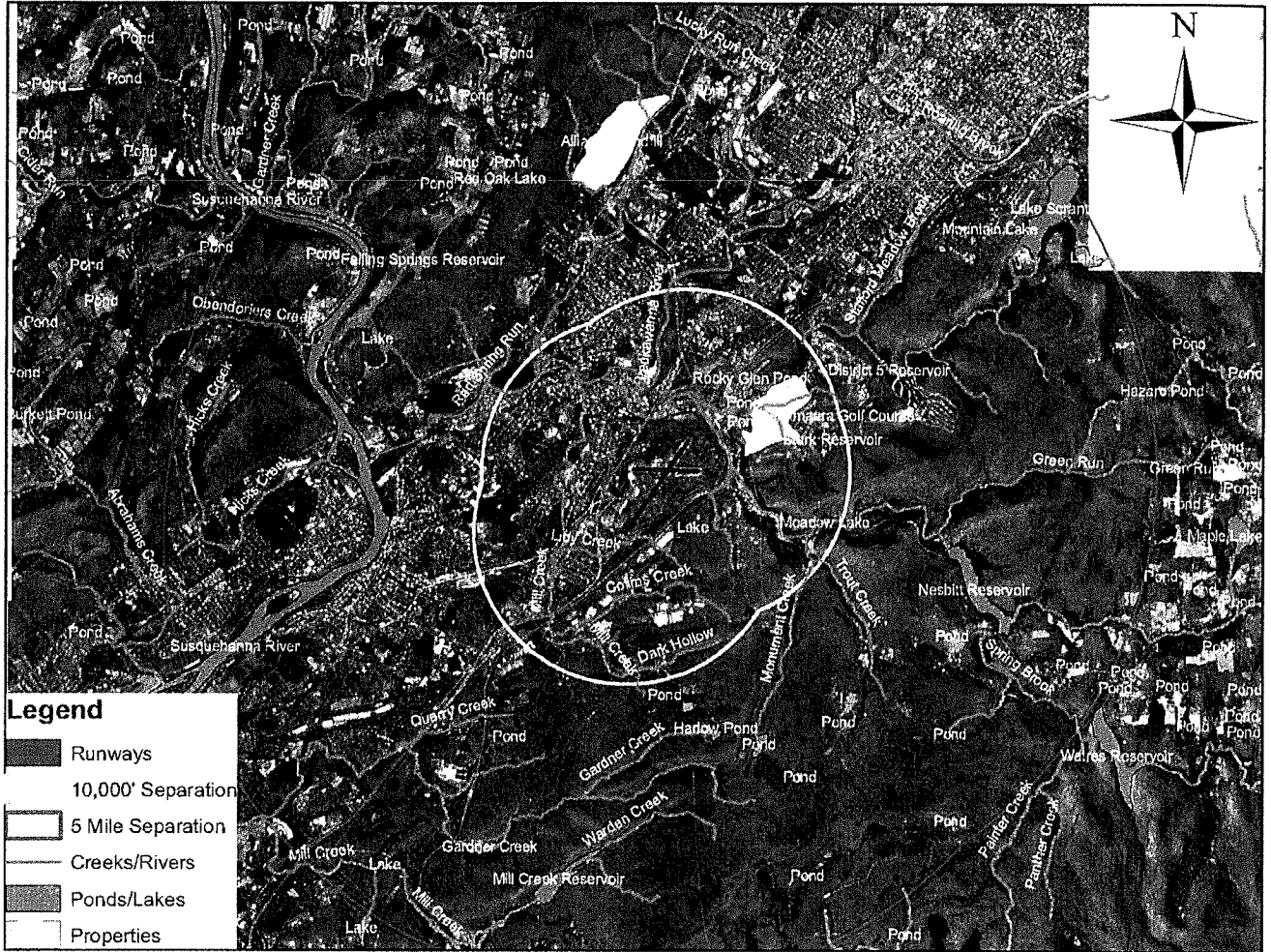
**Original Date: 01/23/2012**

53

**Revision Date: 01/07/2015**

**FEDERAL AVIATION ADMINISTRATION**  
FAA Approval Date  
**APPROVED:** *Annie O'Donnell*  
**DATE:** JAN 06 2015

**WILKES-BARRE/SCRANTON INTERNATIONAL AIRPORT (AVP)  
AIRPORT CERTIFICATION MANUAL**



**Original Date:** 01/23/2012

**Revision Date:** 01/07/2015

**FEDERAL AVIATION ADMINISTRATION**  
 FAA Approval Date:  
**APPROVED:** *Russell Admell*  
**DATE:** JAN 06 2015

**APPENDIX D**

*Decision Model for Implementing Control Methods (2 Pages)*

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**Original Date: 01/23/2012**

55

**Revision Date: 01/07/2015**

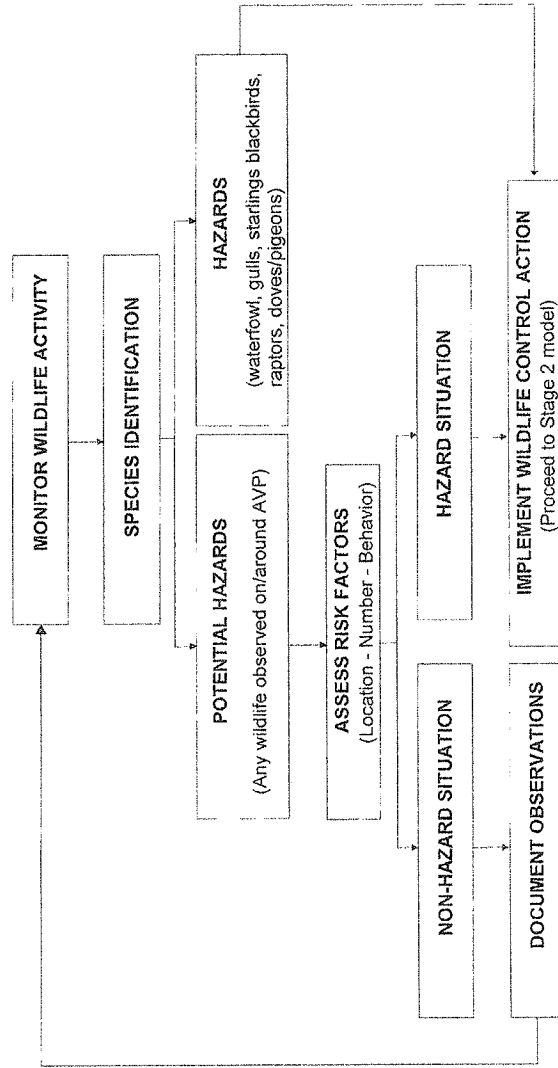
**FEDERAL AVIATION ADMINISTRATION**  
FAA Approval Date  
**APPROVED:** *Annie O'Donnell*  
**DATE:** JAN 06 2015

WILKES-BARRE/SCRANTON INTERNATIONAL AIRPORT – AIRPORT CERTIFICATION MANUAL

APPENDIX D

**TWO-STAGE DECISION MODEL FOR RESOLVING WILDLIFE HAZARDS**

**STAGE 1: Wildlife Monitoring and Hazard Rating**



Date \_\_\_\_\_

FAA Approval \_\_\_\_\_

Original Date: 01/23/2012

Revision Date: 01/07/2015

**FEDERAL AVIATION ADMINISTRATION**  
 FAA Approval Date  
**APPROVED:** *Annis O'Donnell*  
**DATE:** JAN 06 2015

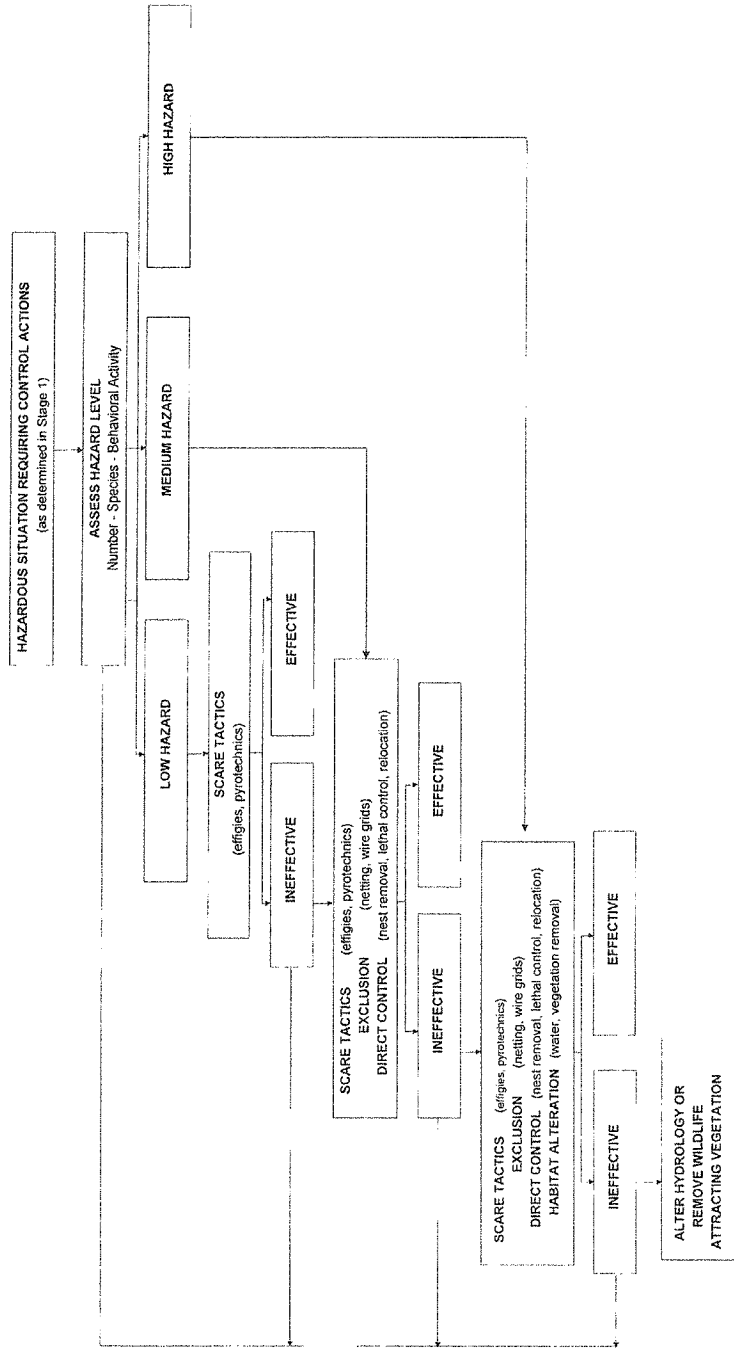


WILKES-BARRE/SCRANTON INTERNATIONAL AIRPORT – AIRPORT CERTIFICATION MANUAL

**TWO-STAGE DECISION MODEL FOR RESOLVING WILDLIFE HAZARDS**

APPENDIX D

**STAGE 2: Wildlife Control Actions**



Date \_\_\_\_\_

FAA Approval \_\_\_\_\_

Original Date: 01/23/2012

Revision Date: 01/07/2015

FEDERAL AVIATION ADMINISTRATION  
 APPROVED: *David D. Admell*  
 DATE: JAN 06 2015

**APPENDIX E**

*Wildlife Improvements & Future Scheduled Improvements at AVP. (1 Page)*

FEDERAL AVIATION ADMINISTRATION  
APPROVED: *Annie O'Donnell*  
DATE: JAN 06 2015

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Original Date: 01/23/2012

58

Revision Date: 01/07/2015

FAA Approval Date:

APPENDIX E

**WILDLIFE IMPROVEMENTS AT AVP**

1. Pine trees (20) removed from road to ARFF Building. Small birds were nesting in these trees.
2. Trees removed outside fence by Aviation Fuel Farm. Removed large nesting area.
3. Approximately 6-8 acres of trees and brush removed per year from embankments near RWY 4/22. Stumps were then sprayed to prevent regrowth.
4. Approximately 5-6 acres of woodlands were removed for construction of the new ATC.
5. Borrow area rock used for new GA Apron removed approximately 6-8 acres of trees and brush at old radar site. Possible fox den sites were also removed at this time.
6. Approximately 3-4 acres of trees and brush removed from the north side of the end of RWY 28. Stumps were then sprayed to prevent regrowth.
7. New FAA installed fence to new ATC provides a double barrier for any mammals from area by PA Turnpike.
8. All new fencing installed at the airport is now wildlife approved 10' high with 2' buried and three strands of barbed wire. New fencing to be installed under new GA Apron contract and Hangar Road rehab.
9. Bird traps were installed at the Hangars on the GA Apron to trap starlings and sparrows.
10. Large trees near maintenance garage were removed to prevent large flocks from roosting.
11. 2<sup>nd</sup> shotgun was purchased for lethal removal.
12. New pyro pistol was purchased along with a backup pistol.
13. Approximately 2 acres of woodlands removed near the RWY 4 wind cone.
14. Trees next to FBO Hangar were removed.
15. Starling trap was purchased.
16. AVP requires all contractors to reseed with wildlife approved grasses.
17. Tree cutting on old Radar Hill to provide better line of sight for new ATC will remove dense woodland area.
18. Tree cutting performed east and west of the first 1500' of RWY 22. This removed obstructions and bird and wildlife habitat.
19. Removed decorative vegetation on airport landside and replaced them with non-wildlife attractant varieties.
20. Approximately 2500' wildlife fencing installed east of RWY 22 10' high w/2' buried and 3 strands barbwire.
21. Trees removed from both east and west sides of RWY 22 approach.

APPENDIX F

*Wildlife Hazard Working Group*

The Wildlife Hazard Working Group currently consists of the following airport staff members:

Matt Gowat  
Carmen Scrimalli  
Robert Grunza  
Robert Zielinski  
Bill Holeva  
James McDermott  
Eugene Orzello  
Todd Kuna  
Simon Wrubel