

# **WILDLIFE HAZARD MANAGEMENT PLAN**

DuPage Airport  
West Chicago, Illinois

*Prepared by:*

UNITED STATES DEPARTMENT OF AGRICULTURE  
ANIMAL AND PLANT HEALTH INSPECTION SERVICE  
WILDLIFE SERVICES

*For:*  
DUPAGE AIRPORT

DPA Wildlife Management Plan  
Date: January 15, 2009

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## LIST OF ACRONYMS

<b>AC</b>	<i>Advisory Circular</i>
<b>ADO</b>	<i>Regional Airports District Office</i>
<b>AOA</b>	<i>Airport Operations Area</i>
<b>AOS</b>	<i>Airport Operations Supervisor</i>
<b>ATCT</b>	<i>Air Traffic Control Tower</i>
<b>ATIS</b>	<i>Automated Terminal Information System</i>
<b>AWC</b>	<i>Airport Wildlife Coordinator</i>
<b>CFR</b>	<i>Code of Federal Regulations</i>
<b>DPA</b>	<i>DuPage Airport</i>
<b>FAA</b>	<i>Federal Aviation Administration</i>
<b>FOD</b>	<i>Foreign Object Debris/Damage</i>
<b>IDNR</b>	<i>Illinois Department of Natural Resources</i>
<b>IDOT</b>	<i>Illinois Department of Transportation- Division of Aeronautics</i>
<b>MOU</b>	<i>Memorandum Of Understanding</i>
<b>NOTAM</b>	<i>Notice To Airmen</i>
<b>USFWS</b>	<i>U. S. Fish and Wildlife Services</i>
<b>WB</b>	<i>Wildlife Biologist</i>
<b>WHA</b>	<i>Wildlife Hazard Assessment</i>
<b>WHMP</b>	<i>Wildlife Hazard Management Plan</i>
<b>WS</b>	<i>Wildlife Services</i>
<b>§139.337</b>	<i>Title 14 Code of Federal Regulations, Part 139.337</i>



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## 1.0 INTRODUCTION

### 1.1 Overview

A Wildlife Hazard Management Plan (WHMP) addresses 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, in the **Title 14** Code of Federal Regulations (CFR) Part 139.337(b) (Wildlife Hazard Management) that(see Appendix A):

*Each certificate holder (holder of the airport operating certificate) shall provide for the conduct of a Wildlife Hazard Assessment, acceptable to the Administrator (FAA), when any of the following events occur on or near the airport:*

- (1) An air carrier aircraft experiences a multiple wildlife strike;*
- (2) An air carrier aircraft experiences substantial damage from striking wildlife;*
- (3) An air carrier aircraft experiences an engine ingestion of wildlife; or*
- (4) Wildlife of a size or in numbers capable of causing an event described in paragraph (1), (2) or (3) of this section is observed to have access to any airport flight pattern or movement area.*

14 CFR 139.337(e) (§139.337) further states that:

*When the Administrator determines that a wildlife hazard management plan is needed, the certificate holder shall formulate and implement a plan using the Wildlife Hazard Assessment as a basis.*

The WHMP must include seven required components. Each of these components is sequentially represented as a separate chapter in this document. These required categories are as follows:

- 1) The persons who have the authority and responsibility for implementing the plan.
- 2) Priorities for needed wildlife population management, habitat modification and changes in land use identified in the Wildlife Hazard Assessment, with target dates for completion.
- 3) Requirements for and where applicable, copies of local, state, and Federal wildlife control permits.
- 4) Identification of resources to be provided by the certificate holder for implementation of the plan.
- 5) Procedures to be followed during air carrier operations, including at least-
  - (i) Assignment of personnel responsibilities for implementing the procedures;
  - (ii) Conduct of physical inspections of the movement area and other areas critical to wildlife hazard management sufficiently in advance of air carrier operations to allow time for wildlife controls to be effective;
  - (iii) Wildlife control measures; and
  - (iv) Communication between the wildlife control personnel and any air traffic control

- tower in operation at the airport.
- 6) Periodic evaluation and review of the wildlife hazard management plan for-
    - (i) Effectiveness in dealing with the wildlife hazard on and in the airport's vicinity; and
    - (ii) Indications that the existence of the wildlife hazard, as previously described in the Wildlife Hazard Assessment, should be reevaluated.
  - 7) A training program conducted by a qualified wildlife damage biologist to provide airport personnel with the knowledge and skills needed to carry out the wildlife hazard management plan required by (d) of this section.

In addition to the requirements stated above, §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 §139.337(e), the FAA issued Certalert No. 97-09 (see Appendix B: Wildlife Hazard Management Plan Outline) to provide guidance to airports in developing their plans. This Certalert contains a sample outline that was followed in the development of this plan.

## **1.2 Problem Species**

Birds pose the greatest potential threat to aviation safety at DuPage Airport (DPA). There are many types of birds which frequent the airport and the surrounding area. The most common guilds include: blackbirds (which includes European starlings) and waterfowl (ducks and geese).

Large mammals are much less frequently observed at DPA; however the lack of a full perimeter fence allows access to the AOA. Large mammals observed at DPA include coyotes and deer.

## **1.3 Purpose and Scope**

An airport's main objective is to ensure that its facilities provide for the safe and expeditious conduct of all aircraft operations. Left uncontrolled, wildlife at an airport can jeopardize the safe operation of any aircraft.

Wildlife can cause extensive damage to aircraft when struck at high speeds. The most obvious threat is the loss of power due to the ingestion of wildlife into an engine. Along with engine power loss, structural damage can be caused by wildlife striking any portion of a moving aircraft posing threats to human health and safety. Illinois Department of Transportation- Division of Aeronautics (IDOT) and DPA Airport (DPA) has contracted with USDA-Animal and Plant Health Inspection Service-Wildlife Services (WS), to conduct a formal Wildlife Hazard Assessment (WHA) and to assist with the development and implementation of this Plan. Wildlife

species of concern and their various management/control options will be addressed in general terms, allowing for DPA personnel to make informed decisions on courses of action to alleviate specific wildlife threats identified at the airport. WS may provide more detailed recommendations as wildlife problems are identified on the airfield.

## 2.0 AUTHORITY

*Title 14 CFR Part 139.337(f)(1):*

*The persons who have authority and responsibility for implementing the WHMP.*

### 2.1 Overview

The Airport Manager at DPA will have ultimate responsibility for the implementation of the WHMP at the airport. Responsibilities for individual sections of the WHMP may be delegated to various departments within the airport system. Clear communication among airport personnel is essential for the WHMP to succeed. Personnel shall inform the Airport Wildlife Coordinator of progress, recommendations, and resource needs in the wildlife hazard management program. The Chief Operating Officer will ensure that the WHMP, and any possible amendments, are approved by the FAA, when applicable, and comply with Federal, State, and local laws and regulations.

Working group representatives:

Airport Manager/Airport Wildlife Coordinator (AWC)  
Director of Public Works  
Street Department Manager

### 2.2 Persons Responsible for Implementing the WHMP

#### 2.2.1 Director of Public Works

- a. Assist in the appointment of an Airport Wildlife Coordinator.
- b. Pre-approve and coordinate landscape changes beforehand with the Wildlife Coordinator to ensure wildlife attractants are prevented.
- c. Provide public relations support for wildlife control activities as necessary.

#### 2.2.2 Airport Manager

- a. Establish a Wildlife Hazard Working Group for DPA.
- b. Supervise, coordinate, and monitor wildlife control activities as outlined in the WHMP.
- c. Disseminate information and assignments through the Wildlife Hazard Working Group.
- d. Assist in the appointment of an Airport Wildlife Coordinator.
- e. Alleviate all attractants deemed an imminent hazard and, if necessary, coordinate a

- runway closure to remedy wildlife hazards.
- f. Provide public relations support for wildlife control activities as necessary.
- g. Ensure wildlife attractants are reduced through habitat modifications. Work with airport maintenance to alter wildlife habitat as needed.
- h. 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 Services biologist if necessary.
- i. Update the WHMP as necessary
- j. Obtain depredation permits to control migratory birds and if necessary, mammals, from federal or State wildlife agencies.

### **2.2.3 Airport Wildlife Coordinator (AWC)**

- a. Coordinate the issuance of Notices to Airmen (NOTAM).
- b. Ensure only properly trained 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.
- c. Monitor facilities and tenant concerns for wildlife problems.
- d. Keep a log of all wildlife strikes and control actions and forward reports to FAA as necessary.
- e. Make wildlife strike report forms (FAA form 5200-7 [Appendix D]) readily available to airport operations and pilots and encourage submission of the forms to the appropriate governmental agencies and wildlife control personnel.
- f. Conduct frequent physical inspections of areas critical to wildlife hazard management.
- g. Log all known wildlife strikes on form FAA 5200-7 (Appendix D).
- h. Advise DPA pilots of known wildlife hazards and issue Notice to Airmen (NOTAMS) as appropriate.
- i. Ensure wildlife-attracting refuse does not accumulate in fields and ditches on the airport.
- j. Inspect critical areas for wildlife activity and strikes and maintain a record of the action, even if no wildlife was present.
  - i. Harass wildlife from critical areas when appropriate as outlined in Chapter 6.
  - ii. Record all wildlife activity, animals dispersed, and/or shot in a log book and record and track this data in an electronic database.
  - iii. Monitor ditches and fields and ensure that water is draining to avoid pooling and accumulation of refuse on the airport. Notify Field Maintenance to ensure rapid corrective action.
- k. 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.
- n. Remove all trash and debris on the airfield.

- o. Minimize ponding formed by rain on ramp and infield areas, grade or drain as necessary.
- p. Assist with wildlife control activities involving rodents, rabbits and bird abatement and other programs.
- q. Inform Airport Manager of rodents and other wildlife found in and around buildings.
- r. Rodent-proof buildings, dumpsters and other refuse containers to the extent feasible.

#### **2.2.4 Federal Aviation Administration (FAA)**

- a. Assist DPA in reviewing any new construction plans for potential wildlife hazards to aircraft.
- b. The Illinois Department of Transportation-Division of Aeronautics may provide this service at the direction of the FAA.

#### **2.2.5 USDA-Wildlife Services (WS)**

- a. Provide technical assistance to DPA to control wildlife-related risks to aviation.
- b. Assist DPA with obtaining federal permits to control migratory birds.

### 3.0 HABITAT MANAGEMENT

*Title 14 CFR Part 139.337(f)(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 modifications; and*
- (iii) Land use changes.*

### 3.1 Overview

Habitat management provides the most effective long-term remedial measure for reducing wildlife hazards on or near airports. Habitat management includes the physical removal, exclusion, or manipulation of areas that are attractive to wildlife. The ultimate goal is to make the environment fairly uniform and unattractive to the species that are considered the greatest hazards to aviation. Habitat modifications will be monitored carefully to ensure that they reduce wildlife hazards and do not create attractants for new wildlife. Table 1 lists a series of habitat and non-habitat based action items and priorities, including target dates for completion, where appropriate.

**Table 1.**

**Management priorities for projects to reduce wildlife hazards at DuPage Airport are listed, along with the target dates for completion and date that each project was completed. Note that some of the projects may have already been implemented or completed, but because they require a continued effort they are listed as “ongoing”.**

<b>DPA WILDLIFE MANAGEMENT PROJECTS</b>	<b>TARGET DATE</b>	<b>DATE COMPLETED</b>
<b>Designate a Wildlife Coordinator</b>	<b>Spring 2009</b>	
<b>Train employees in the safe and effective application of wildlife dispersal measures</b>	<b>Summer 2009</b>	
<b>Clear and maintain ditches and wetland areas to the extent possible throughout airfield to enhance waterflow</b>		<b>Ongoing</b>
<b>Evaluate potential wildlife hazards associated with any new construction</b>		<b>Ongoing</b>

<b>DPA WILDLIFE MANAGEMENT PROJECTS</b>	<b>TARGET DATE</b>	<b>DATE COMPLETED</b>
<b>Grade or fill tire ruts on infield caused by construction equipment</b>	<b>As necessary</b>	
<b>Complete and maintain wildlife deterrent fencing around the airfield as funds become available</b>		<b>Ongoing</b>
<b>Maintain updated Federal and State migratory bird depredation permits</b>	<b>Every Winter</b>	<b>Ongoing</b>
<b>Stock and maintain wildlife control supplies</b>		<b>Ongoing</b>
<b>Develop a database or recording system for tracking wildlife strikes and control efforts</b>	<b>Spring 2009</b>	
<b>Develop an aggressive wildlife control program on the airfield</b>	<b>Spring 2009</b>	<b>Ongoing</b>
<b>Monitor wildlife, particularly migratory birds, activity at the airport's agricultural fields and control as necessary</b>		<b>Ongoing</b>
<b>Other:</b>		
<b>Other:</b>		
<b>Other:</b>		

### **3.2 Construction Activities**

The AWC should participate in the initial and early phases of all airport building projects to avoid any inadvertent increase in wildlife hazards resulting from architectural or landscape changes. Thus, additional effort will be required to ensure that new projects and construction activities are designed in a manner that minimizes wildlife attractants.

#### **3.2.1 Removal of Wildlife Habitat**

Wildlife habitat will be removed or reduced whenever possible. Examples include; reduction of shrubs and woodland areas around the airport, removal or reduction of wetland areas, and reducing row crop usage on the airport property.

### **3.2.2 Wildlife Encountered During Construction Activities**

Anyone who is performing work at DPA and who encounters wildlife through the course of that work is instructed to contact AWC, who will then assess the situation and determine the appropriate course of action, in compliance with any and all applicable permits in place at DPA.

## **3.3 Attractants**

### **3.3.1 General Zone and Critical Zone**

The *General Zone* for DPA is defined as the area within a five-mile radius from the runway centerline or nearest part of the AOA. Wildlife attractants in this area could potentially impact air traffic safety operating out of DPA, particularly those attractants that lie within the approach and departure patterns. The objective of this WHMP is to actively reduce attractive wildlife habitat on property under the control of the Lansing Municipal Airport, while working cooperatively with adjacent property owners to discourage land-use practices that might increase wildlife hazards.

The area within a 10,000-foot radius of the runway centerline is delineated as the *Critical Zone*. Control efforts will be primarily concentrated within this area where arriving and departing aircraft are typically operating at or below 500 feet above ground level (AGL), an altitude that also corresponds with the most bird activity. Approximately 75% of all civil bird-aircraft strikes occur within the *Critical Zone*.

There is one off site attractant that was monitored during the WHA. The large pond located in Dwyer, Indiana immediately adjacent to airport property is classified in the *Critical Zone*.

### **3.3.2 Edge Removal**

Edges are places where different habitats meet and are often most attractive to wildlife because biological needs can typically be met in these relatively small areas. DPA can minimize this habitat by removing all tall vegetation (including trees) and maintaining a uniform grass height across the airfield.

### **3.3.3 Non-airport Land-use Projects**

The WB should be included in land-use decisions and landscape changes to avoid inadvertent wildlife hazards to aircraft. The FAA's Airports District Office and Safety and Standards Branch of the FAA Region (refer to directory in Chapter 9) will provide technical guidance to DPA in addressing land-use compatibility issues. Wildlife Services, as per a Memorandum of Understanding between FAA and Wildlife Services (see Appendix E), will provide technical and/or operational assistance in addressing issues or concerns associated with the proposed project or land-use change. Proposed projects that will likely increase bird numbers (see Appendix F) within flight zones will be discouraged. Mitigation measures will be identified to maintain wildlife populations at safe levels. Incompatible land uses may include reservoirs, parks, wetlands, landfills/trash transfer stations and wildlife refuges/sanctuaries. Land-use changes will be monitored for compatibility by working with the local planning authorities.

## **3.4 Water Management**

### **3.4.1 Overview**

The airport has wetland and drainage ditches that attract birds and mammals throughout the year, especially during the spring/fall when migratory waterfowl and blackbirds pass through the area. Open water on DPA property will be monitored closely to ensure that hazardous species do not utilize these sites, and if wildlife is observed it will be immediately mitigated. Water sources outside of DPA property, but within the *Critical Zone* of DPA, will be monitored and the airport will work with local agencies and landowners to help minimize the attractiveness of these sites.

### **3.4.2 Wetlands**

A moderate sized wetland occurs on DPA and is a strong attractant to many species of wildlife found at the airport. Any future wetland mitigation resulting from airport construction projects will be implemented as far away from the airfield as possible, unless it can be demonstrated with reasonable certainty that the mitigation would not likely increase wildlife hazards and will comply with criteria described in FAA Advisory Circular 150/5200-33B. Wetland mitigation projects will be reviewed by the Wildlife Coordinator. The wetland area on the airfield will be monitored closely for wildlife activity, and threats will be mitigated immediately when they are observed.

### **3.4.3 Temporary Standing Water and Ditches**

During wet periods of the year, small depressions (e.g., tire ruts and undrained low areas) on the AOA can temporarily fill up with water, providing habitat for waterfowl and shorebirds. When ruts are found DPA maintenance should fill and/or grade the damaged area, while in areas where there are larger pools, the land should be filled or graded so that water consistently drains into ditches. The ditches should be appropriately sloped so that water does not pool and leaves the airfield in a reasonably short amount of time. Ditches that pool and attract hazardous wildlife may be covered using a wire grid system or other barrier (e.g., polyester netting) to make the areas inaccessible to many species.

## **3.5 Vegetation Management**

### **3.5.1 Overview**

Vegetation manipulation is a key long-term element in deterring wildlife from airfields. The goal of vegetation management at DPA is to maintain plant communities that are least likely to attract wildlife. In most cases, a monotypic grass environment is unattractive to the greatest number of species. All manipulations will be monitored to verify that vegetation management results in the desired effects.

The airport contains diverse vegetation types, some of which are highly attractive to wildlife. The most effective approach to reducing this attraction in the critical zone is to remove all unnecessary trees, agricultural crops, shrubs, weeds, and plants and establish non-seeding or small-seeded endophytic stand of grass; especially within 200 feet of the runway. The airfield generally consists of short grass, long grass, agricultural crops, ditches, and wetland areas. The Wildlife Coordinator should review all plantings on DPA property and continue to exclude those species that produce edible fruits, nuts, berries, if these plants create an attraction to hazardous wildlife.

### **3.5.2 Grass Management**

FAA Certalert No. 98-05 advises that “airport operators should ensure that grass species and other varieties of plants attractive to hazardous wildlife are not used on the airport”. In addition, grasses that produce large seeds and are known to be attractive to wildlife will be avoided when planting new areas.

#### **3.5.2.1 Grass Type**

The type of grass used on the AOA should produce small or no seeds, but still be

able to generate new growth or re-seed itself to provide a thick, monotypic stand and prevent erosion. The selected ground cover should withstand drought, flooding and other normal climatic conditions, and be unpalatable to grazing animals, such as Canada geese, ducks, and deer. Several tall fescue varieties have been found to harbor a fungus known as an endophyte, which makes the grass unpalatable to wildlife. Whenever possible DPA will use a seed mix that contains the specifications outlined above.

### **3.5.2.2 Grass Height**

Vegetation management throughout the airfield will be maintained in accordance with Advisory Circular 150/5200-33B (see Appendix F), but ideally, grass height would be maintained at approximately 5-8 inches throughout the airfield. Due to cost restraints the entire airfield cannot be maintained at this height, but the areas that are allowed to grow longer will be mowed as often as possible.

### **3.5.3 Ornamental Landscaping**

It is recognized that landscaping at the airport can affect tourism, business, and the overall impression of the DPA vicinity to visitors; therefore, landscaping needs to be aesthetically pleasing. It must, however, coincide with the airport's greater responsibility of air safety. The planting of trees and bushes that offer hunting perches, roosting and loafing sites, nesting cover, and food for birds and other wildlife will be avoided. Varieties of ornamental trees and bushes used to enhance airport aesthetics will be used only if they are reasonably unattractive to wildlife. Species that produce edible fruits and/or nuts shall not be used on DPA property. Airport personnel will monitor ornamental trees to prevent communal roosting by birds, removing, thinning, topping or netting the trees, if necessary. The AWC will review any landscaping plans for potential conflicts.

### **3.5.4 Agriculture Crops**

Agricultural crops on airfields are discouraged by the FAA, but are not prohibited. The FAA provides allowances for agricultural production on the AOA provided certain mitigation procedures are followed as outlined in the FAA AC 150/5200-33B (Appendix F). During the Wildlife Hazard Assessment conducted by WS from October 2006 to September 2007, the agricultural fields surrounding the AOA were found to significantly increase the risks to aviation safety, especially when inundated with water. Corn crop residue and winter wheat is highly attractive to waterfowl, especially Canada geese. Agricultural crop selection will be monitored and controlled by DPA to reduce the

attractiveness of the airfield to wildlife (e.g., no small grains or corn on airport property). Wildlife activity on these fields will be monitored to determine developing risks and mitigation procedures needed to reduce the risks identified. These mitigation procedures will include, but are not limited to the following:

- Strictly enforce crop selection to minimize attractiveness of crops.
- No-till practices will not be allowed.
- Harvest crops as early as possible.
- Immediate tillage following harvest to remove crop spillage and residue.
- Use of pyrotechnics to disperse wildlife from fields.
- Use of lethal reinforcement when necessary to reduce immediate risks.
- Abide by FAA AC 150/5300-13 (Appendix L) for crop placement in relation to runways.

### **3.6 Structure Management**

#### **3.6.1 Overview**

Structures provide cover and hunting perches for wildlife. If wildlife is considered when a building is being designed, costly control measures can be avoided. Buildings should not provide nesting, perching, or roosting sites for birds and should exclude mammals, such as rodents and raccoons.

#### **3.6.2 Airfield Structures**

Airfield structures, such as runway lights, ramp/taxiway signs, ILS towers, and light poles, are used as hunting and loafing perches for birds. Structures found to routinely attract wildlife in a hazardous manner may be fitted with wire coils or porcupine wire (e.g., Nixalite).

#### **3.6.3 Abandoned Structures**

Structures not pertinent to air operations, and/or no longer in use, should be removed (e.g., abandoned houses, sheds, machinery, and light poles). Such structures may harbor rodents, small birds or other wildlife that may attract hawks, owls, and other predators which are significant aviation hazards.

### **3.7 Food/Prey-base Management**

#### **3.7.1 Overview**

Small mammals and invertebrates, such as voles, rabbits, insects, and earthworms, are highly attractive prey species for predators and should be controlled as needed. Handouts, trash, and scattered debris also provide food sources for wildlife. The modification and/or management of attractive habitats such as vegetation and abandoned structures will limit shelter and prey availability for potentially hazardous wildlife.

### **3.7.2 Rodents**

Meadow voles and deer mice are the primary prey base for raptors and a host of other predators. Small mammal populations will be monitored when increased numbers of raptors and coyotes are observed on the airfield. Population control measures may be taken to reduce the prey base and overall attractiveness of the airfield if needed.

### **3.7.3 Insects and Other Invertebrates**

Insects and other invertebrates (e.g., earthworms, grasshoppers, etc.) may attract wildlife at DPA, particularly European starlings. Vegetation management will keep much of this prey population in check, but airport personnel will continue to monitor these populations for problems.

### **3.7.4 Trash, Debris, and Handouts**

Trash and debris are often responsible for attracting numerous bird species, but especially gulls and European starlings. Personnel will continue to conduct trash and FOD (foreign object debris/damage) collection inspections on the airfield, especially after high winds. The public or airport employees will not be allowed to feed birds or mammals around the airport.

## **4.0 LAWS AND REGULATIONS**

*Title 14 CFR Part 139.337(f)(3):*

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

### **4.1 Overview**

Federal, state and local governments administer laws and regulations that protect wildlife and their habitat; affecting wildlife control at airports. Personnel involved with wildlife management should be educated about these regulations to ensure compliance. In general, the taking (i.e., capturing or lethal removal) of wildlife is regulated through a permit process overseen by federal and/or state agencies. Permits are necessary for a successful control program and will be obtained, as required, by the AWC.

### **4.2 Illinois Wildlife Regulations**

Several Illinois State agencies have regulations that affect wildlife management at airports. State wildlife laws administered by the Illinois Department of Natural Resources (IDNR) include jurisdiction over resident and migratory birds, mammals, reptiles, amphibians, and State threatened or endangered species. The IDNR issues Nuisance Wildlife Control Permits for the taking of problematic species under their control. The Illinois Department of Agriculture regulates the product labels of pesticides used to control wildlife. The Illinois Department of Public Health regulates pesticide applicator licenses for individuals permitted to apply restricted-use pesticides.

### **4.3 Federal Regulations**

Several federal regulations, including the Migratory Bird Treaty Act, the Endangered Species Act, Bald and Golden Eagle Protection Act, the National Environmental Policy Act and the Federal Insecticide, Fungicide, and Rodenticide Act regulate various aspects of DPA's wildlife management activities. Additional regulations that may affect wildlife control activities at DPA are found in the Code of Federal Regulations (CFR), with several federal agencies potentially responsible for their implementation. Federal wildlife laws are typically administered by the U.S. Fish and Wildlife Service (USFWS) and involve primarily migratory birds and threatened and endangered species.

### **4.4 Wildlife Categories**

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For the purposes of this document, feral and free roaming dogs, cats and other domestic animals are considered “wildlife” because of the hazards they may pose to aircraft. They are offered no specific federal or state protection, but are generally regulated under municipal laws. General wildlife categories potentially found at DPA are listed in Table 2 and include migratory and resident game and non-game species, along with threatened and endangered species. Wildlife control personnel should know the category for the species that they intend to control so that they can determine the relevant laws and whether permits are necessary.

**Table 2**  
**Wildlife Categories at DPA, permits necessary for control as required by federal and state wildlife agencies, and whether permits have been obtained. Not all categories of wildlife may be present at DPA.**

Category	Species	State Permit Required	State Permit Obtained	Federal Permit Required	Federal Permit Obtained
<b>Resident Game Birds</b>	Ringneck Pheasant	Yes	No	No	N/A
<b>Resident Nongame Birds</b>	Pigeons, starlings, house sparrows	No	N/A	No	N/A
<b>Migratory Game Birds</b>	Ducks, geese, and gulls	Yes	Yes	Yes	Yes
<b>Migratory Nongame Birds</b>	All species except game birds, resident nongame birds, and domestic and exotic birds	Yes	Yes	Yes	Yes
<b>Depredation order Birds<sup>1</sup></b>	Crows, blackbirds, and cowbirds	No	N/A	No	N/A
<b>Game Mammals</b>	White-tailed deer, Rabbits, woodchucks,	Yes	No	No	N/A
<b>Furbearers</b>	Fox, raccoon, opossum, coyote, striped skunk	Yes	No	No	N/A
<b>Nongame Mammals</b>	None at DPA	Yes	N/A	No	N/A
<b>Feral Domestic Mammals</b>	Dogs, cats, livestock	No - Call local animal control	N/A	No	N/A
<b>Reptiles And Amphibians</b>	None at DPA	Yes	No	No	N/A
<b>Fully Protected Wildlife</b>	Threatened and Endangered species listed in Table 3	Yes	No	Yes	No

<sup>1</sup> May be taken without permits “when concentrated in such numbers and manner as to constitute a health hazard or other nuisance” (50 CFR §21.43).

## **4.5 General Regulations for Wildlife Control**

Several regulations and permits apply to wildlife management activities at airports in Illinois. Many of these regulations relate to safety, methods, and special considerations or restrictions which are usually specified on the depredation permits.

### **4.5.1 Birds**

#### **4.5.1.1 Resident nongame birds**

European starlings, pigeons, and house sparrows are non-game birds that are classified as non-migratory, or resident, and no permit is required to take them. All other non-game birds at DPA are classified as migratory.

#### **4.5.1.2 Resident game birds**

Resident game birds (e.g., pheasant and quail) are non-migratory. Although they are not protected by the MBTA (and no Federal permit is required for take) they are protected by State law and a State Nuisance Wildlife Control Permit is required from the IDNR prior taking these birds.

#### **4.5.1.3 Migratory birds**

Migratory birds are regulated under federal law and state law by USFWS and IDNR. These regulations permit hazing of migratory birds when the birds are damaging property, but a permit is required to *take* birds (i.e., capture or lethal removal). The airport has obtained the proper Federal and State Depredation permits which are necessary to remove these animals (see Appendix H). Migratory bird permits are not valid for eagles or threatened and endangered species, which require separate permits for take and harassment. Although states may impose more restrictive regulations than federal law on migratory birds, Illinois typically issues permits that mirror the federal permits for non-protected migratory birds issued to the airport by USFWS.

#### **4.5.1.4 Reporting requirements of the USFWS**

The USFWS requires that any action taken under the authority of their depredation permit be reported annually. The AWC shall submit a report of the animals taken each calendar year to the USFWS to fulfill the requirements of this

section. The report can be generated from a computerized database containing all control actions at DPA.

## **4.5.2 Mammals**

### **4.5.2.1 Game mammals**

Game mammals are defined primarily as those species that are hunted for sport, recreation, or meat. A Nuisance Animal Removal Permit from the IDNR is required before these animals may be controlled.

Deer populations have increased throughout the United States and are adapting to urban and suburban landscapes. From 1990 to 2007, over 750 deer-aircraft collisions were reported to the Federal Aviation Administration (FAA). Of these reports, 93% indicated the aircraft was damaged as a result of the collision.

### **4.5.2.2 Non-game mammals**

Non-game mammals include those that do not fall into any other category, such as rodents and bats. Thirteen-lined ground squirrels, meadow voles and field mice are non-game mammals and are not protected by State law. Rodenticides are the most common control method for these animals. The applicator must have a current Certified Pesticide Applicator's License issued by the Illinois Department of Health (IDPH) and use a pesticide registered with the Illinois Department of Agriculture. The primary reason to control these mammals on an airfield is to reduce the prey base for predatory animals, including raptors and coyotes.

### **4.5.2.3 Furbearers**

Furbearers are offered state protection and require a Nuisance Animal Removal Permit from the IDNR before control actions can be used to take these animals. Coyotes have been observed at DPA and can cause significant damage to aircraft.

## **4.5.3 Federal and State Listed Threatened and Endangered Species**

The Federal Endangered Species Act (Sec. 2 [16 U.S.C. 1531]) and Illinois Endangered Species Act protect animal and plant species potentially threatened with extinction. These acts classify species as endangered or threatened. An *Endangered Species* is defined as "any species or subspecies which is in danger of extinction throughout all or a significant portion of its range." A *Threatened Species* is defined as "any species or subspecies which is in danger of becoming an endangered species within the foreseeable

future throughout or over a significant portion of its range.” Once listed, a threatened or endangered species cannot be taken or harassed without a special permit. Eagles are afforded additional protection under the Bald and Golden Eagle Protection Act whether or not they are listed. Similarly, they cannot be taken or harassed without the proper permit from the USFWS.

**TABLE 3.**  
**Federal and state listed threatened and endangered species.**

<b>Birds</b>			
<b>Common Name</b>	<b>Scientific Name</b>	<b>State-Listed (Status T/E)</b>	<b>Federal-Listed (Status T/E)</b>
American Bittern	<i>Botaurus lentiginosus</i>	E	
Bald Eagle	<i>Haliaeetus leucocephalus</i>	T	T
Barn Owl	<i>Tyto alba</i>	E	
Bewick’s Wren	<i>Thryomanes bewickii</i>	E	
Black Rail	<i>Laterallus jamaicensis</i>	E	
Black Tern	<i>Chlidonias niger</i>	E	
Black-crowned Night-heron	<i>Nycticorax nycticorax</i>	E	
Cerulean Warbler	<i>Dendroica cerulea</i>	T	
Common Moorhen	<i>Gallinula chloropus</i>	T	
Common Tern	<i>Sterna hirundo</i>	E	
Greater Prairie Chicken	<i>Tympanuchus cupido</i>	E	
Forster’s Tern	<i>Sterna forsteri</i>	E	
Henslow’s Sparrow	<i>Ammodramus henslowii</i>	T	
King Rail	<i>Rallus elgens</i>	E	
Least Tern	<i>Sterna antillarum</i>	E	E
Least Bittern	<i>Ixobrychus exilis</i>	T	
Little Blue Heron	<i>Egretta caerulea</i>	E	
Loggerhead Shrike	<i>Lanius ludovicianus</i>	T	
Mississippi Kite	<i>Ictinia mississippiensis</i>	E	
Northern Harrier	<i>Circus cyaneus</i>	E	
Osprey	<i>Pandion haliaetus</i>	E	
Peregrine Falcon	<i>Falco peregrinus</i>	T	
Piping Plover	<i>Charadrius melodus</i>	E	E
Sandhill Crane	<i>Grus canadensis</i>	T	
Short-Eared Owl	<i>Asio flammeus</i>	E	

**Birds, Continued**

<b>Common Name</b>	<b>Scientific Name</b>	<b>State-Listed (Status T/E)</b>	<b>Federal-Listed (Status T/E)</b>
Snowy Egret	<i>Egretta thula</i>	E	
Swainson's Hawk	<i>Buteo swainsoni</i>	E	
Swainson's Warbler	<i>Limnothlypis swainsonii</i>	E	
Upland Sandpiper	<i>Bartramia longicauda</i>	E	
Wilson's Phalarope	<i>Phalaropus tricolor</i>	E	
Yellow-crowned Night Heron	<i>Nyctanassa violacea</i>	E	
Yellow-headed Blackbird	<i>Xanthocephalus xanthocephalus</i>	E	

**Mammals**

<b>Common Name</b>	<b>Scientific Name</b>	<b>State-Listed (Status T/E)</b>	<b>Federal-Listed (Status T/E)</b>
Rafinesque Big-Eared Bat	<i>Corynorhinus rafinesquii</i>	E	
Eastern Wood Rat	<i>Neotoma floridana</i>	E	
Franklin's Ground Squirrel	<i>Spermophilus franklinii</i>	T	
Golden Mouse	<i>Ochrotomys nuttalli</i>	T	
Gray Bat	<i>Myotis grisescens</i>	E	E
Gray/Timber Wolf	<i>Canis Lupus</i>	T	
Indiana Bat	<i>Myotis sodalis</i>	E	E
Marsh Rice Rat	<i>Oryzomys palustris</i>	T	
Southeastern Myotis	<i>Myotis austroriparius</i>	E	

**4.5.3.1 Habitat Conservation**

USFWS and the IDNR are responsible for endangered species conservation and recovery plans. These plans require the identification of critical habitat when it is associated with the decline of a species. Habitat alterations and developments may be prohibited in areas where critical habitat has been designated or where such changes could result in the inadvertent take of an endangered species. Consultation with USFWS or IDNR biologists will help determine on a case-by-case basis whether critical habitat is affected by airport projects and if so, the

necessary mitigation.

#### **4.6 Wetland Mitigation**

Wetland modifications may require permits from various agencies, including the USFWS and U.S. Army Corps of Engineers (USCOE). Pre-development mitigation may be required for issuance of a permit. The FAA has outlined a series of procedures (refer to the publication on wetland mitigation banking in the FAA's wildlife section homepage [<http://www.faa.gov/arp/hazard.htm>] for mitigating wetland impacts resulting from project development. See 40 CFR 1505.3.

#### **4.7 Pesticide Applicator's License**

Authorization to use restricted-use pesticides for the removal of hazardous wildlife or prey-base (e.g., blackbirds, starlings, rodents, rabbits, insects, earthworms, and weeds) should be limited to Certified Pesticide Applicators or persons under their direct supervision. To obtain the necessary license to apply restricted-use pesticides, a person must pass an exam administered by the IDPH (see Chapter 9). Any DPA personnel that use restricted-use chemicals must first obtain a pesticide applicator's license or be under the direct supervision of an applicator. Use of all pesticides should strictly adhere to the pesticide label and should follow U.S. EPA, Illinois, and Cook County guidelines.

#### **4.8 FAA Regulations, Advisory Circulars, and Certalerts**

The FAA is the federal agency responsible for developing and enforcing air transportation safety regulations. Many of these regulations are codified in the Code of Federal Regulations (CFRs). The FAA also publishes a series of guidelines for airport operators to follow called Advisory Circulars (ACs). ACs in the 150-series deal with airport safety issues, including wildlife hazards. In addition to CFRs and ACs, the FAA periodically issues Certalerts for internal distribution and to provide recommendations on specific issues for inspectors and airport personnel. These documents may be changed or updated, so their status should be verified on a regular basis. This may be accomplished by contacting the FAA directly (see Chapter 9) or by visiting their website at [http://wildlife-mitigation.tc.faa.gov/public\\_html/index.html](http://wildlife-mitigation.tc.faa.gov/public_html/index.html) or [http://www.faa.gov/airports\\_airtraffic/airports/resources/advisory\\_circulars/](http://www.faa.gov/airports_airtraffic/airports/resources/advisory_circulars/) for the most current version.

## 5.0 RESOURCES

*Title 14 CFR Part 139.337(f)(4):*

*Identification of resources to be provided by the certificate holder for implementation of the plan.*

### 5.1 Airport Supplies

Habitat management and wildlife control supplies can be purchased from several companies. DPA will keep an adequate supply of equipment on hand for use by trained personnel. Supplies that will be on hand at the airport include:

- 15 mm pyrotechnic pistol launchers
- Bird bombs/bangers, screamers/whistlers (with blanks)
- 12 Gauge shotgun and proper shot shells
- Cleaning kits for all equipment
- Field guide for local bird identification
- Snare/catch pole
- Binoculars
- Latex gloves
- Garbage bags
- Gallon-size re-sealable sandwich bags for collection of bird remains

## 6.0 WILDLIFE CONTROL PROCEDURES

*Title 14 CFR Part 139.337(f)(5):*

*Procedures to be followed during air carrier operations including at least ...*

*Title 14 CFR Part 139.337(f)(5)(i):*

*Assignment of personnel responsibilities for implementing the procedures;*

Personnel responsibilities are described and delineated in Chapter 2.

*Title 14 CFR Part 139.337(f)(5)(ii):*

*Conduct of Physical inspections of the movement areas and other areas critical to wildlife hazard management sufficiently in advance of air carrier operations to allow time for wildlife controls to be effective;*

Maintenance personnel should frequently conduct physical inspections of movement areas and other areas critical to wildlife hazard management as part of the daily protocol. Maintenance personnel should document all observed wildlife and record the data into an electronic database.

In cases where no animals are seen, a record indicating that an inspection was conducted and that no animals were observed should be made. A copy of the Daily Wildlife Activity Report for each day should be submitted to the AWC. The Coordinator should also conduct physical inspections of critical areas and report wildlife activity in the electronic wildlife database. During periods of exceptionally heavy wildlife activity (e.g., migratory periods, outbreaks of insects etc.), a Notice to Airmen (NOTAM) should be issued.

*Title 14 CFR Part 139.337(f)(5)(iii):*

*Wildlife control measures;*

### 6.1 Overview

Wildlife that is identified as hazardous during and after the completion of the recommended habitat modifications should be controlled using accepted direct control techniques. Wildlife hazards at airports are extremely variable and complex; therefore, it is essential to adopt a flexible, innovative and adaptive approach to managing such hazards. Wildlife identification guides and handbooks will be available for use by wildlife control personnel at DPA. The manual entitled, "Prevention and Control of Wildlife Damage" (available on the internet at: <http://wildlifedamage.unl.edu/handbook/handbook>) details species-specific damage assessment and includes an in-depth discussion of methods of dispersal for each species. Transport Canada (Canada's governmental agency responsible for reducing wildlife hazards) has also produced a valuable internet-based reference manual on wildlife control procedures at airports at <http://www.tc.gc.ca/CivilAviation/Aerodrome/WildlifeControl/TP11500/Introduction.htm>.

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Airport personnel should be trained to identify hazardous wildlife at DPA (refer to Chapter 8) and should select dispersal methods that are appropriate to the type of animal causing the hazard.

## **6.2 Wildlife Patrol**

The wildlife patrol crew should consist of the AWC with all other maintenance personnel aiding in the patrols by providing wildlife observations to the Coordinator. The patrol should monitor and respond to wildlife hazards on the airfield and coordinate their activities through the AWC. The crew should be trained in wildlife identification, proper control techniques and safe operations as outlined in Chapter 8, and have a radio-equipped vehicle and adequate wildlife control supplies (Chapter 5). The crew should also record and report all observations of wildlife activity into the electronic wildlife database. Routine runway sweeps should be conducted at least once per day and the presence of any dead animals found from strikes or suspected strikes should be recorded on Form 5200-7 (Appendix D). Other wildlife-related activities (e.g., notable hazards, animals killed or dispersed, unusual wildlife behavior, etc.) should be documented on the Daily Wildlife Activity Report. All dead birds or mammals found within 200 feet of the centerline of a runway will be considered the result of a strike unless the death was obviously due to some other cause. Any bird or mammal remains that are found should be bagged, labeled (e.g., time and date found, location on runway, person who found remains, etc.) and placed in a freezer for later inspection and identification. Wildlife strikes may be submitted electronically at <http://wildlife.pr.erau.edu/strikeform/birdstrikeform.html>. A printout of the strike report must also be immediately submitted to the AWC so that the situation can be assessed.

## **6.3 General Wildlife Control**

Each wildlife hazard that develops will be analyzed by wildlife control personnel to determine a practical solution. The initial response for most species will be to haze them with frightening devices, followed by lethal reinforcement when necessary. The primary keys to successful wildlife control are persistence and innovation. Techniques should be applied based on safety, effectiveness, practicality and environmental considerations. Most control techniques retain their effectiveness when applied in conjunction with other methods; though some such as pesticides or leg-hold traps are only effective and legal for certain species and situations. The techniques chosen will depend largely on the situation and the species involved. Personnel involved in direct control operations should be aware of the potential diseases that wildlife can carry and should take appropriate precautions when handling wildlife.

## **6.4 Bird Control**

Birds at DPA represent the most significant potential for causing damaging strikes, most notably

waterfowl. Juvenile birds may also constitute an unusual wildlife hazard because of their general unfamiliarity with the airport environment. The “Prevention and Control of Wildlife Damage” manual and Wildlife Hazard Assessment prepared for DPA discusses a number of methods that may be used to haze birds from the airport. As previously stated, an integration of multiple methods should be employed for maximum effectiveness. If properly applied, the techniques discussed in this reference manual should reduce most hazards involving species of concern at DPA.

## **6.5 Mammal Control**

Large mammal exclusion would be greatly enhanced by: completing the installation of the perimeter fence; increasing the height of the perimeter fence to 10 feet, and attaching/burying a fence skirt as described in FAA Cert alert 04-16 (Appendix G). Removal of the wetland area on the approach end of Runway 9 would reduce the amount of cover available to deer and coyotes in addition to numerous bird species. Additionally, smaller mammals still exist on the airfield in low to moderate densities and can provide an attraction to larger predators and raptors.

## **6.6 USDA-Wildlife Services Assistance**

Wildlife Services will provide technical assistance to DPA when requested by airport personnel, and is available to assist in direct control activities if needed. Wildlife Services may be contacted at 217-241-6700 for assistance with problems involving wildlife at the airport.

## **6.7 County Animal Control Assistance**

County Animal Control may also be available to help with free-ranging dogs and cats. If the animal poses an immediate threat to aviation, wildlife control personnel should attempt to catch, disperse or lethally remove it.

## **7.0 EVALUATION**

*Title 14 CFR Part 139.337(f)(6):*

*Periodic evaluation and review of the WHMP for-*

- (i) Effectiveness in dealing with the wildlife hazard on and in the airport's vicinity; and*
- (ii) Indications that the existence of the wildlife hazard should be reevaluated.*

### **7.1 Overview**

The WHMP will be reviewed annually. The Wildlife Hazard Working Group will evaluate the effectiveness of the WHMP at reducing wildlife strikes at DPA and monitor the status of hazard reduction projects, including their completion dates.

### **7.2 Meetings**

The Wildlife Hazard Working Group will meet at least once per year, or more often as needed, but the group may convene more regularly if situations warrant, as determined by any member of the group.

### **7.3 Wildlife Strike Database**

The AWC will report all wildlife strike incidents to the FAA National Strike Database. Information from this database will be used to identify trends and to monitor any increases in wildlife hazards on the airfield. Records should be entered whenever strikes occur, by submitting either an electronic report or a hard copy of the 5200-7 (Appendix D) to the FAA. Either version of these reports can be found at <http://wildlife-mitigation.tc.faa.gov/>.

### **7.4 Airport Expansion**

Airport expansion plans will be reviewed by the DPA Wildlife Hazard Working Group to ensure that new developments will not inadvertently result in increased wildlife hazards to aircraft operations and will comply with AC # 150/5200-33B, Hazardous Wildlife Attractants on or near Airports (Appendix F).

### **7.5 FAA Involvement**

FAA Regional Certification Inspectors and personnel from the Local/ Regional Airports District Office (ADO) should be invited to make comments on the WHMP.

## **8.0 TRAINING**

*Title 14 CFR Part 139.337(f)(7):*

*A training program conducted by a qualified wildlife damage management biologist to provide airport personnel with the knowledge and skills needed to carry out the WHMP required by (d) of this section.*

### **8.1 Overview**

Training is essential for those personnel involved in the WHMP. The AWC should ensure that all airport operations personnel that might be working in a wildlife deterrence capacity are trained in the proper selection and application of control methods, including species identification and reporting procedures.

### **8.2 Standard Training**

Wildlife control personnel should receive training in mitigating wildlife hazards at airports, including an overview of laws associated with wildlife control, techniques used for prey-base reductions, effective use of pyrotechnics (including hands-on training) and wildlife identification and dispersal techniques. Airport communications and driving training should also be provided to all employees involved in wildlife control operations that may require them to operate on the AOA. As DPA is not a certificated airport, it does not fall under the training requirements of AC 150/5200-36 “Qualifications for Wildlife Biologist Conducting Wildlife Hazard Assessments and Training Curriculums for Airport Personnel Involved in Controlling Wildlife Hazards on Airports” (Appendix C). For more information regarding AC 150/5200-36 contact the WS Illinois State Office at 217-241-6700.

### **8.3 USDA-Wildlife Services Training**

Wildlife Services can provide a one day training course for wildlife patrol personnel. The purpose of the course is to familiarize personnel involved with airport operations in basic wildlife identification and dispersal techniques. The course also involves hands-on training using pyrotechnics and other deterrent equipment, with an emphasis on safety and effectiveness. This or similar training should be taken by all personnel who have responsibility in dispersing wildlife at DPA. The training would be customized to fit the needs of individual recipients and situations.

## 9.0 AGENCY DIRECTORY

### REGULATORY AND ENFORCEMENT

**Federal Aviation Administration (FAA)**  
Safety Certification Inspector (Tricia Halpin)  
Great Lakes Region  
2300 E. Devon Avenue  
Des Plaines, IL 60018

**Federal Aviation Administration (FAA)**  
Staff Wildlife Biologist (Vacant)  
FAA Airport Safety and Compliance  
FAA-AA5-317  
800 Independence Ave., SW  
Washington, DC 20591  
(202) 267-3389

**Illinois Dept. of Agriculture**  
Agricultural Pesticide Applicator Testing  
P.O. Box 19281  
State Fairgrounds  
Springfield, IL 62794

**Illinois Dept. of Natural Resources**  
Nuisance Wildlife Permitting  
524 S. 2<sup>nd</sup> Street  
Springfield, IL 62794  
Tel. (217) 782-6384

**Illinois Dept. of Public Health**  
Structural Pesticides Applicator Testing  
525 W. Jefferson Street  
Springfield, IL 62761

**U.S. Fish and Wildlife Service**  
Migratory Bird Permit Office, Region 3  
Bishop Henry Whipple Federal Building  
1 Federal Drive  
Fort Snelling, MN 55111-4056  
Tel. (612) 713-5436  
Fax (612) 713-5286

**U.S. Fish and Wildlife Service**  
Endangered Species Office  
One Federal Drive  
Fort Snelling, MN 55111  
Phone: 612-713-5535

**U.S. Fish and Wildlife Service (Law Enforcement)**  
One Federal Drive  
Fort Snelling, MN 55111  
Phone: 612-713-5356  
Fax: 612-713-5283

### MUNICIPAL AGENCIES

**List all involved at DPA**

## TECHNICAL ASSISTANCE

### **Smithsonian Institution- Feather ID Lab**

Dr. Carla Dove  
Division of Birds  
NHB E 610, MRC 116  
Washington, DC 20560  
Tel. (202)357-2334

### **USDA- Wildlife Services**

Midway International Airport  
5160 63rd St. AMC Bldg.  
Chicago, IL 60638  
Tel. (773)838-0611  
Fax (312)745-1518

### **University of Illinois-Cooperative**

Champaign County  
2118 West Park Court  
Phone: 217-353-6600

### **USDA- Wildlife Services**

Illinois State Office  
2869 Via Verde Drive  
Springfield IL 62703-4325  
Tel. (217)241-6700  
Fax (217)241-6702

### **Illinois Department of Agriculture**

Pesticides Management  
Bureau of Environmental Programs  
P.O. Box 19281  
State Fairgrounds  
Springfield, IL 62794  
Phone: 217-785-2427

### **USDA- Wildlife Services**

O'Hare International Airport  
AMC Bldg., Rm. 213  
Chicago, IL 60666  
Tel. (773) 686-6742  
FAX (773) 894-2419

## INTERNET SITES OF INTEREST

### **Federal Aviation Administration (FAA)**

[http://wildlife-mitigation.tc.faa.gov/public\\_html/index.html](http://wildlife-mitigation.tc.faa.gov/public_html/index.html)  
[http://www.faa.gov/airports\\_airtraffic/airports/resources/advisory\\_circulars/](http://www.faa.gov/airports_airtraffic/airports/resources/advisory_circulars/)

### **Transport Canada - Wildlife Control Techniques**

<http://www.tc.gc.ca/aviation/aerodrome/birdstrike/manual/index.htm>

### **Prevention and Control of Wildlife Damage**

<http://www.ces.ncsu.edu/nreos/wild/wildlife/prevent.htm>

### **U.S. Department of Agriculture-Wildlife Services**

<http://www.aphis.usda.gov/ws>

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**APPENDIX A *TITLE 14 CODE OF FEDERAL REGULATIONS PART 139.337***

Title 14 CFR Part 139.337 prescribes the specific issues that a Wildlife Hazard Management Plan must address in order to obtain FAA approval.

Note: Certalerts, Advisory Circulars, and regulations are frequently changed or updated; always verify that the version attached herein is the most current. Contact FAA or Wildlife Services (see directory in Chapter 9) or consult the FAA website for the latest version:

[http://wildlife-mitigation.tc.faa.gov/public\\_html/index.html](http://wildlife-mitigation.tc.faa.gov/public_html/index.html)

DPA Wildlife Management Plan

Date: January 15, 2009

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## **APPENDIX B FAA Certalert 97-09 – Wildlife Hazard Management Plan Outline**

To augment compliance with Title 14 CFR Part 139.337, the FAA issued Certalert No. 97-09 to provide guidance to airports in developing their Wildlife Hazard Management Plans.

Note: Certalerts, Advisory Circulars, and regulations are frequently changed or updated; always verify that the version attached herein is the most current. Contact FAA or Wildlife Services (see directory in Chapter 9) or consult the FAA website for the latest version:

[http://wildlife-mitigation.tc.faa.gov/public\\_html/index.html](http://wildlife-mitigation.tc.faa.gov/public_html/index.html)

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**APPENDIX C Advisory Circular No. 150/5200-36. Qualifications for Wildlife Biologist Conducting Wildlife Hazard Assessments and Training Curriculums for Airport Personnel Involved in Controlling Wildlife Hazards on Airports**

This Advisory Circular describes the qualification for wildlife biologists who conduct Wildlife Hazard Assessments for airports under Title 14 CFR Part 139. It also addresses the minimum wildlife hazard management curriculum for the initial and recurrent training of airport personnel involved in implementing a FAA approved Wildlife Hazard Management Plan.

Note: Certalerts, Advisory Circulars, and regulations are frequently changed or updated, always verify that the version attached herein is the most current. Contact FAA or Wildlife Services (see directory in Chapter 9) or consult the FAA website for the latest version:

[http://wildlife-mitigation.tc.faa.gov/public\\_html/index.html](http://wildlife-mitigation.tc.faa.gov/public_html/index.html)

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**APPENDIX D FAA Bird Strike Incident Report – Form 5200-7**

DPA Wildlife Management Plan  
Date: November 24, 2008



U.S. Department of Transportation  
Federal Aviation Administration

## BIRD/OTHER WILDLIFE STRIKE REPORT

1. Name of Operator	2. Aircraft Make/Model	3. Engine Make/Model		
4. Aircraft Registration	5. Date of Incident Month / Day / Year	6. Local Time of Incident <input type="checkbox"/> Dawn <input type="checkbox"/> Dusk    — HR — MIN <input type="checkbox"/> Day <input type="checkbox"/> Night <input type="checkbox"/> AM <input type="checkbox"/> PM		
7. Airport Name	8. Runway Used	9. Location if En Route (Nearest Town/Reference & State)		
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			
	Struck    Damaged		Struck    Damaged	
	A. Radome B. Windshield C. Nose D. Engine No. 1 E. Engine No. 2 F. Engine No. 3 G. Engine No. 4	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	H. Propeller I. Wing/Rotor J. Fuselage K. Landing Gear L. Tail M. Lights N. Other:	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
	<i>(Specify, if "N. Other" is checked)</i>			
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		16. Precipitation <input type="checkbox"/> Fog <input type="checkbox"/> Rain <input type="checkbox"/> Snow <input type="checkbox"/> None	
17. Bird/Other Wildlife Species	18. Number of birds seen and/or struck		19. Size of Bird(s)	
	Number of Birds	Seen	Struck	
	1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Small <input type="checkbox"/> Medium <input type="checkbox"/> Large
	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"/>	
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		
<p><b>Paperwork Reduction Act Statement:</b> 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 <b>5 minutes</b> to complete the form. If you wish to make any comments concerning the accuracy of this burden estimate and any suggestions for reducing this burden, send those comments to the Federal Aviation Administration, Management Staff, ARP-10, 800 Independence Avenue, SW, Washington, DC 20591. 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.</p>				

DPA Wildlife Management Plan  
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## **APPENDIX E Certalert 04-09 –Relationship Between FAA and WS**

This Certalert clarifies the roles of, and relationship between the Federal Aviation Administration (FAA) and the United States Department of Agriculture /Animal and Plant Health Inspection Service/Wildlife Services (WS) with regards to wildlife hazards on or near airports.

Note: Certalerts, Advisory Circulars, and regulations are frequently changed or updated; always verify that the version attached herein is the most current. Contact FAA or Wildlife Services (see directory in Chapter 9) or consult the FAA website for the latest version:

[http://wildlife-mitigation.tc.faa.gov/public\\_html/index.html](http://wildlife-mitigation.tc.faa.gov/public_html/index.html)

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**APPENDIX F Advisory Circular No. 150/5200-33B. Hazardous Wildlife Attractants on or near Airports**

This Advisory Circular provides guidance on certain land uses that have the potential to attract hazardous wildlife on or near public-use airports. It also discusses airport development projects affecting aircraft movement near hazardous wildlife attractants.

Note: Certalerts, Advisory Circulars, and regulations are frequently changed or updated; always verify that the version attached herein is the most current. Contact FAA or Wildlife Services (see directory in Chapter 9) or consult the FAA website for the latest version:

[http://wildlife-mitigation.tc.faa.gov/public\\_html/index.html](http://wildlife-mitigation.tc.faa.gov/public_html/index.html)

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## **APPENDIX G Certalert 04-16, Deer Hazard to Aircraft and Deer Fencing**

This Certalert provides guidance on the installation and maintenance of fencing that will help exclude wildlife from entering the AOA, along with greatly increasing airport security and safety.

Note: Certalerts, Advisory Circulars, and regulations are frequently changed or updated; always verify that the version attached herein is the most current. Contact FAA or Wildlife Services (see directory in Chapter 9) or consult the FAA website for the latest version:

[http://wildlife-mitigation.tc.faa.gov/public\\_html/index.html](http://wildlife-mitigation.tc.faa.gov/public_html/index.html)

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## **Appendix H FAA Advisory Circular 150/5300-13, Airport Design Appendix 17**

Appendix 17 of this document provides guidance to airports on acceptable distances between runways and agriculture crops.

Note: Certalerts, Advisory Circulars, and regulations are frequently changed or updated; always verify that the version attached herein is the most current. Contact FAA or Wildlife Services (see directory in Chapter 9) or consult the FAA website for the latest version:

[http://wildlife-mitigation.tc.faa.gov/public\\_html/index.html](http://wildlife-mitigation.tc.faa.gov/public_html/index.html)