

**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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FEDERAL AVIATION ADMINISTRATION  
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DATE: FEB 11 2015**

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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

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

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**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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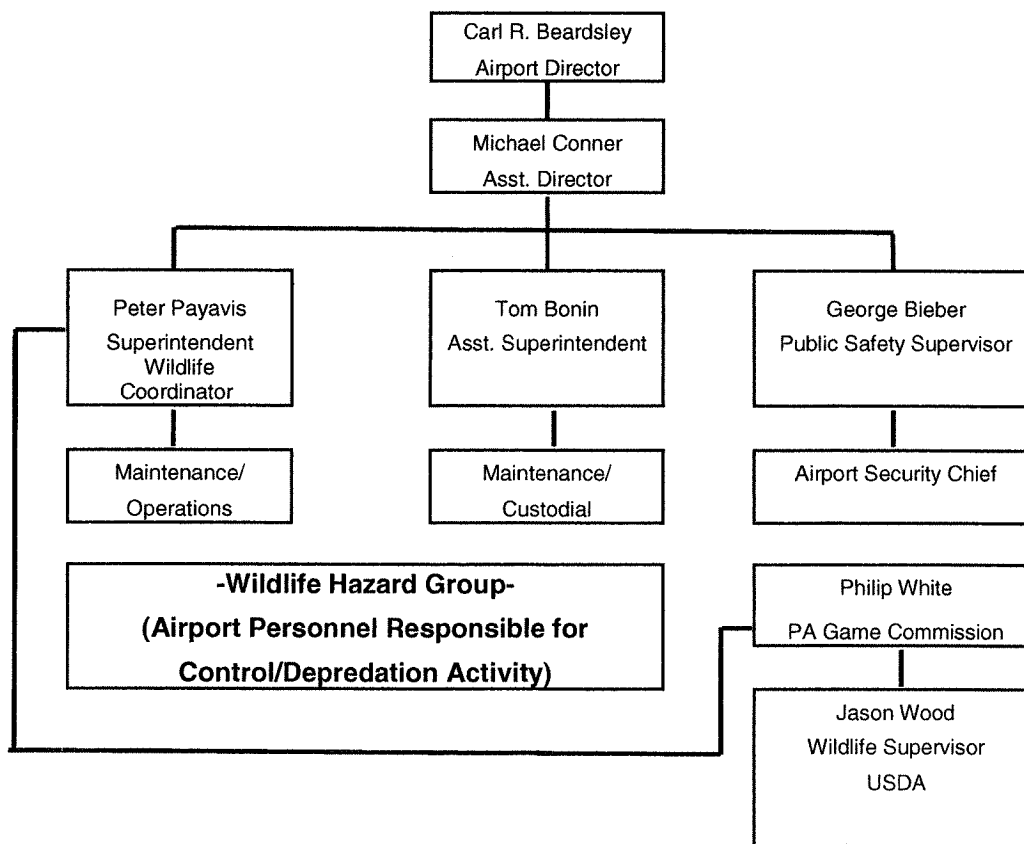
## E. AUTHORITY

*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.

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**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.

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.

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## **G. LAWS AND REGULATIONS**

*FAR 139.337(f)(3)*

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

### **OVERVIEW**

Federal, State and local governments administer laws and regulations that manage wildlife and their habitat. A number of laws affect wildlife control at airports and AVP, and wildlife control personnel must understand and comply with these regulations. In general, taking most types 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 on a regular basis, or as required, by the wildlife coordinator.

### **PENNSYLVANIA WILDLIFE REGULATIONS**

Several PA government agencies have regulations that affect wildlife control at airports. Pertinent regulations can be found in the Pennsylvania Administrative Code and the Revised Code of PA. County and municipality regulations can also affect AVP's wildlife management efforts. State wildlife laws involving resident birds, mammals, as well as State threatened and endangered species generally are administered by the Pennsylvania Game Commission. State wildlife laws involving reptiles, and amphibians, as well as State threatened and endangered species generally are administered by the Pennsylvania Fish and Boat Commission.

### **FEDERAL REGULATIONS**

Several Federal regulations, including the Migratory Bird Treaty Act, the Lacey Act, the Endangered Species Act, Eagle Protection Act, the National Environmental Policy Act, and the Federal Insecticide, Fungicide, and Rodenticide Act regulate various aspects of Wilkes-Barre/Scranton International Airport wildlife management activities. Additional regulations that may affect wildlife control activities at AVP are found in the Code of Federal Regulations (CFR), and several Federal agencies may be 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.

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**WILDLIFE CATEGORIES**

Federal (CFR Title 50), and State laws define the categories of wildlife and regulations related to their management. For the purposes of this document, feral and free ranging dogs, cats and other domestic animals are considered “wildlife” because of the hazards they may pose to aircraft, but they are mostly regulated under other municipal laws. Wildlife categories (Table 2) include migratory and resident, game and non-game, and 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 necessary permits.

**Table 2.** Wildlife Categories in PA and permits necessary for lethal control as required by Federal and State wildlife agencies. The table also shows whether AVP has current Federal or State permits for each category. It should be noted that PGC statutes provide for the trapping or killing of wildlife in emergency situations (with exception of threatened, endangered, and federally protected species) by property owners without State permits, if the wildlife are damaging property or posing a threat to human. See table on the following page.

**WILDLIFE CATEGORIES IN PENNSYLVANIA AND THEIR PERMITS**

<b>CATEGORY</b>	<b>SPECIES</b>	<b>STATE PERMIT REQUIRED</b>	<b>STATE PERMIT OBTAINED</b>	<b>FEDERAL PERMIT REQUIRED</b>	<b>FEDERAL PERMIT OBTAINED</b>
<b>Resident Game Birds</b>	Quail, ring-necked pheasant, grouse, and turkey	Yes	Yes	No	N/A
<b>Resident Nongame Birds</b>	Starlings, house sparrows, pigeons, monk parakeets	No	N/A	No	N/A
<b>Migratory Game Birds</b>	Ducks, geese, coots, gallinules, snipe, and mourning doves	Yes*	Yes	Yes	Yes
<b>Migratory Nongame Birds</b>	All species except game birds, resident nongame birds, and domestic and exotic birds (including gulls, vultures, herons, egrets)	No	N/A	Yes	Yes

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<b>CATEGORY</b>	<b>SPECIES</b>	<b>STATE PERMIT REQUIRED</b>	<b>STATE PERMIT OBTAINED</b>	<b>FEDERAL PERMIT REQUIRED</b>	<b>FEDERAL PERMIT OBTAINED</b>
<b>Depredation Order Birds (See Footnote 2)</b>	Crows, magpies, blackbirds, and cowbirds	No	N/A	No	N/A
<b>Domestic Birds</b>	Rock doves (feral pigeons) and domestic poultry, domestic ducks and geese	No	N/A	No	N/A
<b>Game Mammals</b>	White-tailed deer, rabbits, woodchucks, black bear	Yes	Yes	No	N/A
<b>Furbearers</b>	Fox, coyote, raccoon, beaver, muskrat	Yes	Yes	No	N/A
<b>Nongame Mammals</b>	All species of mammals, except game, furbearers, domestic mammals, and fully protected wildlife listed in Table 3	No	N/A	No	N/A
<b>Feral Domestic Mammals (See Footnote 3)</b>	Dogs, cats, livestock	No	N/A	No	N/A
<b>Reptiles And Amphibians</b>	All reptiles and amphibians except those listed as threatened or endangered in Table 3	Yes	No	No	N/A
<b>Fully Protected Wildlife</b>	Threatened and Endangered species listed in Table 3	Yes	Yes	No	No
<b>Bald Eagles</b>	To harass Bald Eagles	Yes*	Yes	Yes	Yes

1. Control actions requiring a state permit should be coordinated through the Regional Biologist with the PGC
  2. 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)
  3. Call Local Animal Control
- \* PGC co-signs USFWS Permit

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## **GENERAL REGULATIONS FOR WILDLIFE CONTROL**

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

### **BIRDS**

#### **Resident Game Birds**

Resident game birds (grouse, turkey, quail, etc.) are non-migratory. Although they are not managed by the MBTA (and no Federal permit is required for take) they are protected by State law and a State depredation permit is required prior before take.

#### **Resident Nongame Birds**

Starlings, pigeons, monk parakeets, and house sparrows are resident non-game birds that are classified as non-migratory and no permit is required to take them.

#### **Migratory Game Birds**

Migratory game birds (Ducks, geese, coots, gallinules, snipe, and mourning doves) are regulated under Federal law by the USFWS. These regulations allow harassment of migratory birds when the birds are damaging property, but a permit is required for lethal take. Migratory bird permits are not valid for eagles, and threatened and endangered species, which require separate permits for lethal take and harassment. Although States can impose more restrictive regulation than Federal law on migratory birds, PA currently does not. However, the PGC must approve the USFWS permit application before it is submitted. The PGC will then issue a State permit in conjunction with the USFWS permit for the take of migratory birds in PA.

#### **Migratory Bird Depredation Permit for AVP (CFR 50, Part 13)**

A depredation permit to take Federally protected migratory birds can be obtained by completing a Federal Fish and Wildlife License/Permit Application and submitting it to the U.S. Fish and Wildlife Service. The USFWS may also require that a Migratory Bird Damage Project Report (ADC form 37) be completed by Wildlife Services accompany the permit application. Wilkes-Barre/Scranton International Airport has a current Federal permit to take ring-billed gulls,

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mallards, Canada geese, herring gulls, mourning doves, red-tailed hawks, and American kestrels. However, under the bona fide emergency clause on a USFWS migratory bird permit migratory birds except eagles and threatened or endangered species may be taken in excess of the number identified or of species not listed on the permit if human health and safety or air traffic is threatened. Any birds taken under this clause must be reported in writing to the Federal issuing office within 7 days. PA Game Commission allows the take of these species under the Federal permit and issues an additional State permit in conjunction with the USFWS permit. The Wildlife Coordinator will be responsible for the required annual renewal of the depredation permit, and will submit a report to the USFWS within 10 days of the expiration date detailing the species and number of animals taken under the permit. Details for the permit uses are given below. Currently no Federally listed threatened or endangered migratory birds species have been observed on Wilkes-Barre/Scranton International Airport property or the counties it straddles. (See Table 3 of this section). Peregrine falcons were removed from the Federal list in 1999, but are still listed as State endangered. Likewise, bald eagles were removed from the Federal list in 2007, but remain listed as State threatened. Furthermore, bald eagles are protected by the Bald and Golden Eagle Protection Act.

### **Migratory Nongame Birds**

Migratory nongame birds are all species except game birds, resident nongame birds, and domestic and exotic birds (including gulls, vultures, herons, egrets, American kestrels, hawks, etc.) are regulated under Federal law by the USFWS. These regulations allow harassment of migratory birds when the birds are damaging property, but a permit is required for lethal take. Migratory bird permits are not valid for eagles, and threatened and endangered species, which require separate permits for lethal take and in some cases harassment. Although states can impose more restrictive regulation than Federal law on migratory birds, PA currently does not. However, the PGC must approve the USFWS permit application before it is submitted. The PGC will then issue a State permit in conjunction with the USFWS permit for the take of migratory birds in PA.

A Migratory Bird Depredation permit has been secured for AVP from the USFWS (Exhibit 3, Pages 1-4) and will be maintained to avoid gaps in coverage.

### **Reporting Control Actions to USFWS**

Wilkes-Barre/Scranton International Airport should submit a report of the migratory birds taken to the USFWS to fulfill the requirements of this Section and

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the Federal permit. The report could be generated from a computerized database containing all control actions on AVP.

### **Depredation Order Birds**

Depredation order birds are (crows, magpies, blackbirds, grackles, and cowbirds) who are protected under the MBTA but may be taken when they are concentrated in such numbers and manner as to constitute a health hazard or other nuisance. Under the Depredation Order (50 CFR - 21.43), no Federal permit is required to remove crows, magpies, blackbirds, grackles, or cowbirds. The Commonwealth of Pennsylvania has recently adopted the Federal depredation order and a State permit is no longer required for all depredation order birds except crows. Crows are considered a species that can be hunted by the Pennsylvania Game Commission and therefore a permit is required to control crows outside of standard hunting seasons/conditions.

### **Domestic Birds**

Currently State and Federal laws do not regulate these species (Domestic ducks, geese, and domestic poultry) and no permit is required to take them. Domestic waterfowl may become a problem if they are abandoned on airport property. Taking these species should only be done by wildlife personnel trained to distinguish the differences between domestic and wild waterfowl with similar appearances. If other species of feral poultry or exotic birds are observed at AVP, the Wildlife Coordinator or a WS Biologist should be contacted for assistance with control methods.

## **MAMMALS**

### **Game Mammals**

Game mammals are defined primarily as those species that are hunted for sport, recreation, or meat. Wilkes-Barre/Scranton International Airport has a small population of rabbits, but they do not currently pose a hazard to passenger safety and their numbers are not sufficiently high to merit control. Deer and bear have historically been observed at AVP, and may require control if they enter the airfield. A State permit is required to control deer and bear. Threatened or endangered animals are not covered under this provision.

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## **FURBEARERS**

It is likely that furbearers (particularly fox and coyote) will need to be controlled at Wilkes-Barre/Scranton International Airport, especially with the rising coyote population throughout PA. When these animals pose a hazard that warrants direct control, a permit is required from the Pennsylvania Game Commission.

## **Non-game Mammals**

Several species of non-game mammals are present at Wilkes-Barre/Scranton International Airport and may need to be controlled. Of these, rodents (mice and voles) present the greatest (indirect) threat to aviation. Permits are not required to take these species when they damage or could damage property. However, a pesticide applicators license from the PA Department of Agriculture is required for chemical control. If chemical control methods are needed, the Airport will contract with a permitted company to provide the service. The Penn State University Extension Service can be contacted for information on pesticide use in Pennsylvania.

A Special Use permit has been secured from the PGC (Exhibit 3, Page 5) and will be maintained to avoid gaps in coverage.

## **REPTILES & AMPHIBIANS**

There were several turtles (various species) observed at AVP during WS surveys. If a population of reptiles or amphibians is observed at AVP in such a manner as to constitute a threat to aviation safety contact the PA Fish and Boat Commission for current regulations on the take or control of these species.

## **PROTECTED WILDLIFE**

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

The Federal Endangered Species Act (Sec. 2 [16 U.S.C. 1531]) and Pennsylvania Endangered Species Act both 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 Federally listed, a threatened or endangered species cannot be taken or harassed without a special permit. Eagles are also afforded protection under the

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U.S. Bald and Golden Eagle Protection Act. In PA, several additional species are given special protection by being listed as State threatened or endangered species. If a significant hazard exists with a listed species that jeopardizes air safety, either the USFWS or the Pennsylvania Game Commission, depending on the protective status of the species involved, should be contacted for assistance. In many cases only personnel from these or other agencies (including USDA-WS) may obtain a permit to take individuals of a specially protected species. Table 3 lists the State and Federally protected species for PA.

### **Eagle Permits**

Eagles are protected under the Bald and Golden Eagle Protection Act and require their own permit, and are therefore, not included under the Migratory Bird Permit. PA has designated bald eagles as fully protected statewide.

AVP will secure an Eagle Depredation Permit from the USFWS as deemed necessary.

### **Habitat Conservation**

USFWS, PA Department of Conservation and Natural Resources (DCNR) and PGC are responsible for 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, DCNR, or PGC biologists will help determine on a case-by-case basis whether critical habitat is affected by airport projects, and if so, the necessary mitigation.

### **Wetlands Mitigation**

Wetland modifications may require permits from various agencies, including the USFWS, U.S. Army Corps of Engineers (USCOE), PA Department of Environmental Protection and Philadelphia and/or Delaware Counties. 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.

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## **Endangered Species List**

The USFWS, DCNR, and PGC maintain updated lists of endangered and threatened species. PGC current listing of State and Federally endangered, threatened, and sensitive species can be accessed on the Internet. Wildlife control personnel at AVP will familiarize themselves with these listed species and their potential occurrence at the airport to the extent practical (Table 3). Some of these species, particularly bald eagles

may present hazards to air traffic at AVP, and permits are required to harass them. In most cases, permits will not be granted to lethally remove members of a threatened and endangered species. AVP wildlife control personnel will learn to identify these species and understand the regulatory permitting processes required for their effective management. Habitat critical to listed species is regulated by the USFWS, DCNR, or PGC and these regulations will be reviewed to determine their potential effect on AVP's habitat modification plans to reduce wildlife hazards.

Any habitat improvement and/or mitigation projects will be carefully reviewed by the Airport Manager, Wildlife Coordinator, and if necessary, Wildlife Services and the FAA, to ensure the project does not result in hazardous wildlife attractions. AVP should keep an updated listing of Threatened and Endangered species in the WHMP and should review this list prior to implementing construction projects that may adversely affect listed species.

## **Avoiding Impacts to Threatened and Endangered Species**

Control methods utilized at AVP would not have a negative impact on State or Federally listed threatened or endangered species because the capture and removal methods used at AVP are selective and would allow for positive identification of target animals. There are 10 Federally or State listed threatened or endangered species that have been observed at or near AVP either during WS surveys or AVP-related National Environmental Policy Act investigations.

Hazing and lethal control methods such as shooting and trapping/euthanasia are selectively directed at target individuals, thus avoiding impact to listed species. No toxicants are currently used to control wildlife at AVP, thus eliminating the probability of non-target exposure. Habitat alteration such as tree thinning or removal would not affect bald eagle nests because although there are documented bald eagles nests within AVP's Critical Zone, no eagles are known to nest within the airport property. Collisions between birds and aircraft nearly

always result in the death of the bird, in addition to threatening human safety. Consequently, potential nesting habitat on and around the airfield will be eliminated to the extent possible, thus preventing eagles from being drawn to the area where they may be struck.

**Table 3. Endangered, Threatened and Protected Species in PA.** There are many species of animals in Pennsylvania that are listed as Threatened, Endangered, Candidate, or Sensitive by the Federal and/or State Government. Below is a list of each of these species (plants excluded), their status as of (2010), and potential occurrence at AVP. This list is dynamic with new species being added or removed periodically; therefore, it should be reviewed and updated at least once per year to ensure compliance with Federal and State wildlife regulations. See table below.

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**ENDANGERED, THREATENED AND PROTECTED SPECIES IN PENNSYLVANIA**

COMMON NAME	SCIENTIFIC NAME	STATE STATUS	FEDERAL STATUS	OCCURRENCE AT AVP
<b>MAMMALS</b>				
Least Shrew	Cryptotis parva	E	T	
Water Shrew	Sorex paulustris punctulatus	T		
Eastern Woodrat	Neotoma floridana	T		
Delmarva fox squirrel	Sciurus niger cinereus	E		
Indiana bat	Myotis sodalis	E	E	
Small-footed myotis	Myotis subulatus	T		
Eastern cougar	Felix concolor cougar	E		
<b>BIRDS</b>				
Bald Eagle	Haliaeetus leucocephalus	T		M
Peregrine falcon	Falco peregrinus	E		M
Upland sandpiper	Bartramia longicauda	T		
Black tern	Chlidonias niger	E		
Common tern	Sterna hirundo	E		
American bittern	Botaurus lentiginosus	T		
Least bittern	Ixobrychus exilis	T		
Great egret	Casmerodius albus	E		
Yellow-crowned night heron	Nycticorax violaceus	E		
King rail	Rallus elegans	E		
Short-eared owl	Asio flammeus	E		
Dickcissel	Spiza americana	E		
Osprey	Pandion haliaetus	T		M
Sedge wren	Cistothorus platensis	E		
Yellow-bellied flycatcher	Empidonax flaviventris	E		
Piping plover	Charadrius melodus	E	E	
Loggerhead shrike	Lanius ludovicianus	E		
<b>REPTILES</b>				
Bog turtle	Clemmys muhlenbergii	E	T	
Red-bellied turtle	Pseudemys rubriventris	T		
Kirtlands snake	Clonophis kirtlandii	E		
Eastern massasauga	Sistrurus catenatus catenatus	E		
Rough green snake	Opheodrys aestivus	E		

E- Endangered  
T - Threatened  
C - Candidate

PE - Proposed Endangered  
PT - Proposed Threatened  
S - Sensitive

SC - Species of Concern  
M - May occur in County  
O - Observed on Airfield

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**ENDANGERED, THREATENED AND PROTECTED SPECIES IN PENNSYLVANIA**

COMMON NAME	SCIENTIFIC NAME	STATE STATUS	FEDERAL STATUS	OCCURRENCE AT AVP
<b>AMPHIBIANS</b>				
Costal plain leopard frog	Rana utricularia	E		
New Jersey chorus frog	Pseudacris feriarum kalmi	E		
Eastern mud salamander	Pseudotriton m. montanus	E		
Eastern spadefoot toad	Scaphiopus holbrookii	E		
Green salamander	Aneides aeneus	T		
<b>FISH</b>				
Shortnose sturgeon	Acipenser brevirostrum	E	E	
Atlantic sturgeon	Acipenser oxyrhynchus	E		
Lake sturgeon	Acipenser fulvescens	E		
Burbot	Lota lota	E		
Southern redbelly dace	Phoxinus erythrogaster	T		
Mooneye	Hiodon tergisus	T		
Goldeneye	Hiodon alosoides	T		
Spotted sucker	Minytrema melanops	T		
Bluebreast darter	Etheostoma camurum	T		
Eastern sand darter	Ammocrypta pellucida	E		
Spotted darter	Etheostoma maculatum	T		
Glit darter	Percina evides	T		
Tippecanoe darter	Etheostoma tippecanoe	T		
Iowa darter	Etheostoma pellucida	E		
Cisco	Coregonus artedi	E		
Bigmouth shiner	Notropis dorsalis	T		
Silver chub	Macrhybopsis storeriana	E		
Bridal shiner	Notropis bifrenatus	E		
River shiner	Notropis blennius	E		
Ghost shiner	Notropis buechanani	E		
Ironcolor shiner	Notropis chalybeatus	E		
Blackchin shiner	Notropis heterodon	E		
Redfin shiner	Lythurus umbratilis	E		
Bigmouth buffalo	Ictiobus cyprinellus	E		
Black bullhead	Ameiurus melas	E		
Threespine stickleback	Gasterosteus aculeatus	E		
Banded sunfish	Enneacanthus obesus	E		
Warmouth	Lepomis gulosus	E		
Longear sunfish	Lepomis megalotis	E		
Spotted gar	Lepisosteus oculatus	E		

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COMMON NAME	SCIENTIFIC NAME	STATE STATUS	FEDERAL STATUS	OCCURRENCE AT AVP
Hickory shad	Alosa mediocris	E		
Skipjack herring	Alosa chrysochoris	T		
Gravel chub	Hybopsis x-punctuata	E		
Longnose sucker	Catostomus catostomus	E		
Northern brook lamprey	Ichthyomyzon fossor	E		
Mountain brook lamprey	Ichthyomyzon hubbsi	T		
Brindled madtom	Noturus miurus	T		
Tadpole madtom	Noturus gyrinus	E		
Mountain madtom	Noturus eleutherus	E		
Northern madtom	Noturus stigmosus	E		
<b>MOLLUSKS</b>				
Clubshell mussel	Pleurobema clava	E	E	
Pink mucket	Lampsillis abrupta	E	E	
Pearlymussel	Hemistena lata	E	E	
Rough pigtoe	Pleurobema plenum	E	E	
Orangefoot pimpleback	Plethobasus cooperianus	E	E	
Ring pink mussel	Obovaria retusa	T	E	
Dwarf wedgemussel	Alasmidonta heterodon	E	E	
<b>INSECTS</b>				
Northern riffleshell	Epioblasma torulosa rangiana	E	E	
Regal fritillary	Speyeria idalia	E		

E - Endangered  
T - Threatened  
C - Candidate

PE - Proposed Endangered  
PT - Proposed Threatened  
S - Sensitive

SC - Species of Concern  
M - May occur in County  
O - Observed on Airfield

**PESTICIDE APPLICATOR LICENSE**

Authorization to use restricted-use pesticides for the removal of hazardous wildlife (e.g., blackbirds, starlings) or prey-base (e.g., rodents, rabbits, insects, earthworms, and weeds) should be limited to Certified Pesticide Operators 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 Pennsylvania Department of Agriculture (refer to Section L). All AVP 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 guidelines.

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**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 Federal Aviation Regulations (FARs). The FAA also publishes a series of guidelines for airport operators to follow called Advisory Circulars (ACs). Advisory Circulars in the 150 series deal with airport safety issues, including wildlife hazards. In addition to FARs and ACs, the FAA periodically issues Cert Alerts for internal distribution and to provide recommendations on specific issues for inspectors and airport personnel. All of the above-mentioned regulations, Advisory Circulars, and Cert Alerts are frequently changed or updated, and their current status should be verified on a regular basis. This may be accomplished by contacting the FAA directly (refer to Section L) or by visiting their website at <http://www.faa.gov/arp/hazard.htm> or <http://www.faa.gov/faadocs.htm> for the most current revision.

In July 2005, the FAA and USDA Wildlife Services cooperatively developed the 2<sup>nd</sup> edition to the manual, "Wildlife Hazard Management at Airports." It contains important information on airport wildlife hazard management, and it will be consulted regarding control actions and other issues.

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## **H. RESOURCES**

*FAR 139.337(f)(4)*

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

### **OVERVIEW**

Habitat Management and wildlife control supplies can be purchased from several companies. An adequate supply of equipment will be kept on hand at AVP for use by trained personnel and restocked every spring or as necessary.

### **AIRPORT SUPPLIES**

Supplies that will normally be stocked at the airport include:

- 15 mm pyrotechnic pistol launchers (Bird bombs/bangers, screamers, and whistlers)
- 12 gauge break action shotgun and nontoxic bird shot ammunition
- Cleaning kits for all firearms
- Field guide for local bird identification
- Mylar tape
- Binoculars
- Pellet rifle and pellets
- Latex gloves
- Garbage bags
- Gallon-size re-sealable sandwich bags
- Prevention and Control of Wildlife Damage - Reference Manual
- Freezer to preserve bird carcasses found on runways
- Starling/Sparrow trap

If needed, the following supplies will be obtained from USDA:

- Snare/catch pole
- Cage trap for dogs
- Cage trap for cats/o possums/raccoons
- Rat/mouse traps snap traps

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### **AIRPORT OPERATIONS VEHICLES**

Select Airport operations vehicles will be stocked with the supplies listed below to facilitate an immediate response to wildlife hazards. They will be responsible for responding to emergency calls from the tower to disperse birds or animals from the runways. They should maintain radio communications with the tower if there is a situation within the AOA, and the patrols must operate within the movement areas according to FAA guidelines. At a minimum, supplies to be maintained in their vehicles should include:

- 15 mm pyrotechnic pistol launchers
- An adequate supply of 15 mm pyrotechnics (bangers, whistlers, etc.)
- Latex gloves
- Garbage bags
- Several daily wildlife control log sheets

### **USDA-WILDLIFE SERVICES ASSISTANCE**

Supplies such as vertebrate pesticides and chemical capturing agents are available through Wildlife Services for conducting specific control operations. The use of some control methods, such as alpha chloralose for waterfowl is restricted to certified Wildlife Services personnel only, or DRC-1339 for starlings, is restricted to USDA personnel trained in bird control only. The Wilkes-Barre/Scranton International Airport currently has a Cooperative Service Agreement with Wildlife Services to provide technical assistance and formal training as necessary.

AVP currently has a Cooperative Service Agreement, with USDA Wildlife Services. USDA has provided an updated WHA for AVP, and provided assistance in the preparation of AVP's WHMP.

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**I. WILDLIFE CONTROL PROCEDURES**

*FAR 139.337(f)(5) Procedures to be followed during air carrier operations that at a minimum includes:*

**OVERVIEW**

Even after habitat alterations have been made to deter hazardous wildlife species to the maximum extent possible, some bird activity likely will persist. Wildlife should then be controlled using accepted direct control techniques.

*FAR 139.337(f)(5)(i) Designation of personnel responsible for implementing the procedures*

Airport Operations/Maintenance, in consultation with USDA-WS as necessary, is responsible for determining and responding to wildlife hazards within the AOA. Airport Operations/Maintenance is available on a 24 hour basis to promptly disperse or remove wildlife reported within the AOA when reported by the FAA Air Traffic Control Tower, or a pilot, or when observed during a routine airfield inspection. USDA-WS is available on a 24 hour basis to provide technical expertise to Airport Operations personnel or to respond to the airport when assistance is required.

Airport Operations/Maintenance will take immediate action to alleviate wildlife hazards whenever they are detected. Airport Operations shall notify FAA ATCT of observed changes to field conditions, to include wildlife hazards, or if any portion of runways or taxiways normally available, has become unsafe.

During unusually heavy periods of wildlife activity, or if large mammals such as deer, bear, or loose dogs are observed on the AOA, Airport Operations will immediately advise FAA ATCT of this condition and the actions that are being taken to alleviate the wildlife hazard. The actions taken will include closure of a taxiway and/or runway if necessary until the wildlife hazard is alleviated. USDA-WS may be contacted by Airport Operations to assist in alleviating the wildlife hazard.

*FAR 139.337(f)(5)(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*

Airport Operations personnel will frequently conduct physical inspections of movement areas and other areas critical to wildlife hazard management as part

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of the daily protocol. Airport Operations will document all observed wildlife and record the data on a Wildlife Observation & Activity Log, maintained in the Airport Superintendent's Office (Appendix B). In cases where no animals are seen, a record indicating that an inspection was conducted and that no animals were observed should be made. During periods of exceptionally heavy wildlife activity (e.g., migratory periods, outbreaks of insects, specific weather conditions conducive to wildlife activity, etc.), Airport Operations will issue a Notice to Airmen (NOTAM) advising pilots of wildlife in the vicinity of the airport.

## **WILDLIFE PATROL**

Wilkes-Barre/Scranton International Airport's wildlife patrol crew consists of the Wildlife Coordinator, Superintendent, Assistant Superintendent, firemen, and the operations/maintenance staff. The patrol will monitor and respond to wildlife hazards on the airfield and coordinate their activities through the Wildlife Coordinator. The crew has been trained in wildlife identification, proper control techniques, and safe operations as outlined in Section K. The crew will have a radio-equipped vehicle and adequate wildlife control supplies (refer to Section H). The patrol will maintain clear communications with the control tower, in accordance with FAA radio protocols. The crew will also report all observations of wildlife activity on the Wildlife Observation & Activity Log (Appendix B). Completed forms should be forwarded to Wildlife Coordinator for review. Routine runway sweeps are conducted at least once per shift, and the presence of any dead animals found from strikes or suspected strikes should be recorded on Form 5200-7 (Appendix A), as well as POS Form 98-667 (Wildlife Incident Report). Other wildlife-related activities (e.g., notable hazards, animals killed or dispersed, unusual wildlife behavior, etc.) should be documented on the Wildlife Observation & Activity Log. As recommended in Advisory Circular 150/5200-32A, all dead birds or mammals found within 200 feet of a runway centerline 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 Services or the Smithsonian Institute can assist in identifying bird remains. Wildlife strikes may be submitted electronically to the FAA at <http://www.faa.gov/arp/hazard.htm>. A printout of the strike report must also be immediately submitted to the Wildlife Coordinator so that the situation can be assessed.

*FAR 139.337(f)(5)(iii) Wildlife hazard control measures*

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## **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 population control methods when necessary. A primary key to successful wildlife control is persistence, innovation, and a clear understanding of the risks associated with certain species, that either by their location, size, behavior and /or number create a hazardous situation. Techniques should be applied based on safety, effectiveness, practicality and environmental and/or social considerations. Most control techniques retain their effectiveness when used judiciously and in conjunction with other methods. Some methods such as pesticides or leg-hold traps are only effective and legal for certain species and situations. Therefore, the methods chosen will depend largely on the situation and the species involved. Finally, personnel involved in direct control should be aware of the potential diseases (rabies, lyme disease, etc.) that wildlife can carry and should take appropriate precautions.

## **BIRD CONTROL**

Several species of birds are present at AVP and represent the most significant potential for causing damaging strikes. Although waterfowl, starlings, blackbirds, gulls, raptors, and doves are of primary concern at AVP, other flocking or large species of migratory birds are risks at times. Juvenile birds may also constitute an unusual wildlife hazard because of their general unfamiliarity with the airport environment.

The AVP operations/maintenance staff and firemen responsible for implementation of wildlife control activities are trained in a number of methods that may be used to haze or exclude birds from the airport. For example, the wildlife patrol will attempt to herd birds away from active runways and away from the airport, and if possible be positioned between the flock(s) and the active surface, and preferably upwind. Each flock of birds can and will react differently to harassment. For example, migratory Canada geese typically have less interaction with humans and respond well to harassment. Non-migratory Canada geese in many cases have become accustomed to human interaction and will become habituated to being in contact with humans. As such a more aggressive control approach is necessary when non-migratory geese are present. Since the response to control actions will vary from species to species, and at times within a species, a tiered approach (Appendix D) is utilized where more and more aggressive control actions are taken until the threat is eliminated. Species-specific dispersal techniques are covered during annual wildlife hazard

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management training. As previously stated, an integration of multiple methods and diligent effort will be employed for maximum effectiveness.

## **MAMMAL CONTROL**

Potential hazards from the majority of mammal species at Wilkes-Barre/Scranton International Airport have been reduced through habitat modifications and the construction of fencing and other exclusionary devices. Although the existing fence is sufficient to deter large mammals from entering the AOA, smaller mammals still exist on the airfield in low to moderate densities and can provide an attraction to larger predators and raptors. These rodent and rabbit populations will be monitored by Airport Operations and WS. Also, many of the control/dispersal techniques for mammalian species differ from traditional bird hazard control techniques and may require restricted-use equipment, special training, and permits only available to USDA WS. Furthermore, harassment of mammals many times is not appropriate. For example, harassing large mammals (e.g, deer or canids) may cause the animal to panic and run in an unpredictable, possibly hazardous direction.

## **DECISION MODEL FOR IMPLEMENTING CONTROL METHODS**

To facilitate AVP's effort in assessing and responding to hazards, a 2-stage decision model (Appendix D) was developed, which utilizes a tiered approach for assessing the wildlife hazard and implementing control methods. Under this tiered approach, methods will become increasingly more aggressive if the hazards increase or the wildlife exhibits a non-respondent behavior. Given the extremely variable and complex nature of wildlife hazards at airports, it is essential to adopt a flexible, innovative, and adaptive approach to managing hazards.

The 2-stage decision model outlines general types of control methods, but more detailed description of the species-specific methods that would be used at AVP and surrounding sites are described in Section I of this plan. In the first stage of the model, the reviewer determines a categorical hazard rating based on results from the monitoring program. If it is determined in Stage 1 of the model that an actual wildlife hazard exists due to one or more of the risk factors (location, number, or behavior), then the reviewer proceeds to Stage 2 of the model. The second stage of the model outlines a hierarchical approach for implementing control methods based on a categorical ranking of the hazard (high, medium, and low). If the hazard is low, less invasive scare tactics such as effigies, pyrotechnics, and distress calls may be applied, depending on the species. This hazard rating may be adjusted up to a medium hazard in the event the animals



do not respond in a favorable manner, which may also include more aggressive direct control methods such as non-lethal shooting with paintballs, lethal control, or humane trapping. In extreme cases where the animals are completely non-

respondent, or in such numbers as to create a persistent hazard to aircraft, all available methods, including habitat alteration, may be employed alone or in combination.

A tiered approach would also be used when implementing habitat alteration, starting first with selective thinning of vegetation, and increasing the intensity of the modifications as needed. In the most extreme scenario, water level may have to be reduced or eliminated, or the wildlife-attracting vegetation removed and replaced with another type. The model provides a systematic and incremental approach for determining whether this scenario is necessary to ensure air traffic safety. Prior to altering hydrology at any site, AVP will consult with the appropriate regulatory agency.

### **CONTINUOUS MONITORING**

AVP utilizes a variety of sources to continuously monitor its airfield for wildlife hazards, including; Operations staff, Air Traffic Control, and pilots. Airport Operations/maintenance staff and firemen routinely conduct daily wildlife inspections of the airfield looking for hazardous wildlife or any conditions that may promote their presence (i.e. a hole under a fence, area of temporary standing water, etc). In addition to the wildlife patrols Operations staff on the airfield for non-wildlife duties will constantly be on the lookout for hazardous wildlife. Airport Operations monitor ATC communications for reports of hazardous wildlife by a controller or a pilot. In the event a hazardous wildlife situation is identified by observation, or reported via ATC communications, wildlife control measures will be implemented in accordance with the 2-stage decision model.

### **USDA WILDLIFE SERVICES ASSISTANCE**

Wildlife Services does not have an onsite Wildlife Biologist or Wildlife Technician to assist Wilkes-Barre/Scranton International Airport with wildlife monitoring, control activities, and technical assistance, but can be contacted at anytime to provide technical assistance with any wildlife issue. If Wilkes-Barre/Scranton International Airport should require assistance with a specific on-site issue, Wildlife Services can be requested to assist at anytime.

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*139.337(f)(5)(iv)*

*Ways to communicate effectively between personnel conducting wildlife control or observing wildlife hazards and the air traffic control tower;*

All Airport Operations personnel have vehicles equipped with radios and have proper training to contact the FAA ATCT. If Airport Operations or USDA-WS personnel need

runway access, they will follow the procedures contained in the Movement Area Driver Training Manual. In addition, Airport Operations shall notify FAA ATCT of observed wildlife hazards, including when a portion of runways or taxiways normally available, has become unsafe and needs to be temporarily closed to alleviate the hazard. Any NOTAM required will be issued by Airport Operations in accordance with section 339 of the Airport Certification Manual.

If a pilot reports a wildlife strike within the AOA, Airport operations/maintenance/firemen will respond to the runway and/or taxiway to complete an inspection for wildlife remains. Any wildlife remains found will be removed and given to USDA-WS for proper identification and disposal. If the aircraft is available for inspection, with the approval of the owner, USDA-WS or Airport operations/maintenance/firemen will attempt to collect any remains for identification purposes and to ensure completeness of the wildlife strike report.

*The Airport entered into a Letter of Agreement (LOA) with the FAA ATCT approved on July 1, 2011, regarding Bird/Wildlife/Domestic Animal Activity. The procedures state that the ATC must promptly relay to the airport operator, the presence of birds, wildlife, or domestic animals which may present a hazard to airport users for the purpose of NOTAM issuance or actions deemed necessary by the airport operator, and to promptly relay bird strike reports and trends toward an increase in bird activity on or around the airport. In response, the airport operator must communicate to ATC, the need to access or close movement areas for the purpose of bird, wildlife, or domestic animal dispersal or management and issue NOTAMs as necessary. Any wildlife remains found will be removed and given to USDA-WS for proper identification and disposal, as needed. If the aircraft is available for inspection, with the approval of the owner, USDA-WE or Airport Operations/Maintenance will attempt to collect any remains for identification purposes and to ensure completeness of the wildlife strike report.*

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## **J. EVALUATION**

*FAR 139.337(f)(6) Procedures to review and evaluate the wildlife hazard management plan every 12 consecutive months or following an event described in paragraphs (b)(1), (b)(2), and (b)(3) of this section, including*

*FAR 139.337(f)(6)(i) The plan's effectiveness in dealing with known wildlife hazards on and in the airport's vicinity and*

*FAR 139.337(f)(6)(ii) Aspects of the wildlife hazards described in the wildlife hazard assessment that should be reevaluated*

### **OVERVIEW**

The WHMP will be evaluated at least annually. The Wildlife Hazard Group will determine the effectiveness of the WHMP at reducing wildlife strikes at AVP and monitor the status of hazard reduction projects, including their completion dates.

### **MEETINGS**

The Wildlife Hazard Working Group will meet at least once per year, but the group may convene more regularly if situations warrant, as determined by the Wildlife Coordinator.

### **MONITORING PROVISIONS**

As a wildlife population near the airfield increases in size, so does likelihood that individual members of the population will enter critical airspace used by arriving and departing aircraft. However, wildlife abundance is not the sole indicator for assessing the strike hazards, rather the entire dynamic of the animals' abundance, body size, and behavioral attributes must be evaluated in combination. Notable attributes of wildlife behavior that should be examined to properly assess the risk to aircraft include direction and altitude of wildlife movements in relation to aircraft, flocking characteristics, frequency of visits to a given site, duration of visit, and activity while on site (e.g., nesting, loafing, feeding, soaring, etc.), to name a few. A properly formulated wildlife management plan should be based upon a comprehensive biological evaluation of the situation at an airport over time. It is impossible to accurately predict exactly how wildlife dynamics will be affected by modifications to habitat on site and also on surrounding properties within AVP's Critical Zone, some changes should be anticipated and ongoing monitoring will be necessary to ensure that a hazardous situation does not develop.

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### **Wildlife Strike Log**

The Wildlife Coordinator will maintain a log (Wildlife Observation & Activity Log) of wildlife strikes and wildlife observations on the airfield and surrounding areas. Information from this log will be used to identify trends and to monitor any increases in wildlife hazards on the airfield. If unacceptable increases in wildlife populations are observed, the cause will be investigated and the WHMP modified as warranted. The records will be entered daily into the Daily Wildlife Activity Report by Airport Operations.

### **Wildlife Surveys**

#### **Incidental Observations**

The Wildlife Coordinator and Airport Operations currently record incidental observations of wildlife on airport property and in the surrounding area. Many unique hazards may be observed outside of the relatively brief formal survey periods, and these incidental observations may provide valuable information about wildlife behavior and occurrence. In these situations, immediate action will be taken to reduce any potential hazard and the outcome will be documented.

Data collected from the Wildlife Observation & Activity Log, surveys, and incidental observations will be analyzed and used to identify short-term and long-term dynamics in hazardous wildlife populations on or near AVP. In the event wildlife is observed that poses a threat to air safety, appropriate control methods will be immediately implemented, although it might bias the survey data. This approach helps ensure passenger safety and yet still provides valuable data, because the behavioral response exhibited by each species to a given control method will be recorded.

### **AIRPORT EXPANSION**

Airport expansion plans will be reviewed by the Wildlife Coordinator & Airport Engineer to ensure that new developments will not inadvertently result in increased wildlife hazards to aircraft operations. If appropriate, they will coordinate designs with the FAA and Wildlife Services.

### **COORDINATION ON OFF-SITE HAZARDOUS WILDLIFE ATTRACTANTS**

AVP will coordinate and work with local organizations to establish mechanisms to identify land uses, and prevent the creation of new land uses, that would attract hazardous wildlife to the airport or across its approaches or departures. This will be accomplished by conducting outreach to local organizations involved with

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natural resource management and planning and zoning organizations. Also AVP will coordinate with nearby land owners and managers to cooperatively develop procedures to monitor and manage existing hazardous wildlife attractants. This goal will be accomplished through conducting standardized monitoring surveys, conducting a Wildlife Hazard Site Visit by a qualified wildlife biologist, and various other procedures recommended by the FAA. In addition, the airport will develop a log of wildlife attractants and will track all contacts from landowners, permitting agencies, other pertinent entities concerning land uses near AVP. The log will be reviewed on an annual basis to assess progress or need for change in procedures.

Local landfills currently have little to no effect on bird activity at AVP. However, the Airport will monitor bird activity on the Airport and in the vicinity of the Airport, and if an increase in bird activity is attributable to a local landfill, the landfill operator will be contacted in order to devise mitigation solutions and enter into a letter of agreement to have the landfill operator notify the Airport during times of increased bird activity.

#### **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 and to attend annual meetings on plan modifications.

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## **K. TRAINING**

*FAR 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 successfully carry out the wildlife hazard management plan required by paragraph (d) of this section.*

### **OVERVIEW**

Training is essential for personnel involved in the WHMP. The Wildlife Coordinator will ensure that all personnel that might be working in a wildlife deterrence capacity are trained in the proper selection and application of control methods as well as wildlife species identification.

### **STANDARD TRAINING**

Wildlife control personnel will 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 will also be provided to all employees involved in wildlife control operations that may require them to operate on the AOA.

In addition, wildlife identification guides and handbooks will be available for use by wildlife control personnel at AVP.

### **USDA - WILDLIFE SERVICES TRAINING**

Wildlife Services currently provides training courses for wildlife patrol personnel at least once every 12 consecutive calendar months by a qualified wildlife damage management biologist in accordance with AC 150/5200-36 (current edition). The purpose of these courses 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 training will be taken by all personnel who have responsibility in dispersing wildlife at Wilkes-Barre/Scranton International Airport. The training could be customized to fit the needs of individual recipients and situations. Airport Operations staff completed a National Rifle Association basic shotgun course during April of 2011.

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

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The Airport certifies that the training curriculum and instructor provided as parts of the wildlife control training program meet the requirements of advisory circular 150/5200-36, Appendix C and all applicable paragraphs of FAR Part 139.303. Participation in the airport's wildlife training program, training for species identification, firearms usage and safety, and all other wildlife training requirements indicated in FAR Part 139.327 is documented on each employee's individual training log, which is kept in the Superintendent's office.

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**L. AGENCY DIRECTORY**

**REGULATORY AND ENFORCEMENT**

**U.S. Fish and Wildlife Service**

Migratory Bird Permit Office  
PO Box 779  
Hadley, MA 01035-0779  
Phone: (413) 253-8643

**U.S. Fish and Wildlife Service (T&E Species)**

Chief, Division of Endangered Species  
300 Westgate Center Drive  
Hadley, MA 01035

**PA Game Commission Headquarters**

Bureau of Law Enforcement  
2001 Elmerton Avenue  
Harrisburg, PA 17110-9797  
Phone: (717) 787-4250

**PA Game Commission Northeast Regional Office**

P.O. Box 220  
Dallas, PA 18612-0220  
Phone: (570) 675-1143

**PA Department of Environmental Protection Northeast Regional Office**

2 Public Square  
Wilkes-Barre, PA 18701-1915  
Phone: (570) 826-2511

**Federal Aviation Administration (FAA)**

**Safety and Standards Branch**

1 Aviation Plaza  
Jamaica, NY 11434-4809

Dennis O'Donnell (Team Leader)

Phone: (718) 553-3343



John Green (Inspector)  
Phone: (718) 553-3342

Frank Loprano (Inspector)  
Phone: (718) 553-2543

**FAA Airports District Office (ADO)**  
3905 Hartzdale Drive  
Camp Hill, PA 17011

Phone: (717) 730-2836 (Engineering)  
Phone: (717) 730-2833 (Environmental)

**TECHNICAL ASSISTANCE**

**U.S. Department of Agriculture, Wildlife Services**  
PO Box 60827  
Harrisburg, PA 17106-0827  
Phone: (717) 236-9451

**Penn State University Cooperative Extension Service, Department of Agricultural  
and Biological Engineering**  
Penn State University  
246 Agricultural Engineering Building  
University Park, PA 16802  
Phone: (814) 856-7685

**PA Department of Agriculture  
Division of Health and Safety-Pesticides**  
2301 Cameron Street  
Harrisburg, PA 17110-9408  
Phone: (717) 772-5231

**The Poison Control Center**  
3600 Sciences center, Suite 220  
Philadelphia, PA 19104-2641  
Phone: (215) 386-2066  
Emergency: (215) 386-2100

**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>.

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

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

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 <input type="checkbox"/> HR <input type="checkbox"/> 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	
		A. Radome <input type="checkbox"/>		H. Propeller <input type="checkbox"/>	
		B. Windshield <input type="checkbox"/>		I. Wing/Rotor <input type="checkbox"/>	
		C. Nose <input type="checkbox"/>		J. Fuselage <input type="checkbox"/>	
		D. Engine No. 1 <input type="checkbox"/>		K. Landing Gear <input type="checkbox"/>	
		E. Engine No. 2 <input type="checkbox"/>		L. Tail <input type="checkbox"/>	
		F. Engine No. 3 <input type="checkbox"/>		M. Lights <input type="checkbox"/>	
		G. Engine No. 4 <input type="checkbox"/>		N. Other: (Specify) <input type="checkbox"/>	
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		<input type="checkbox"/> Small <input type="checkbox"/> Medium <input type="checkbox"/> Large	
		Seen			
		Struck			
		1			
		2-10			
		11-100			
		more than 100			
20. Pilot Warned of Birds <input type="checkbox"/> Yes <input type="checkbox"/> No					
21. Remarks (Describe damage, injuries and other pertinent information)					
DAMAGE / COST INFORMATION					
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><small>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</small></p>					

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

Electronic Version (Adobe)

\* U.S. G.P.O. 1997-432-346/74201

NSN: 0052-00-851-9005

Original Date: 01/23/2012

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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

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**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): \_\_\_\_\_

---

**Original Date: 01/23/2012**  
**Revision Date: 01/07/2015**

**FEDERAL AVIATION ADMINISTRATION**  
FAA Approval Date: \_\_\_\_\_  
**APPROVED:** *Annis O'Donnell*  
**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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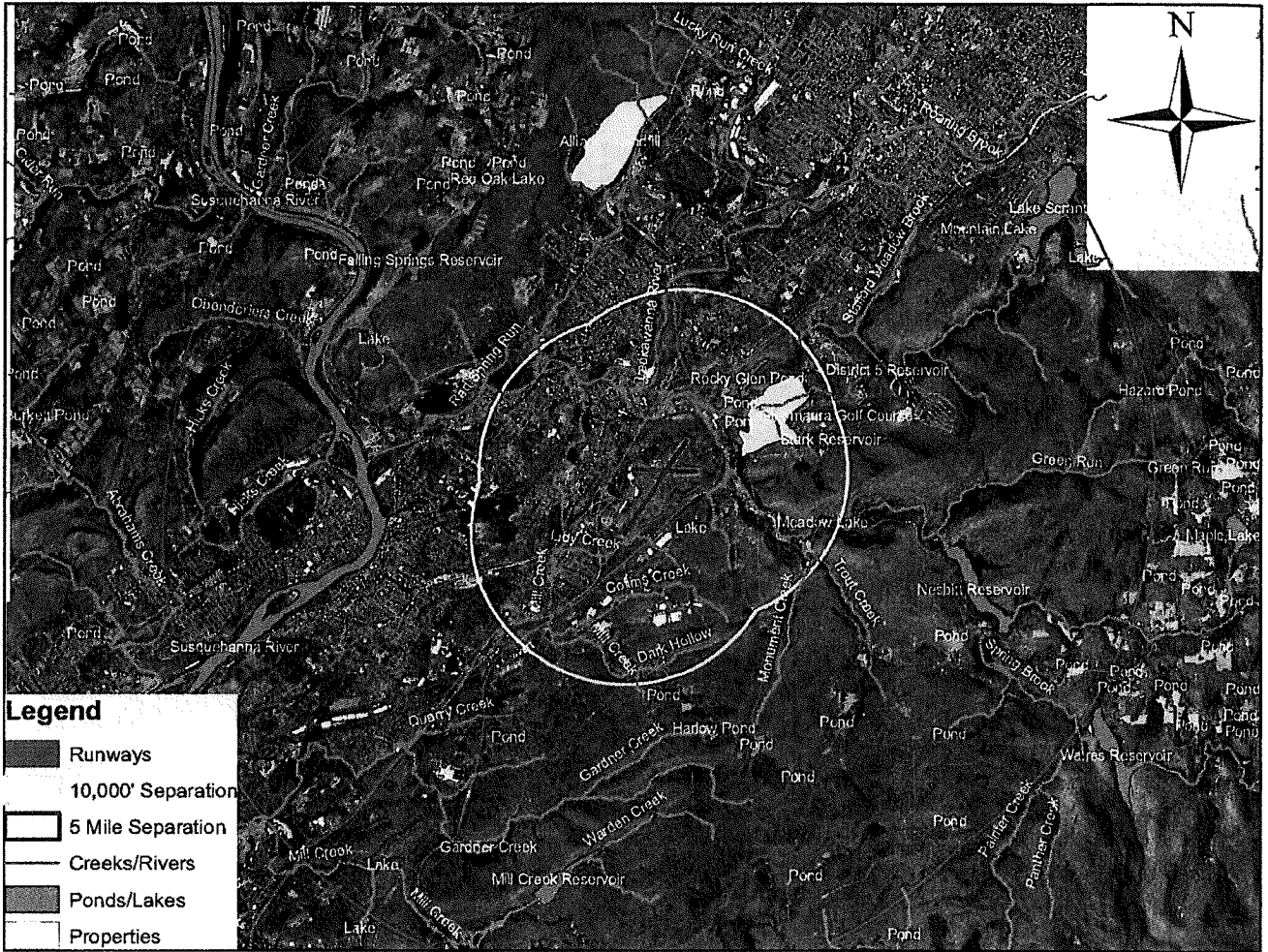
**Original Date: 01/23/2012**

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

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

**APPENDIX D**

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

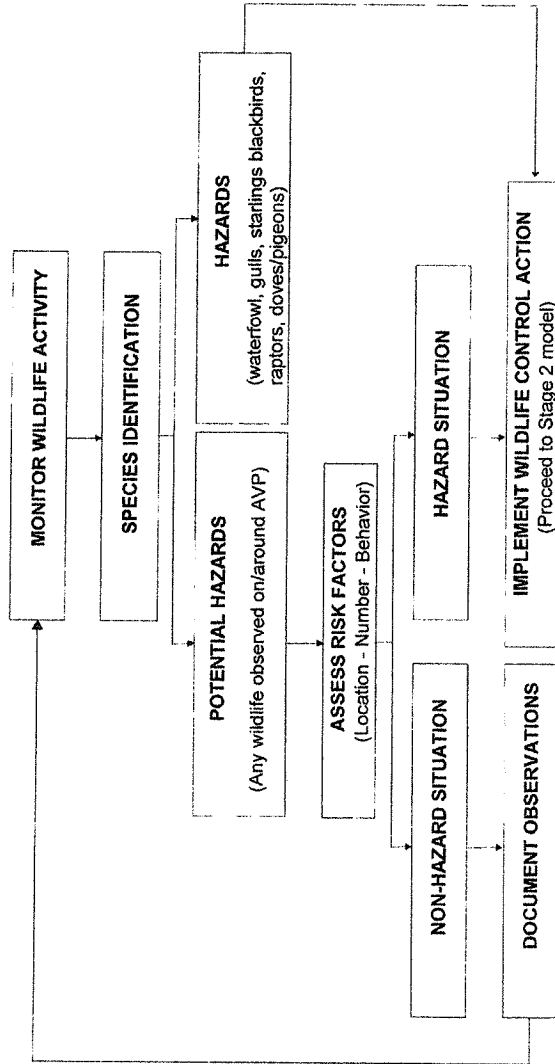


WILKES-BARRE/SCRANTON INTERNATIONAL AIRPORT – AIRPORT CERTIFICATION MANUAL

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

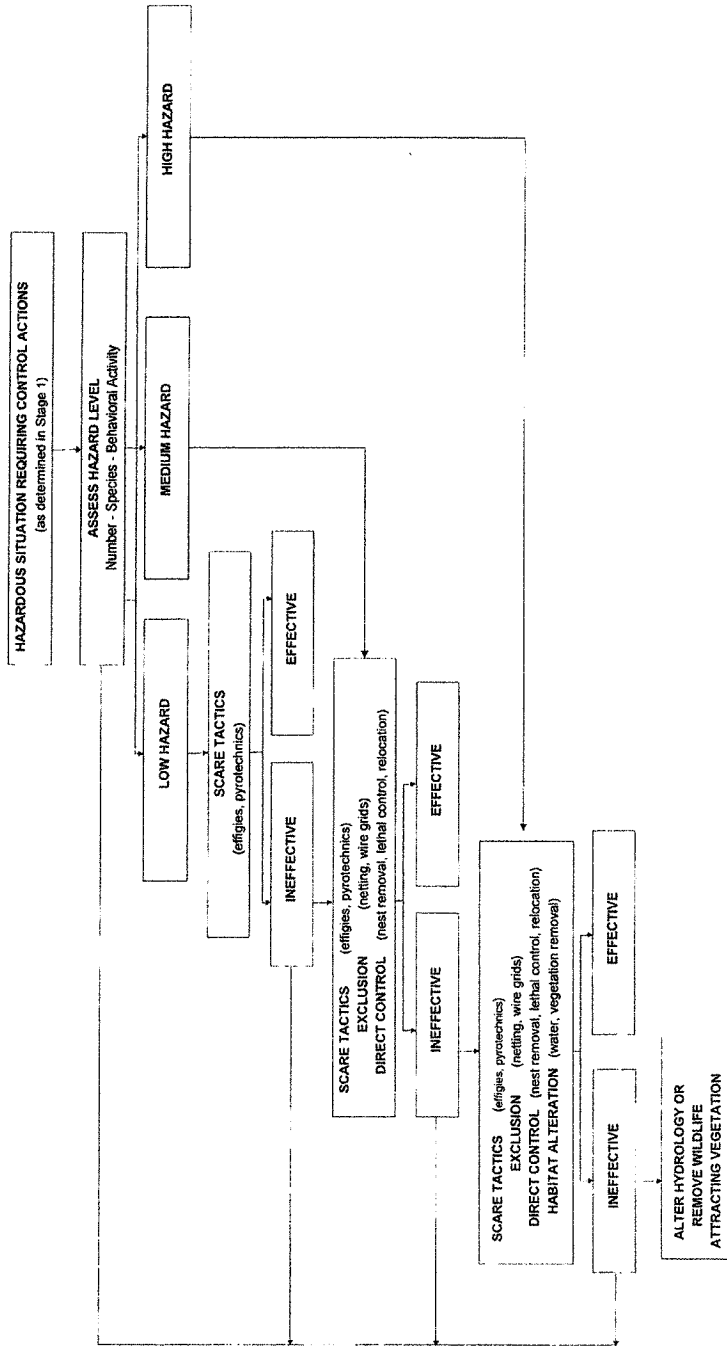
**FEDERAL AVIATION ADMINISTRATION**  
 FAA Approval Date  
**APPROVED:** *Annis O'Donnell*  
**DATE:** JAN 06 2015

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

APPROVAL DATE: \_\_\_\_\_  
 FEDERAL AVIATION ADMINISTRATION  
 APPROVED: *David J. O'Connell*  
 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

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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:

Pete Payavis  
Tom Bonin  
Matt Gowat  
Carmen Scrimalli  
Robert Grunza  
Robert Zielinski  
Bill Holeva  
James McDermott  
Eugene Orzello  
Jack Davis  
Tom Staff  
Ed Belavitz

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Original Date: 01/23/2012

Revision Date: 07/15/2015

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**FEDERAL AVIATION ADMINISTRATION**

APPROVED: *Dennis O'Donnell*

DATE: **OCT 01 2015**

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

<b>Wilkes Barre Scranton International Wildlife Management Projects</b>	<b>Target Date</b>	<b>Date Completed</b>
Clear trees on embankments near RSA	Every Spring	
Clear and maintain ditches throughout the airfield to enhance drainage.	Every Spring	
Tree removal east side approach end R/W 22	Early 2015	2/15/2015
Tree removal west side approach end R/W 22	Early 2015	2/15/2015
Remove sand buildup at edges of runways and taxiways/plant tall fescue grass to replace vegetation.		ongoing
Install wildlife approved fencing during all new projects.		ongoing
Install wildlife approved fencing east side R/W 22 approach app 2500'	Early 2015	completed
Remove pine trees on airport roadways to remove nesting areas		ongoing
Grade, or fill tire ruts on infield caused by snow plows or vehicles	Every Spring	ongoing
Check and repair perimeter fence.		ongoing
Evaluate potential wildlife hazards associated with new constructio/expansion.		ongoing
Maintain and update migratory bird depredation permits	Every January	ongoing
Maintain and update PAGC Special Permit	April 2017	
Stock and maintain wildlife supplies	As needed	ongoing
Maintain a zero tolerance wildlife control program on airfield		ongoing
Maintain a starling trapping program		ongoing
Train employees in the safe and effective application of wildlife dispersal measures.	Every April	ongoing
Maintain a tall grass management scheme		ongoing

Original Date: 01/07/2015

Revision Date: 07/15/2015

**FEDERAL AVIATION ADMINISTRATION**

**APPROVED:** *Dennis O'Donnell*

**DATE:** OCT 0 1 2015

# WILKES-BARRE/SCRANTON INTERNATIONAL AIRPORT

## WILDLIFE HAZARD MANAGEMENT PLAN

This Wildlife Hazard Management Plan will provide guidance and procedures responsibilities and policies, in order to reduce wildlife hazards at the Wilkes Barre/Scranton International Airport, which may cause loss of human life or damage to aircraft.

**Effective December 1, 2004**

**Updated June 15, 2010**

**Original Date: 12/01/2004**

**Revision Date: 06/15/2010**

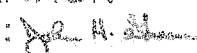
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APPROVED: *[Signature]*  
DATE: **JUN 14 2010**

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XIII.	Plan Evaluation	Page 11
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	1. Wildlife Report Form	
	2. Daily Wildlife Control Activity Report	
	3. Bird/Other Wildlife Strike Report	
	4. Wildlife Observation & Activity Log	

**Original Date: 12/01/2004**

**Revision Date: 06/15/2010**

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DATE: JUN 14 2010

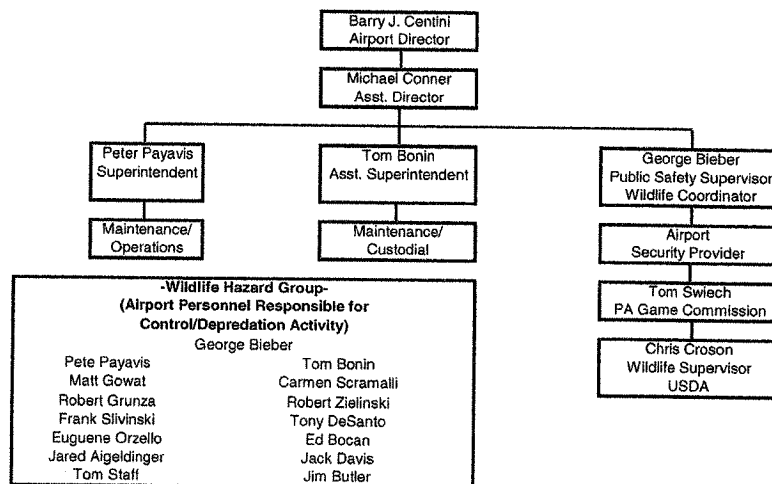


**WILKES-BARRE/SCRANTON INTERNATIONAL AIRPORT (AVP)  
AIRPORT CERTIFICATION MANUAL**

- I. Introduction. The Wilkes Barre/Scranton International Airport underwent a year long on-site wildlife hazard assessment which was completed in December 2001. In accordance with 14 CFR Part 139.337, the aim of this Wildlife Hazard Management Plan, is to describe the measure and methods that will be used to eliminate or at the very least diminish wildlife strikes that can cause loss of human life, injury, or damage to aircraft.

The airport's most significant nuisance wildlife are: beavers, bears, deer, fox, starlings, killdeer, and crows. The highest priority attractants at the airport are the EMAS (Engineered Material Arresting System) beds.

- II. Organizational Structure – Wildlife Hazard Working Group. A list of individuals having authority and responsibility for implementing each aspect of the plan.



**Original Date:** 12/01/2004

**Revision Date:** 08/15/2012

FEDERAL AVIATION ADMINISTRATION

APPROVED: *Frank J. Steward*

DATE: 8/8/12

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

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III. Wildlife Hazard Working Group.

1.	Barry Centini Airport Director	Phone: Pager:	(570) 602-2000 (570) 826-8040
2.	Michael Conner Assistant Director	Phone: Pager:	(570) 602-2002 (570) 826-8041
3.	George Bieber Public Safety Supervisor	Phone: Cell: Pager:	(570) 602-2021 (570) 499-6539 (570) 826-8046
4.	Airport Operations Emergency Radio Net	Phone: Phone:	(570) 602-2030 (570) 602-2040
5.	Airport Security Provider	Phone: Pager:	(570) 602-2023 (570) 826-8044
6.	Peter Payavis Superintendent	Phone: Pager:	(570) 602-2012 (570) 826-8045
7.	Tom Bonin Assistant Superintendent	Phone: Pager:	(570) 602-2011 (570) 826-8047
8.	USDA Wildlife Supervisor	Phone:	(215) 937-6851 (Philadelphia) (717) 236-9451 (State Office)
9.	Thomas Swiech PA Game Commission	Phone:	(570) 675-1143

The above listed persons constitute the permanent organizational structure of the Wildlife Hazard Working Group and as such are responsible for implementing and maintaining the Wildlife Hazard Management Plan.

IV. Wildlife Hazard Working Group – Duties & Responsibilities. The duties and responsibilities of the Plan's responsible individuals include the following:

- A. Identification of wildlife hazards on Airport Property
- B. Identification of wildlife hazards off Airport Property
- C. Visual inspection program
- D. Review past occurrences and incidents and insure corrective measures are utilized and maintained
- E. Establish a procedure for reporting strikes both birds and wildlife

In addition the Wildlife Hazard Working Group is responsible for coordinating and implementing the goals of the Wildlife Management Plan. They are responsible to coordinate the activities for controlling wildlife on the Airport property, notification to the proper authorities, and to establish a training and educational program for Airport personnel.

The Wildlife Hazard Working Group is responsible for periodically reviewing, and making the appropriate changes necessary to adjust any changing conditions of birds and animals observed on and in the vicinity of the Airport Property.

**Original Date:** 12/01/2004

**Revision Date:** 02/15/2013

FEDERAL AVIATION ADMINISTRATION

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DATE:

*Frank J. Lepore*  
1/30/13

The Wildlife Hazard Working Group shall review and evaluate the Wildlife Hazard Management Plan every 12 consecutive months or following an event described in 139.337, paragraphs (b)(1)-(b)(3).

**V. Individual Duties & Responsibilities.**

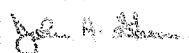
1. Airport Director. Authority for the overall management and Administration of the Wilkes Barre/Scranton International Airport has been vested by the Joint Board of Airport Commissioners of Luzerne and Lackawanna Counties, in the Airport Director. Overall Wildlife Management responsibility for the Airport rests with the Airport Director.
2. Assistant Airport Director. Responsible to make any necessary changes to the Wildlife Management Plan.
3. Public Safety Director. The Public Safety Director will be the Wildlife Coordinator and will be responsible to oversee the wildlife program including the following:
  - A. Act as liaison between the Airport, FAA, U.S. Department of Agriculture, and PA State Game Commission.
    - i. Timely provision of evidence of compliance with FAR 139.337.
    - ii. Maintaining and providing a complete and current list of individuals authorized to carry out depredation of wildlife.
    - iii. Maintain documentation of wildlife activity and strikes.
  - B. Ensure overall plan compliance.
  - C. Conduct periodic self-inspections on and off Airport property to identify changing conditions that may change wildlife activity on the Airport property.
  - D. Maintain and update both Federal and State Wildlife permits.
  - E. Coordinate and contract with the USDA Wildlife Services division to schedule the annual training of all affected staff members.
  - F. Ensure the timely review and evaluation of the Wildlife Hazard Management Plan by the organization members.
4. Airport Superintendent. – Acts as the clearinghouse for wildlife strike data. He will be responsible for recording and transmitting the data to the FAA on FAA Wildlife Strike Report form 5200-7 (see attached).

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Section 337, Exhibit #1, Page 5 of 16

**Original Date:** 12/01/2004

**Revision Date:** 06/15/2010

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DATE: JUN 14 2010

Every effort will be made to complete the data before forwarding to the FAA. He will also be responsible to conduct required annual staff training and periodic training of airport personnel on changing conditions and wildlife activity.

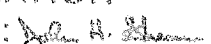
VI. A list prioritizing the following actions identified in the wildlife hazard assessment and target dates for their initiation and completion: (i) Wildlife population management; (ii) Habitat modification; and (iii) Land use changes.

1. Population Management. Population management of species such as beavers and coyotes will be accomplished by trapping, as permitted. All trapping will be done on an as-needed basis only.
2. Habitat Management. The Public Safety Director, along with Airport Operations employees, will be responsible for implementing operational plan elements and performing daily, weekly, and monthly inspections in order to satisfy the Airport Wildlife Plan. Habitat management elements and responsibilities are as follows.
  - A. Vegetation. Airport Operations will be responsible for minimizing short grass adjacent to all runways and taxiways assuring a height between six inches (6") and eight inches (8"). They will also be responsible for maintaining all grassy areas on the AOA to a height between eight inches (8") and ten inches (10"). All remaining hedgerows and scrubbed areas surrounding the Airport will be reduced to at least twelve inches (12") in order to eliminate cover and food for deer, coyote, and fox.
  - B. Water. Airport Operations will be responsible for identifying and eliminating standing water and/or ponding that is discovered through their daily inspections of the AOA. However, four (4) ponds have been created through wetland mitigation because of the construction of the new Terminal. The wetlands that have been created are approximately 2000' off the embankment of runway 4, in the wooded area of the Airport. All efforts will be made by Airport Operations to harass and eliminate any birds and wildlife in these areas.

Original Date: 12/01/2004

Revision Date: 06/15/2010

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- C. Structures. Airport Operations will continue to modify all structures, especially in the General Aviation hangars, to eliminate roosting and nesting areas where sparrows, pigeons, starlings, blackbirds, and crows have frequented. Operations will monitor bird traps that have been placed in the two (2) hangars.
  - D. Fencing - White-Tailed Deer and Coyotes. Airport Operations will continually observe for deer and coyote during their daily fence inspection and AOA checks. Airport Operations will be responsible to immediately repair all fencing where deer and coyote can jump over, crawl under, and move through gaps. If any deer or coyote is killed on Airport property, it will be the responsibility of the Supervisor/Acting Supervisor of Operations to complete all forms and reports to the PA Game Commission of the kill. A follow-up call will be made by the Superintendent and/or Public Safety Supervisor for completion and distribution of reports. When necessary, the Public Safety Supervisor will contract the USDA or PA Game Commission to eliminate the herd.
  - E. Wooded Areas & Bodies of Water - Birds. The Airport property is surrounded by wooded areas and bodies of water that have been an attractant for some birds, Canadian geese, and gulls. Two large landfills are located within ten (10) miles of the Airport property, which attract gulls and large migratory birds. The FAA Tower and Airport Operations personnel are under constant surveillance for large and/or flocking birds.
- VII. Requirements for, and where applicable, copies of local, state, and Federal wildlife control permits. The Airport conducts lethal and non-lethal wildlife control. Federal Regulations 50 CFR Part B and 50 CFR 21.41 require permits for the wildlife control being done by the Airport. State regulations regulating wildlife control activities conducted by the Airport include Part 34 PA C.S. and part 58 PA code. Copies of the Federal and state permits are included in this plan at the end of the section in Exhibit 3. The Federal Fish and Wildlife permit is renewed annually. The Pennsylvania State Game Commission special wildlife permit is renewed every three years.

**Original Date: 12/01/2004**

**Revision Date: 06/15/2010**

FEDERAL AVIATION  
ADMINISTRATION  
APPROVED: *[Signature]*  
DATE:

**JUN 14 2010**

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

1. In order to implement the plan, the Airport will provide an appropriate number of operational personnel to monitor and control wildlife on the Airport 24 hours a day, 365 days a year.
2. The Airport provides at least two vehicles that are suitable for wildlife control.
3. The Airport provides numerous 2-way radios, equipped with ATCT frequencies and operations department frequencies, located in the vehicles, and also hand-held portable radios.
4. The Airport provides pyrotechnics launchers and shotguns/rifles, along with appropriate pyrotechnics and ammunitions (based on previous use history) to service the launches and weapons. Pyrotechnics are purchased from Reed-Joseph Company. Ammunition is purchased from local area dealers or on-line. Myler tape and any other expendable supplies are purchased from Reed-Joseph Company or other on-line vendors, as needed to maintain a positive supply.
5. Weapons and pyrotechnics launchers are to be stored in the gun locker in the Fire Station locker room. Ammunition is also stored in the gun locker. Pyrotechnics are all stored in a locked file cabinet in the Fireman's Office in the Fire Station. Used pyrotechnics and ammunition shall be logged on the appropriate inventory log sheets located in gun locker, Fireman's Office, and/or Operations Office. The Public Safety Director shall review the logs monthly.

IX. Procedures to be followed during air carrier operations that at a minimum includes – (i) designation of personnel responsible for implementing the procedures.

1. Wildlife patrols are conducted daily at varying times by members of the Wildlife Hazard Group. These staff members are available 24 hours per day, 365 days per year. The Airport is operational 24 hours per day.

X. 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.

1. The Public Safety Director, or designated representative, will conduct daily inspections of the Airport Security Fence in order to ensure its conditions and effectiveness in deterring wildlife from

entering the AOA. Particular emphasis will be placed on wildlife surveillance during the peak deer activity periods (late fall through early spring).

2. The Airport Operations & Maintenance staff conduct daily routine inspections of the AOA and surrounding areas in order to identify possible wildlife Hazards. Additionally, the wildlife Hazard Working Group members respond to all wildlife sightings that are communicated via the ATCT or other on-airport sources.
3. AVP Operations Wildlife/Bird Control Logs. All wildlife observances (i.e. deer, birds, foxes, bears, etc.) within the Airport Operations Area will be noted on the Wildlife Observation Log which is maintained in the ARFF Building Watchroom. Wildlife control actions taken will be logged on the Daily Wildlife Control Activity Log, as appropriate. Monthly and Annual control data will be logged as appropriate on the Monthly Activity Summary and Annual Summary logs.

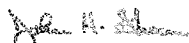
XI. Wildlife Hazard Control Measures.

1. At a minimum, on a year-round basis, the Airport Operations or maintenance department personnel make a minimum of 3 daily inspections of the entire AOA, with one inspection occurring before the start of air carrier operations each day and subsequent inspections occurring near each shift change at varying times of the day. During periods of observed or reported increased wildlife activity, the number of inspections will be increased, as directed by the Public Safety Director, up to and including continuous monitoring and control activities throughout each day as needed.
2. If birds are observed in and around the AOA, the FAA will notify Airport Operations via tower/ground radio frequencies or phone to harass or eliminate birds on Airport property. Airport Operations will use all means to harass these birds, either vehicle or pistol, which projects screamers and bangers.
  - i. If a bird strike occurs, the Tower will notify Airport Operations via radio or phone. Airport Operations will be responsible to retrieve carcasses, if possible, and complete all forms necessary to report to the FAA.
  - ii. If a pilot declares an emergency, the FAA Tower will notify Airport Operations and Airport ARFF by emergency pager. All Airport resources will be made available. Additional mutual aid resources will be called if required.

Original Date: 12/01/2004

Revision Date: 06/15/2010

FEDERAL AVIATION  
ADMINISTRATION

APPROVED: 

DATE: JUN 14 2010


3. Airport Operations personnel shall watch for and report any unusual concentration of wildlife or birds that may be a hazard to aircraft operations, especially when low-flying or in the vicinity of runways, their respective safety areas and immediate approach areas. In circumstances when such concentration of wildlife or birds are observed, Airport Operations shall take appropriate measures to disperse the wildlife or birds, or otherwise attempt to alleviate any risk of strikes by aircraft and immediately advise the ATCT. Dispersal activities will be coordinated with ATCT to avoid dispersing wildlife into the path of aircraft.
4. When unusually heavy wildlife activity occurs, or when a more significant threat to aviation safety occurs (such as multiple deer on the AOA), the Airport should issue a NOTAM and also notify the ATCT. Additionally, the Airport Superintendent and Public Safety Director should be contacted in order to formulate a control plan that meets the requirements of the particular threat. Additional Wildlife Hazard Working Group personnel should be utilized to control the threat as needed.
5. Airport staff should utilize bangers, screamers, cracker shells, and sirens in an attempt to disperse and drive away any wildlife nuisance identified on or near the AOA. When non-lethal control methods have little or no effect, shotguns or rifles should be utilized to control the wildlife, as permits allow. Identification of bird and other species should be identified before lethal control measures are used, whenever possible, to determine if appropriate permits have been acquired.

XII. Ways to communicate effectively between personnel conducting wildlife control or observing wildlife hazards and the air traffic control tower.

1. All personnel conducting wildlife control or observing wildlife hazards will be trained in airport familiarization, procedures for access to, and operation in, movement areas and safety areas, and airport communications including radio communication between the air traffic control tower and personnel, as required by FAR Part 139.303.
2. The Airport will provide appropriate communications equipment such as two-way radios to communicate with the air traffic control tower and with other airport personnel.

**Original Date:** 12/01/2004

**Revision Date:** 06/15/2010

FEDERAL AVIATION  
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DATE:

JUN 14 2010



3. The Airport's ATCT ensures that any bird/wildlife strikes, Pilot Reports (PIREPS), or trends toward an increase in bird/wildlife activity are reported to airport management personnel. See Exhibit #4, this section. In addition, when airport personnel determine that a wildlife hazard exists that poses an imminent threat to aircraft operations, the ATCT will close the affected runway or AOA area upon the request from airport operations personnel, until the bird/wildlife activity has ceased or otherwise poses no more significant threat to aircraft operations. Airport operations will issue NOTAMS based on information received from ATCT, as appropriate.
4. ATCT will immediately notify airport operations of any pilot-reported wildlife strikes or observations and provide additional coordination to allow airport operations to eliminate the hazards as may be necessary to avoid an aircraft/wildlife incident. See Exhibit #4, this section.
5. If at any time, unresolved wildlife issues exist that could effect aircraft safety, the Airport will issue Field Condition Reports and NOTAMS, as appropriate in order to notify air carriers of the situation.

**XIII. Procedures to review and evaluate the wildlife hazard management plan every 12 consecutive months or following an event described in paragraphs (b)(1), (b)(2), and (b)(3) of the 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.**

1. The Wildlife Hazard Management Plan shall be reviewed and evaluated by the members of the Wildlife Hazard Working Group listed in paragraph III herein, every 12 consecutive months. The review and evaluation shall at a minimum consist of a review of the plan's effectiveness in dealing with known wildlife hazards on and in the airport's vicinity and aspects of the wildlife hazards described in the wildlife hazard assessment that should be reevaluated. The record of this review and evaluation shall be maintained by the Wildlife Coordinator. Any identified items requiring modification within the plan shall be made as soon as practicable.

**Original Date: 12/01/2004**

**Revision Date: 07/29/2011**

FEDERAL AVIATION ADMINISTRATION

APPROVED: 

DATE: 9/23/11

XIV. 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.

1. The airport certifies that the training curriculum and instructor provided as parts of the wildlife control training program meet the requirements of advisory circular 150/5200-36, Appendix C and all applicable paragraphs of FAR Part 139.303.
2. Participation in the airport's wildlife training program is documented on each employee's individual training log, which is kept in the superintendent's office.
3. Training for species identification, firearms usage and safety, and all other wildlife training requirements indicated in FAR Part 139.327 is documented on each employee's individual training log, which is kept in the Superintendent's office.

**Original Date:** 12/01/2004

**Revision Date:** 07/29/2011

FEDERAL AVIATION ADMINISTRATION

APPROVED: *Frank J. O'Sp...*

DATE: *9/23/11*

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

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Section 337, Exhibit #1, Attachment #1, Page 13 of 16

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**Original Date: 12/01/2004**

**Revision Date: 02/15/2013**

FEDERAL AVIATION ADMINISTRATION


APPROVED: *[Signature]*

DATE: 1/30/13



**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		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 <input type="checkbox"/> HR <input type="checkbox"/> 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																																																			
		<table border="1"> <thead> <tr> <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></tr> <tr><td>B. Windshield</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></tr> <tr><td>D. Engine No. 1</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></tr> <tr><td>F. Engine No. 3</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></tr> </tbody> </table>			Struck	Damaged	A. Radome	<input type="checkbox"/>	<input type="checkbox"/>	B. Windshield	<input type="checkbox"/>	<input type="checkbox"/>	C. Nose	<input type="checkbox"/>	<input type="checkbox"/>	D. Engine No. 1	<input type="checkbox"/>	<input type="checkbox"/>	E. Engine No. 2	<input type="checkbox"/>	<input type="checkbox"/>	F. Engine No. 3	<input type="checkbox"/>	<input type="checkbox"/>	G. Engine No. 4	<input type="checkbox"/>	<input type="checkbox"/>	<table border="1"> <thead> <tr> <th></th> <th>Struck</th> <th>Damaged</th> </tr> </thead> <tbody> <tr><td>H. Propeller</td><td><input type="checkbox"/></td><td><input type="checkbox"/></td></tr> <tr><td>I. Wing/Rotor</td><td><input type="checkbox"/></td><td><input type="checkbox"/></td></tr> <tr><td>J. Fuselage</td><td><input type="checkbox"/></td><td><input type="checkbox"/></td></tr> <tr><td>K. Landing Gear</td><td><input type="checkbox"/></td><td><input type="checkbox"/></td></tr> <tr><td>L. Tail</td><td><input type="checkbox"/></td><td><input type="checkbox"/></td></tr> <tr><td>M. Lights</td><td><input type="checkbox"/></td><td><input type="checkbox"/></td></tr> <tr><td>N. Other: (Specify)</td><td><input type="checkbox"/></td><td><input type="checkbox"/></td></tr> </tbody> </table>			Struck	Damaged	H. Propeller	<input type="checkbox"/>	<input type="checkbox"/>	I. Wing/Rotor	<input type="checkbox"/>	<input type="checkbox"/>	J. Fuselage	<input type="checkbox"/>	<input type="checkbox"/>	K. Landing Gear	<input type="checkbox"/>	<input type="checkbox"/>	L. Tail	<input type="checkbox"/>	<input type="checkbox"/>	M. Lights	<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		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)																																																	
		<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"/>	<input type="checkbox"/> Small <input type="checkbox"/> Medium <input type="checkbox"/> Large																																		
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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-10																																																					

FAA Form 5700-7 (11-97) Supersedes Previous Edition      Electronic Version (Adobe)      \* U.S. GPO: 1997-432-349-74201      NSN: 0052-00-651-9005

**Original Date: 12/01/2004**

**Revision Date: 06/15/2010**

**FEDERAL AVIATION  
 ADMINISTRATION  
 APPROVED: [Signature]  
 DATE: [Date]**

JUN 14 2010

**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): \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

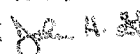
Comments: \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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

**Original Date: 12/01/2004**

**Revision Date: 06/15/2010**

FEDERAL AVIATION  
ADMINISTRATION  
APPROVED:   
DATE: **JUN 14 2010**