



# Tri-County Airport Wildlife Hazard Management Plan

Prepared for:

Tri County Airport  
PO Box 756  
Bonifay, FL 32425

November 23, 2021

Approval Date: \_\_\_\_\_

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# SECTION 1: Introduction

Tri-County Airport (FAA identifier KBCR, effective 2 December 2021) a general aviation airport located in Bonifay, Florida (see **Attachment A** for location and land use features). KBCR contracted a Qualified Airport Wildlife Biologist (QAWB) to conduct a Wildlife Hazard Site Visit (WHSV) in June 2021.<sup>1</sup> The need for the WHSV was determined following discussions with the Federal Aviation Administration's (FAA) Orlando Airport District's Office (ADO) regarding existing conservation easements on airport-owned property (see **Attachment B** for location). The WHSV was conducted to assess potential hazardous wildlife attractants on and near the airport. As part of the project, the wildlife biologist surveyed the existing conservation easements to evaluate the potential for these areas to attract wildlife that could pose a threat to aviation. The QAWB concluded that the conservation easement wetlands were no more attractive to hazardous wildlife species than adjacent forested habitat, and when compared to habitat located within the airport fence, the conservation easement areas were far less attractive to wildlife species. The WHSV methodology outlined in Draft FAA Advisory Circular (AC) 150/5200-38 "Protocol for the Conduct and Review of Wildlife Hazard Site Visits, Wildlife Hazard Assessments, and Wildlife Hazard Management Plans"<sup>2</sup> was used to conduct the visit and prepare the WHSV report. The QAWB conducted fixed-point wildlife surveys over a four day period (14 June through 17 June 2021). The WHSV report was submitted to the FAA in August of 2021, and approved in September of 2021. Subsequently, the FAA recommended that a Wildlife Hazard Management Plan (WHMP) should be prepared (**Attachment C** provides a copy of the FAA approval letter).

KBCR staff currently attempts to decrease wildlife attractants on the airfield and to deter or remove wildlife that pose a safety risk to aviation. This WHMP document provides a formal approach to KBCR wildlife hazard management activities and implementation of recommendations identified during the WHSV. Through the development of this plan, staff training, implementation of recommended actions, and management activities established by airport specific protocols, KBCR will continue its efforts to reduce wildlife hazard risk to aviation.

Currently FAA WHMP requirements are outlined in 14 CFR 139.337 (f) which is specific for commercial services airports. Since there is no specific guidance for general aviation airports, the KBCR WHMP generally follows the guidance set forth by the FAA and establishes best management practices specific to a general aviation facility and setting. The WHMP will include the following information:

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<sup>1</sup> FAA Advisory Circular 150/5200-36B Qualifications for Wildlife Biologists Conducting Wildlife Hazard Assessments and Training Curriculums for Airport Personnel Involved in Controlling Wildlife Hazards at Airports.

<sup>2</sup> This document can be downloaded at: [https://www.faa.gov/airports/airport\\_safety/wildlife/resources/](https://www.faa.gov/airports/airport_safety/wildlife/resources/)

1. A list of the individuals having authority and responsibility for implementing the WHMP.
2. A list prioritizing recommendations from the WHSV will be identified with target completion dates for specific projects or implementation schedules for ongoing actions.
3. A summary of State and Federal regulations potentially involved in implementing the WHMP (i.e. protected wildlife, depredation permits) and where applicable, a copy of all State and Federal wildlife control permits.
4. Identification of resources that the airport will use to implement the plan. This list may include existing and proposed resources.
5. A description of the procedures followed during aircraft operations such as:
  - designation of personnel responsible to respond to wildlife hazards on the airfield
  - a description of how/when the airport physically inspects the airfield (including the documentation of wildlife)
  - procedures to implement wildlife hazard management control measures
  - measures to ensure effective communication between personnel conducting wildlife hazard management activities and pilots and other users via radio frequency
6. Procedure for review and evaluation of the WHMP every 12 consecutive months or following a triggering event.
7. Identification of training for airport staff involved in the implementation of the WHMP activities.<sup>3</sup>

In addition to Federal Regulations, FAA provides wildlife hazard management guidance in the form of FAA Advisory Circulars (AC) and FAA CertAlerts. A list of these applicable items is provided in **Attachment D** for reference and support in implementing the WHMP.

## **Airport Setting**

The airport is located in the panhandle of Florida, approximately 56 miles north of Panama City, and approximately 5.9 miles northeast of Bonifay in Holmes County, KBCR totals 304 acres± and is owned and operated by the Tri-County Airport Authority. The infrastructure at the airport includes one runway (Runway 1/19), taxiways, aircraft ramp, flight planning/operations building, and hangar space. Please see **Attachment A** for site location and airport infrastructure maps. KBCR does not have an air traffic control tower.

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<sup>3</sup> 14 CFR Part 139.337(f)



KBCR has ±28,000 annual operations.<sup>4</sup> The majority (70%) of aircraft activity at KBCR consists of military aviation operations. Transient and local general aviation account for 25% and 4% of operations, respectively, with air taxi comprising 1% of flights. Currently, there are approximately 34 based aircraft at the airport, which include 28 single-engine, and 6 multi-engine aircraft. Businesses and agencies on the airport are limited to the Tri-County Airport Authority.

The airport is located in a rural setting with potential wildlife attractants within the 10,000-foot and 5-mile separation criteria described in FAA AC 150/5200-33C *Wildlife Hazard Attractants on and Near Airports*.<sup>1</sup> The airport property is predominately flat maintained grass areas with aviation infrastructure. Mowed and maintained turfgrass, stormwater management facilities, airfield infrastructure, forested and non-forested uplands and wetlands, and shrub areas are present on airport property (**Attachment A**). Adjacent habitats are similar to those found within the airfield. The KBCR property is bordered to the north, east, and south by forested upland and wetland habitat, and residential development to the west. There are three conservation easements located on airport property, west of the airfield, that total approximately 17.85 acres. The conservation easement areas are comprised entirely of floodplain wetland habitat associated with Holmes Creek. Please see **Attachment B** for the location of the conservation easement areas.

## **SECTION 2: Authority and Responsibility**

**Table 1** provides a list of individuals/entities having authority and responsibility for implementing the wildlife hazard management program at KBCR. KBCR staff are the designated personnel for implementing this plan; however, other County staff may provide assistance if possible for tasks such as mowing, etc. Currently, the airport manager is the sole airport employee present on a daily basis. It is recommended that KBCR hire additional staff to assist in the implementation of the wildlife hazard management program.

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<sup>4</sup> FAA Advisory Circular 150/5200-36B Qualifications for Wildlife Biologists Conducting Wildlife Hazard Assessments and Training Curriculums for Airport Personnel Involved in Controlling Wildlife Hazards at Airports

<sup>4</sup> Operations based on 2018 Airnav.com data.

**TABLE 1. AUTHORITY AND RESPONSIBILITIES FOR IMPLEMENTING THE KBCR WHMP**

<b>Entity/Position Title</b>	<b>Authority/Responsibilities</b>
KBCR Manager	<p>Designated Wildlife Coordinator.</p> <p>Oversight of the plan implementation.</p> <p>Harassment and removal (with proper permits) of wildlife from the airfield.</p> <p>Reports wildlife strikes to the FAA National Wildlife Strike Database.</p> <p>Responsible for coordinating annual staff training and keeping training records.</p> <p>Annual review/audit of the WHMP; maintain current WHMP.</p>
KBCR Staff (if present)	<p>Airfield turf management, vegetation management, fencing repair, and drainage structure maintenance.</p> <p>Harassment and removal (with proper permits) of wildlife from the airfield.</p> <p>Reports wildlife observations to KBCR Manager for documentation.</p> <p>Sends a representative to attend annual wildlife hazard management training.</p> <p>Contact KBCR Manager if wildlife that pose a threat to aviation are observed on the airfield.</p> <p>Assist in the harassment and removal (with proper permits) of wildlife from the airfield when KBCR Manager or County staff is not available.</p> <p>Reports wildlife observations to KBCR Manager for documentation.</p> <p>Recommended attendance at annual wildlife hazard management training.</p>
Wildlife Hazard Working Group	<p>KBCR Manager holds an annual meeting with airport staff, adjacent landowners, and airport stakeholders (tenants, etc.) to review wildlife hazard management issues at KBCR. Additional meetings can be held if deemed warranted.</p>

Source: KBCR Staff (2021)

## SECTION 3: Recommendations

This section provides the list of recommendations carried forward from the KBCR WHSV accepted by the FAA in 2021. For each recommendation, the following information is provided:

- **Type of action** (wildlife population management, habitat modification, land use change, or outreach/training activities)
- **Plan for implementation**
- **Priority**
- **Target date**
- **Responsible entity/personnel**

**Table 2** provides a description of the priority categories assigned to each recommendation. **Table 3** provides the full list of recommendations and the corresponding information listed above.

**TABLE 2. PRIORITY CATEGORIES**

Category	Descriptions
High/Ongoing (H/O)	This category is assigned to recommendations that are currently being implemented, constructed, or are incorporated into the wildlife hazard management program at KBCR. These projects are either fully funded or are generally funded through the existing airport budget.
High/Pending (H/P)	This category is assigned to projects or initiatives that are considered a high priority and are pending funding, administrative approval, acquisition, design, construction, coordination, or permits. These projects and initiatives are anticipated within the near term (< 3 years).
Moderate/Future Project (M/FP)	This category is assigned to individual projects or initiatives that are anticipated in the long term (> 3 years) and may require additional design, construction, acquisition, coordination or funding.

**Table 3** is intended to be updated, at a minimum, on an annual basis as part of the WHMP review and evaluation described in Section 7 of the WHMP. This table may be updated more frequently to provide up to date information and to meet the needs of the KBCR wildlife hazard management program. Updates and reviews of the table items may include the addition, deletion, or modification of recommendations, priority levels, types,

and target dates. Recommendations are classified as passive, active, or administrative. Passive recommendations are actions that are performed on the habitats utilized by wildlife species, not actions performed on the wildlife species themselves. Active management consists of actions that are performed directly to the wildlife species. Finally, administrative management are activities that allow the airport to establish and maintain an effective wildlife hazard management program.

**Table 3. Recommended Action Priority and Implementation List**

#	WHMP Recommendation	WHSV Report Recommendation	Type	Plan for Implementation	Target Date of Completion	Responsible Entity/Personnel
R-1	If possible, obtain funding to fill on-site wetlands that provide wildlife habitat, particularly the shrubby blackbird roosting area and forested wading bird rookery.	6.1.2	Passive/Habitat modification	Obtain funding to facilitate the permitting and subsequent removal of on-site wetlands. Focus should be placed on the wading bird rookery and blackbird roosting areas identified in the WHSV report.	H/P	KBCR staff/contractors
R-2	If removal of attractive wetlands is not possible, implement habitat management techniques to deter wildlife from utilizing these habitats.	6.1.3	Passive/Habitat modification	Conduct vegetation removal within the priority wetland areas. Cut vegetation utilized by wildlife species for roosting and nesting. It is important to note that these activities should be performed in a manner that does not create dredge or fill within wetlands, or disturb the soil.	H/P	KBCR staff/contractors
R-3	Complete perimeter fencing and upgrade existing fence to wildlife fencing. Repair or block breaches where encountered.	6.1.1	Passive/Habitat modification	Fully enclose AOA with a secure wildlife fence as defined in FAA Cert Alert 16-03 ( <b>Attachment E</b> ). Frequently observe airfield fencing, repairing sections of fence or breaches where observed.	H/P	KBCR staff/contractors
R-4	Exclude forested areas with fencing. If trees or shrubs are located within the perimeter fence, remove them.	6.1.4	Passive/Habitat modification	Remove forested areas within the AOA where possible. Note that wetland areas will require permitting efforts to impact. If areas cannot be removed, use fencing to exclude them from the AOA.	H/P	KBCR staff/contractors

#	WHMP Recommendation	WHSV Report Recommendation	Type	Plan for Implementation	Target Date of Completion	Responsible Entity/Personnel
R-5	Maintain a consistent grass height of 6 to 12 inches in the AOA	6.1.5	Passive/Habitat modification	Maintain grass at a minimum of 6 inches. Ensure grass height is consistent across airfield. Do not maintain shorter grass in specific areas (i.e areas adjacent to taxiways and runways)	H/O	KBCR staff/contractors
R-6	Remove vegetation from stormwater retention areas and conveyance ditches to promote positive drainage of the airfield and decrease areas of temporary standing water	6.1.6	Passive/Habitat modification	Vegetation within ditches should be maintained to allow proper drainage. Remove vegetation from stormwater areas. Where mechanical removal is not possible, herbicide can be utilized. Consider concrete lining ditches for future airport projects.	H/O	KBCR staff/contractors
R-7	Remedy unnecessary standing water in on-site retention ponds	6.1.7	Passive/Habitat modification	Re-engineer existing ponds to ensure that they drain rapidly. Where possible, stormwater ponds should be designed or modified to drain in 48 hours or less. Consult a QAWB prior to construction of any additional ponds	H/O	KBCR staff/contractors
R-8	Promptly remove carrion from the airfield	N/A	Passive	Carrion will be removed when observed	H/O	KBCR Staff
R-9	Harrass high priority species within the AOA including, but not limited to: European starlings, cattle egrets, little blue heron, and white-tailed deer.	6.2.1	Active/Wildlife population management	KBCR staff currently use airport vehicles, and horns/sirens to disperse wildlife from the airfield. It is recommended that pyrotechnics be incorporated into the active management program to deter wildlife species from utilizing the airfield. In addition, contract services to harass wildlife from the AOA, may be pursued.	H/O	KBCR Staff

#	WHMP Recommendation	WHSV Report Recommendation	Type	Plan for Implementation	Target Date of Completion	Responsible Entity/Personnel
R-10	Remove nest materials whenever found (inactive nests only). In areas where nests have been removed, maintain a robust harassment program (reinforced with lethal control) to discourage return of displaced species. If active nests of hazardous species are located on the AOA, it is recommended that eggs be oiled. Lethal control requires the possession of a USFWS Migratory Bird Depredation Permit	6.2.2	Active/Wildlife population management	KBCR staff can conduct these activities for non-native species when necessary (no permit required, nests can be active or inactive). While the removal of inactive nests does not require a migratory bird depredation permit, all nest removal should be coordinated with the QAWB prior to removal. Lethal control of species that do not respond to harassment, or species that present emergency safety concerns is an important component of a WHMP. It is recommended that KBCR obtain a migratory bird depredation permit. With a depredation permit, active nests of most species can be removed, and eggs can be oiled. Again, it is recommended that KBCR staff consult with a QAWB prior to any nest removal.	H/P	KBCR Staff
R-11	Work with contractors, USFWS, or USDA to remove wildlife when necessary (namely deer and coyote)	6.2.3	Active/Wildlife population management	KBCR should establish a contracting mechanism for removal of mammals on an as-needed basis	H/P	KBCR staff/contractors
R-12	Obtain a USFWS Migratory Bird Depredation Permit	6.3.1	Administrative	Apply for a USFWS Migratory Bird Depredation Permit. It is recommended that KBCR staff consult with a QAWB prior to application	H/P	KBCR staff/contractors
R-13	KBCR staff should complete wildlife hazard management training per FAA AC 150/5200-36B (see Attachment C)	6.3.2	Administrative	Annual training will be conducted by an FAA QAWB.	H/P	KBCR Manager/Contractors

#	WHMP Recommendation	WHSV Report Recommendation	Type	Plan for Implementation	Target Date of Completion	Responsible Entity/Personnel
R-14	Report all wildlife strikes and document all wildlife management actions	6.3.3	Wildlife Strike Records	KBCR Manager will report all wildlife strikes to the FAA National Wildlife Strike Database.	H/O	KBCR Manager/Staff
R-15	Consult a FAA Qualified Airport Wildlife Biologist when drafting new construction plans	6.3.4	Administrative/ design planning	Prior to any future construction, consult with a QAWB to discuss stormwater design, landscaping vegetation, etc.	H/O	KBCR Manager
R-16	Hire additional staff	N/A	Administrative	Hire additional staff to assist in the implementation of the WHMP	H/P	KBCR Manager



# SECTION 4: Wildlife Control Permits and Regulations

This section outlines the federal and state regulatory setting involved in implementing the KBCR WHMP. The WHMP provides an integrated plan with emphasis on non-lethal control methods when possible. Lethal control is used in the case of an emergency or when habitat modification, harassment, or exclusion has not proven effective. Regulations are frequently revised, and observed wildlife species at KBCR may change. As regulations are continually being revised and updated, information in this section should be viewed as advisory and updated periodically to document changes in the regulations.

## Federal Regulations

### National Environmental Policy Act

A federal action that may have an impact on the natural or human environment activates the National Environmental Policy Act (NEPA) process. Federal actions include any project that receives federal funding, permits, decisions, facilities, equipment, employees, or policy. The NEPA process can have varying degrees of environmental review, dependent upon proposed actions. Please note that these activities may also require state permits prior to implementation. Recommended activities within the WHMP that may require NEPA documentation include, but may not be limited to:

- Filling on-site wetlands that provide wildlife habitat, particularly the shrubby blackbird roosting area and forested wading bird rookery
- If removal of attractive wetlands is not feasible, implement habitat management techniques to deter potentially hazardous species from using wetland habitat for roosting
- Where possible, exclude forested areas with fencing. If trees or shrubs are located within the perimeter fencing, remove them
- Implement egg oiling program

It is important to remember that any activity requesting federal funding or approvals must undergo the NEPA process. It is recommended that KBCR consult with a QAWB prior to implementing any activities that may trigger NEPA.

### Migratory Bird Treaty Act

Most native avian species found on or around KBCR are protected under the Migratory Bird Treaty Act of 1919 (MBTA), as amended. During the WHSV, approximately 77% of

bird observed were afforded protection by the MBTA Under the MBTA, the following applies:

“Unless and except as permitted by regulations made as hereinafter provided in this subchapter, it shall be unlawful at any time, by any means or in any manner, to pursue, hunt, take, capture, kill, attempt to take, capture, or kill, possess, any migratory bird, any part, nest, or eggs of any such bird,…”<sup>5</sup>

Avian species not protected under the MBTA include non-migratory game birds, introduced game birds, exotic, and feral species. Those birds not afforded protection under the MBTA that were observed at KBCR during the WHSV include European starlings, rock pigeons, and Eurasian collared doves. A complete list of species covered under the MBTA can be found in the US Code of Federal Regulations (CFR) Title 50 §10.13. In order to lethally control, remove active nests, or trap birds protected under the MBTA, a U.S. Fish and Wildlife Service (USFWS) Migratory Bird Depredation Permit is required.

### **U.S. Endangered Species Act**

The Endangered Species Act of 1974 (ESA), as amended, protects species of flora and fauna that have been listed as either “endangered” or “threatened” through the federal process. It is unlawful for anyone to “take” a federally-listed species. Take is defined as “to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect or attempt to engage in any such conduct.”<sup>6</sup> Species protected under the ESA may have established “critical habitat areas” that are also protected from adverse impacts in association with federal actions.

No federally listed species were observed during the WHSV conducted at KBCR. Additionally, no habitat categorized as “critical habitat” is located within the KBCR boundary. Federally listed animal species protected by the ESA that have the potential to occur within the airfield at KBCR include: wood stork (*Mycteria americana*), eastern indigo snake (*Drymarchon corias couperi*), gopher tortoise (*Gopherus polyphemus*) (candidate species), reticulated flatwoods salamander (*Ambystoma bishopi*), and the monarch butterfly (*Danaus plexippus*) (candidate species). The federally listed plant species gentian pinkroot (*Spigelia gentianoides*) also has the potential to occur. Prior to the initialization of any work, the proposed project area should be surveyed for the presence of these species.

KBCR does not intend to engage in wildlife hazard management activities that would “take” federally-listed species (harassment or depredation). Annual training will stress the

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<sup>5</sup> US Code Title 16 Chapter 7 § 703 (a)

<sup>6</sup> US Code Title 16 Chapter 35 § 1532 (19)

identification of the federally listed species under the ESA and similar species in order to increase species identification abilities and to avoid harassing or depredate this species.

### **Bald and Golden Eagle Protection Act**

Bald and Golden Eagles are protected under the Bald and Golden Eagle Protection Act of 1940 (BGEPA), as amended. It is unlawful to take (harass, harm, destroy nest or eggs) or possess these species. Bald eagles were not observed during the KBCR WHSV. However, bald eagles have a moderate potential to occur on or near the airfield. The closest documented bald eagle nest is located in Washington County, approximately 13.2 miles away. It was last documented active during the 2016 nest survey conducted by the Florida Fish and Wildlife Conservation Commission (FWC). At this time, it is not recommended that the airport seek a permit to harass bald eagles. If bald eagle numbers or frequency on the airport increases, a permit can be obtained from USFWS to harass. Annual wildlife hazard management training should stress the identification of the bald eagles and similar species in order to increase species identification abilities and to avoid harassing or depredate this species.

### **Federal Permits and Control Orders – KBCR**

At this time, KBCR does not possess permits to lethally control birds protected under the MBTA or harass bald eagles. It is recommended that KBCR obtain a migratory bird depredation permit to possess the ability to lethally take non federally listed species in emergency situations, as well as those species that do not respond to repeated harassment. The information below provides information regarding a permit to lethally control bird species protected under the MBTA if deemed necessary in the future. KBCR will contact the U.S Department of Agriculture Wildlife Services (USDA/WS) or a contractor if lethal control is necessary at KBCR.

### **U.S. Fish and Wildlife Service Federal Migratory Bird Depredation Permit**

A USFWS Federal Migratory Bird Depredation Permit is required to capture or kill migratory birds for depredation control purposes. The USFWS Federal Migratory Bird Depredation Permit stipulates that all “takes” of wildlife be carried out as part of an integrated wildlife damage management program that emphasizes nonlethal management techniques. The permit authorizes certain management and control activities necessary to provide for human health and safety, protect personal property, or allow resolution of other injury to people or property. No permit is required merely to scare or harass migratory birds with the exception of endangered or threatened species and bald or golden eagles. The eggs and young of migratory birds are also protected under this legislation. No permit is required to remove inactive nests (no eggs or young), but a permit would be required to remove active nests that possess eggs or young birds. A Federal Migratory Bird Depredation Permit does not apply to Federally-listed species

(listed under the ESA) or eagles protected under BGEPA. Actions involving Federally-listed species or bald and golden eagles require a separate permit from USFWS.

KBCR can apply for a USFWS Federal Migratory Bird Depredation Permit to authorize the airport to take, capture, temporarily possess, and transport migratory birds to relieve or prevent injurious situations impacting public safety. The permit, once issued, would include conditions related to types of activities authorized under this permit, contact information, standard permit conditions, and a requirement for annual reporting. A permit renewal and “take” report would be required to be submitted to USFWS on an annual basis.

At this time, KBCR does not intend to take actions against (harass, remove, or lethally control) federally-listed species protected under the ESA or eagles protected under BGEPA.

### Federal Depredation Control Orders

USFWS issues standing (or ongoing) control orders published in the Code of Federal Regulations (CFR) that allows the take of specific species of birds for specific purposes, in specific locations. **Table 5** provides a list of federal standing orders that relate to wildlife hazard issues at KBCR.

**Table 5. Federal Depredation Control Orders - KBCR**

<b>Regulation</b>	<b>Species</b>	<b>Interest Harmed (applicable to KBCR)</b>	<b>States</b>
50 CFR 21.43	Blackbirds, Cowbirds, Grackles, Crows, Magpies	Ornamental shade trees, agricultural crops, livestock, wildlife, when concentrated in such numbers and manner that they are a health hazard or other nuisance	All

Please note that while Canada geese were not present during the WHSV, there is the potential that they may occur on site in the future. A federal order has been issued to control “resident” Canada geese. If resident Canada geese present a safety concern in the future, Federal Order **50 CFR 21.49** can be utilized. Federal Order **50 CFR 21.49 – Control order for resident Canada geese at airports and military airfields** is defined as follows:

- Airport must be part of the National Plan of Integrated Airport Systems (NPIAS) and have received federal grant-in-aid from the FAA

- Airports should use nonlethal goose management tools to the extent they deem appropriate
- Conduct management and control activities, involving the take of resident Canada geese, under this section between April 1 and September 15. The destruction of resident Canada goose nests and eggs may take place between March 1 and June 30
- Resident Canada geese may be taken only within the airport, or the military base on which a military airfield is located, or within a 3-mile radius of the outer boundary of such a facility. Airports and military airfields or their agents must first obtain all necessary authorizations from landowners

## State Regulations - KBCR

### State of Florida: Rule 68A-9.012 Take of Wildlife on Airport Property

The FWC recognizes the need to hold public safety as a pre-eminent objective and as such created a rule that allows airports to take wildlife that pose a safety hazard to aircraft and humans. This rule consolidates other existing rules and allows takes without a permit in certain circumstances.<sup>7</sup>

A full copy of the rule is provided in **Attachment F**. The following list provides the key elements of the rule as it applies to KBCR.

- Federally protected species (including eggs) may be taken as authorized by federal permit/authorization. No additional state authorization required
- For state-listed species that are not federally protected, no permit is required to harass wildlife on airport property that poses safety issues for humans and aircraft
- For state-listed species that are not federally protected, the rule allows for any kind of take, including killing, of wildlife in emergency safety situations with one exception, the killing of gopher tortoises is not permitted
- Wildlife burrows, including burrowing owl and gopher tortoise burrows, within the safety area as defined in 14 C.F.R. § 139.5 may be destroyed after or while all existing burrowing owl and gopher tortoise(s) within the burrows are flushed or live captured. Allows for airport authorities operating under a Federal Aviation Administration (FAA) approved wildlife hazard management plan to take (including lethal control) state listed species when persistent harassment of the animal has not been effective at reducing the threat to human and aircraft safety

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<sup>7</sup> Florida Fish and Wildlife Commission. Final Rule Summary 68A-9.012 Take of Wildlife on Airport Property

- Allows for take of all other wildlife that pose a potential threat to aircraft and human safety. Live captured bobcats must be released on airport property or off-site with landowner permission. In short, no additional permits are required to take mammals that pose a threat to aviation safety
- Some methods of control are not permitted (i.e., pesticides that are not registered by Florida's Department of Agriculture and Consumer Services, leg hold traps except those commercially manufactured padded-jaw traps, traps, nets and snares unless they are visited at least every day, any method prohibited pursuant to Section 828.12, F.S., live capture of any deer)
- Stipulates requirements for release of live trap species depending on species and authorization requirements
- Wildlife killed may not be utilized for personal use and must be either incinerated or buried on-site. A permit is required to transport a dead carcass off airport property
- Lethal control of any state listed species must be reported to the FWC within five business days
- Does not provide for taking of wildlife for purposes other than aircraft and human safety
- Except for emergency situations, state listed wildlife may not be killed without a permit unless the airport is following a FAA approved wildlife hazard management plan for that airport

## **Wildlife Species Controlled at KBCR - Authorization/Regulations**

**Table 6** provides a summary of the authorized actions by species or species group and the legal requirements necessary for either harassment or lethal control of wildlife at the airport. This species list and regulations referenced should be reviewed annually. Species and species groups are based off of wildlife observations during the WHSV along with potential listed species known to occur in Holmes County that could use suitable habitat on or near the airport.

**TABLE 6. WILDLIFE SPECIES AND SPECIES GROUPS - CONTROL ACTIONS AUTHORIZED, FEDERAL AND STATE REGULATIONS AND REQUIREMENTS**

Species/ Species group	Legal Status		Harassment Permitted	Lethal Control Permitted	Federal Requirement	State Requirement
	Federal <sup>1</sup>	State <sup>2</sup>				
<b>Eastern indigo snake</b>	FE	FE	NO	NO	Endangered Species Act (ESA)	Defer to federal regulation
<b>Wood Stork</b>	FT	FT	NO	NO	Endangered Species Act (ESA)	Defer to federal regulation
<b>Gopher Tortoise</b>	C	ST	No	No	N/A	FAC Chapter 68A-27.003
<b>Bald Eagle</b>			NO <sup>3</sup>	NO	Bald and Golden Eagle Act	Defer to federal regulation
<b>Little blue heron, tricolored heron</b>		ST	YES	NO	USFWS MBTA Depredation Permit (KBCR does not have a permit to lethally control birds protected under the MBTA)	FAC Chapter 68A-9.012, No state permit required if a MBTA USFWS Depredation Permit is Acquired/ Must report lethal control in 5 days to FWC
<b>Blackbirds, cowbirds, grackles, and crows</b>			YES	YES	50 CFR 21.43 Depredation Order	Defer to federal regulation
<b>All other native birds</b>			YES	NO	USFWS MBTADepredation Permit	FAC Chapter 68A-9.012, No state permit required <sup>4</sup>
<b>Non-Native/ Exotic birds<sup>4</sup></b>			YES	YES	MBTA, No Permit Required	FAC Chapter 68A-9.012, No state permit required <sup>4</sup>
<b>Listed Mammals: N/A</b>			NO	NO	ESA	Defer to federal regulations
<b>Non-listed Mammals: Coyotes, white-tailed deer, feral hog</b>			YES	YES	N/A	FAC Chapter 86A-9.012, No state permit required

1 Federally listed species: FE= Endangered FT= threatened C= Candidate

2 State listed species: ST = threatened, SSC = species of special concern

3 KBCR could apply for a harassment permit under BGEPA. If a permit is obtained, this table would be updated to reflect that information.

4 The MBTA provides a description of non-native species/exotic bird species that are not protected under the MBTA. For KBCR, these would include European Starlings, Muscovy Duck, and Rock Doves.

Source: ERS (2018)

## Non-Native or Nuisance Species

The following species that were either observed during the WHSV or have the potential to occur on the airport are considered non-native or nuisance species and therefore, are not afforded protection by federal or state laws.

- *European starlings* - Harassment, lethal control, removal of nest, and destruction of eggs does not require a federal or state permit. European starlings are not a native species and therefore, not afforded protection under federal or state law
- *Feral rock pigeons* - Harassment, lethal control, removal of nest, and destruction of eggs does not require a federal or state permit
- *Coyote* – Not observed, but may potentially occur. No federal or state permit is required for the harassment, take of coyote or destruction of its den

## SECTION 5: Identification of Resources

**Table 7** provides a list of equipment and supplies used by KBCR to implement wildlife hazard management activities at the airport. The table lists both equipment and supplies currently being used and items that KBCR plans to acquire within the next year. “Planned equipment” is pending funding and, in the case of pyrotechnics or firearms, applicable training. This table will be reviewed and updated annually, at a minimum, to address equipment used to implement the WHMP.

**TABLE 7 EQUIPMENT AND SUPPLIES TO IMPLEMENT THE WHMP**

Equipment/Supply Item	Description of Use	Source
<b><i>CURRENT EQUIPMENT</i></b>		
Airport vehicles	Airfield inspections, response to wildlife hazard conditions	Airport Vehicle
Vehicle horn	Wildlife harassment	Airport Vehicle
Rubber gloves	Wildlife removal	Airport equipment
Garbage bags	Wildlife removal	Airport equipment
Shovel	Wildlife removal	Airport equipment
VHF radios	Communication	Airport equipment
Tractor with bat-wings, multiple mowers, and weed eaters	Vegetation management	Airport equipment
<b><i>PLANNED EQUIPMENT (PENDING AUTHORIZATION AND PURCHASE)</i></b>		
Spotlight	Wildlife observation/identification	Airport equipment
Bird identification guide	Wildlife identification	Airport equipment
Binoculars	Wildlife observation/identification	Airport equipment
Single-shot pyrotechnic launcher	Wildlife harassment	Airport equipment



Bird Bangers and Screamer Sirens, (pyrotechnics)	Wildlife harassment	Vendor
Hearing protection	Safety	Vendor
Safety glasses	Safety	Vendor
Bird-B-Gone Plastic Bird Spikes or Spiders	Perch deterrent	Vendor

## Section 6: Procedures for Implementing the Plan

### Personnel Responsible for Implementing Wildlife Hazard Control and Response to Wildlife Hazard Conditions

The KBCR Manager has been designated the Wildlife Coordinator, to be the primary point of contact and supervisor of staff maintaining and implementing the WHMP. Primary response to wildlife hazards on the airfield is conducted either by KBCR, FBO, or County staff or contract services. At this time, staff at KBCR is limited to the airport manager. It is recommended that KBCR hire additional staff to participate in the wildlife hazard management program at KBCR.

KBCR Manager:

- Monday – Friday 8:00 AM – 5:00 PM (on-call other days and hours)
- Responds to wildlife hazards on the airfield/can conduct harassment if necessary
- Respond to pilot reports, and airport user reports of wildlife on or near the runway
- Investigate potential carcasses on the airfield
- Document wildlife strike information and coordinate this information with the Wildlife Coordinator for submittal to the FAA National Wildlife Strike Database
- Records wildlife observations and wildlife hazard management activities on the KBCR Wildlife Log (see **Attachment G**)

Airport Staff (and Contract Support):

- On-call
- Investigate potential carcasses on the airfield
- Reports wildlife observations and wildlife strikes to KBCR Manager
- Assist KBCR Manager and FBO Staff to respond to wildlife hazards on the airfield/can conduct harassment if necessary

## **Provisions to Conduct Physical Inspections for Wildlife Hazards**

Inspections of the Air Operations Area (AOA) are conducted by the KBCR Manager and FBO staff periodically or as needed. Wildlife observations, carcasses found, and wildlife hazard management activities (such as harassment) will be documented on the KBCR Wildlife Log (see **Attachment G**). The following information is included on the Wildlife Log: species (or guild) and numbers observed, location, and management techniques deployed (type and number).

## **Wildlife Hazard Control Measures**

Authorized staff may use a variety of techniques to harass wildlife on airport property. Currently, harassment/removal techniques include:

- Airport vehicles and vehicle horns

It is recommended that airport staff obtain and utilize the following additional wildlife management techniques:

- Single-shot pyrotechnic launcher
- Bird Bangers and Screamer Sirens (pyrotechnics used in single and double-shot launchers)
- Trap and relocation of wildlife (USDA/WS or Contract Services with appropriate permits and approvals)
- Lethal control (USDA/WS or Contract Services with appropriate permits and approvals)

Additional techniques that are employed as necessary or when the services are retained from entities other than KBCR/FBO/County staff include:

- Holmes County Domestic Animal Services - Trapping of domestic animals on an as needed basis
- US Department of Agriculture Wildlife Services – Contract wildlife harassment and removal on an as needed basis
- Contract Services – Falconry or other harassment, trapping, or removal services on an as needed basis

## **Effective Communication Between KBCR Wildlife Hazard Management Personnel and Pilots Utilizing KBCR**

KBCR does not have an ATC Tower. Currently, communication is achieved through use of the airport's Common Traffic Advisory Frequency (CTAF). As the wildlife program at KBCR is implemented, effective radio communication should be utilized to alert pilots and other users when wildlife hazard management activities (such as harassment) are initiated and completed. It is the responsibility of the person implementing the activities on the airfield to ensure safe operations are being adhered to at all times.

## **Section 7: Procedures for Review and Evaluation of the Plan**

### **Procedures to Review and Evaluate the WHMP**

The KBCR WHMP will be reviewed and evaluated on an annual basis (within 12 consecutive months), or following a "triggering event". A triggering event is defined as follows.

- An air carrier experiences multiple wildlife strikes
- An air carrier experiences substantial damage from striking wildlife
- An air carrier experiences an engine ingestion
- Wildlife of a size, or in numbers, capable of causing an event described above is observed to have access to any airport flight pattern or aircraft movement area

The annual review cycle will occur on or before the date of the initial WHMP approval. Guidance on reviewing and evaluating the WHMP can be found in FAA AC 150/5200-38<sup>8</sup>. WHMP review forms can also be found within this AC. Upon completion of the review, the airport manager should keep the completed WHMP review forms on file.

During the WHMP review (audit) the following actions will be completed to address the plan's effectiveness and to update the plan to reflect current conditions at KBCR:

- Document the WHMP update and annual data as outlined in FAA AC 150/5200-38 with the form *Subject: Wildlife Hazard Management Plan Annual Review*
- Update the WHMP document (tables and/or text) to reflect any changes, additions, or deletions required to reflect current conditions at KBCR

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<sup>8</sup> FAA Advisory Circular 150/5200-38 provides guidance for airport to review their WHMP for triggering events. Triggering events are defined under 14 CFR Part 139.337 and apply to air carrier operations. KBCR is prohibited from having air carrier operations.

- Review annual wildlife strike data (past 12 consecutive months and/or previous calendar year) from the FAA National Wildlife Strike Database and strike files kept on record with the KBCR Wildlife Coordinator
- Tabulate and summarize wildlife hazard information from the Wildlife Tracking/Reporting Form. This information includes: wildlife observed, location, and harassment/ depredation information (past 12 consecutive months and or previous calendar year)

## SECTION 8: Training Program Requirements

### Training program

It is recommended that KBCR obtain the services of a FAA Qualified Wildlife Biologist or pursue “train the trainer” qualifications as defined under FAA AC 150/5200-36 (current edition) *Qualifications for Wildlife Biologist Conducting Wildlife Hazard Assessments and Training Curriculums for Airport Personnel Involved in Controlling Wildlife Hazards on Airports* to conduct annual wildlife hazard management training. Training will occur every 12 consecutive months. KBCR will work with a certified firearms instructor to conduct firearms safety training for personnel operating firearms for pyrotechnics or live ammunition. All training coordination and records will be the responsibility of the KBCR Wildlife Coordinator.

As stated in FAA AC 150/5200-36 (current edition), the goal of the training course must be to provide the knowledge, skills, and abilities needed by airport personnel to safely, accurately, and effectively implement relevant portions of an FAA-approved WHMP. All KBCR/County staff that is involved in implementing the KBCR WHMP (see Table 1) is required to attend annual training.

Per FAA AC 150/5200-36B Appendix D, the following elements must be included in the training to be acceptable to the FAA:

- a. General survey of wildlife hazards to aviation based on the most recent annual FAA National Wildlife Strike Database Serial Report
- b. Review of wildlife strikes, control actions, and observations at the airport over at least the past 12 months
- c. Review of the airport’s Wildlife Hazard Assessment is to include—
  - (1) Existing wildlife hazards and trends in wildlife abundance
  - (2) Status of any open or unresolved recommended action items for reducing identified wildlife hazards to air carrier<sup>9</sup> operations within the past 12 months
- d. Review of the airport’s Wildlife Hazard Management Plan, to include the following:

---

<sup>9</sup> The AC language states “air carrier.” However, KBCR is not a commercial service airport. For general aviation airports, this language does not apply.

- (1) Airport-specific wildlife attractants, including man-made and natural features and habitat management practices of the last 12 months
  - (2) Review of the airport's wildlife permits (local, State, and Federal)
  - (3) Review of other airport-specific items:
    - (a) Wildlife hazard management strategies, techniques, and tools:
      - (i) Flight schedule modification
      - (ii) Habitat modification and exclusion
      - (iii) Repelling methods
      - (iv) Wildlife population management
    - (b) Responsibilities of airport personnel for—
      - (i) Reporting wildlife strikes, control actions, and wildlife observations
      - (ii) Communicating with personnel who conduct wildlife control actions or who see wildlife hazards and air traffic control tower personnel and others who may require notification, such as airport operations or maintenance departments
      - (iii) Documenting and reporting wildlife hazards observed during patrols and inspections and follow-up control efforts
      - (iv) Documenting and reporting when no hazards are observed during patrols and inspections
- e.** Basic bird and mammal identification, stressing local hazardous and rare or endangered species of concern
- f.** Internal and external coordination, analysis, and documentation required to comply with NEPA, Endangered Species Act, and other applicable special purpose environmental laws or regulations
- g.** For any airport personnel using pyrotechnic launchers or firearms, training on the following topics from a qualified individual:
- (1) Safety, parts, and operation of pyrotechnic launchers
  - (2) Fundamentals of using pyrotechnics to safely and effectively disperse wildlife
  - (3) Personnel protective equipment
  - (4) Cleaning, storage, and transport of firearms and pyrotechnic launchers
  - (5) Applicable local, State, and Federal regulations on firearms, pyrotechnic launchers, and pyrotechnics
  - (6) Live fire training with pyrotechnic launchers including strategies for dispersing wildlife away from runways and aircraft movement corridors
  - (7) For any airport personnel using firearms, live fire training. This training is highly recommended from a qualified individual but not a requirement for this training program

**h.** Any other training required by local, State, or Federal regulations

**Attachment H** provides a copy of the annual training record log for KBCR staff. Training records should remain on file with the KBCR Wildlife Coordinator throughout an employee's participation in the wildlife hazard management program and six months after their end of employment. Trainers should keep records for a three-year period.

Attachment A  
KBCR Aerials



SOURCE ESRI, DATA AND MAPS 10.6, 2018.




**TRI-COUNTY AIRPORT**  
MASTER PLAN UPDATE

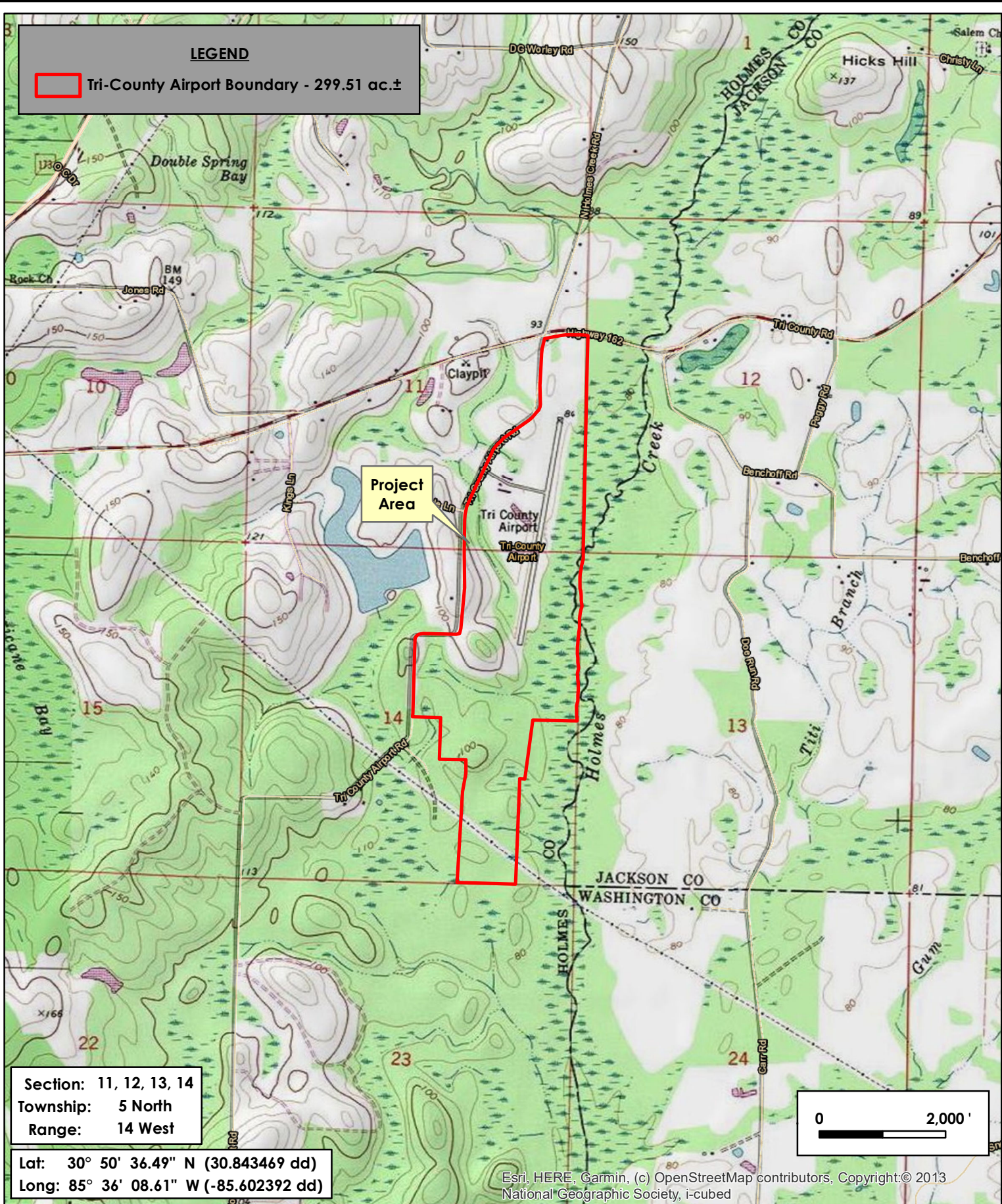
**LOCATION MAP**

**FIGURE**  
1.3-1



**LEGEND**

 Tri-County Airport Boundary - 299.51 ac.±



**Project Area**

Section: 11, 12, 13, 14  
 Township: 5 North  
 Range: 14 West

Lat: 30° 50' 36.49" N (30.843469 dd)  
 Long: 85° 36' 08.61" W (-85.602392 dd)



Esri, HERE, Garmin, (c) OpenStreetMap contributors, Copyright:© 2013  
 National Geographic Society, i-cubed



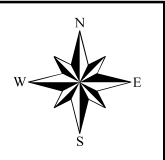
3550 St. Johns Bluff Rd S • Jacksonville, FL 32224  
 (904) 285-1397 • www.ersenvironmental.com

**Tri-County Airport - WHSV  
 USGS Topographic  
 Quadrangle Map**

Holmes County, Florida

Project No.:	21129
Exhibit No.:	1
Date:	6-14-21
Rev. Date:	

By: NEE





**LEGEND**

-  Approximate Airport Boundary
-  Existing Conservation Easements



0 1,000'

Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community, Esri, HERE, Garmin, (c) OpenStreetMap contributors



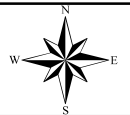
3550 St. Johns Bluff Rd S  
Jacksonville, FL 32224  
(904) 285-1397  
www.ersenvironmental.com

**Exhibit 2  
Tri-County Airport  
Airport Facilities**

Project No.: 21129

Date: 8-13-21

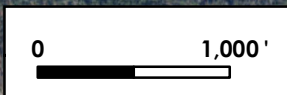
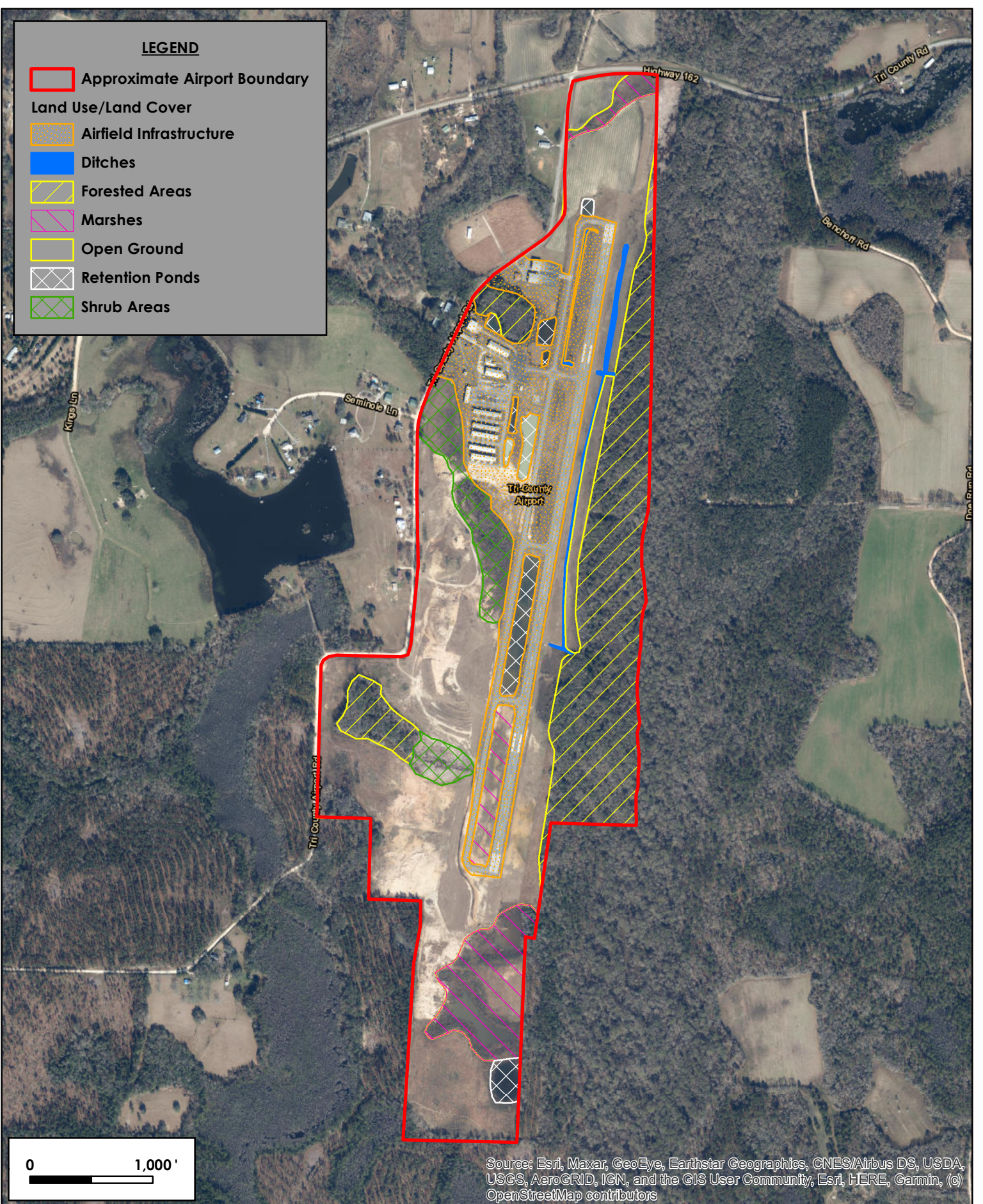
By: NEE



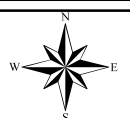


**LEGEND**

- Approximate Airport Boundary
- Land Use/Land Cover**
- Airfield Infrastructure
- Ditches
- Forested Areas
- Marshes
- Open Ground
- Retention Ponds
- Shrub Areas



Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community, Esri, HERE, Garmin, (c) OpenStreetMap contributors

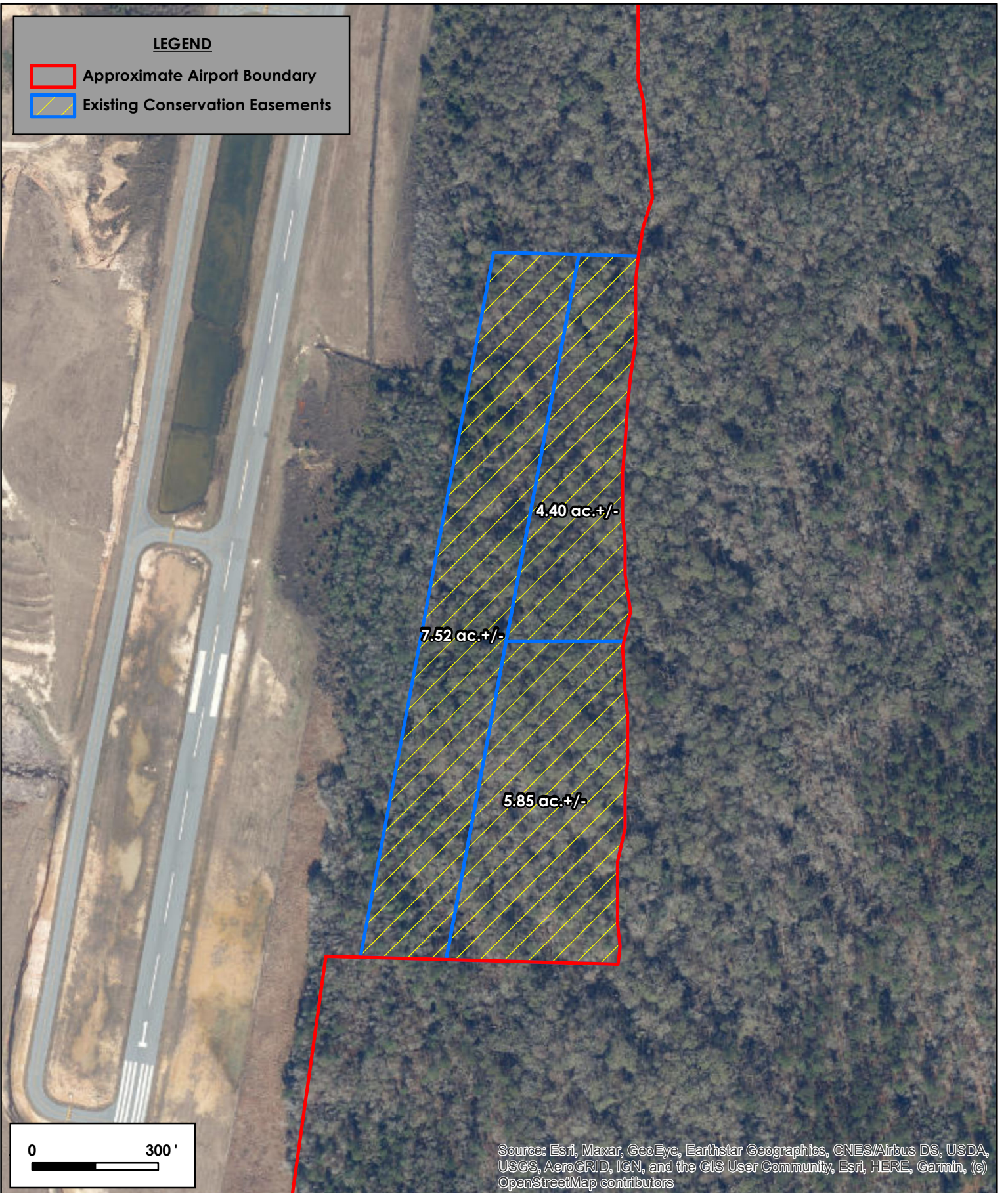




Attachment B  
Conservation Easement Location Map

**LEGEND**

-  Approximate Airport Boundary
-  Existing Conservation Easements



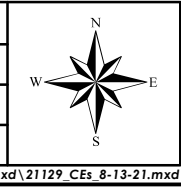
Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community, Esri, HERE, Garmin, (c) OpenStreetMap contributors



**Environmental Resource Solutions**  
A Division of SES Energy Services LLC  
3550 St. Johns Bluff Rd S • Jacksonville, FL 32224  
(904) 285-1397 • www.ersenvironmental.com

**Tri-County Airport Conservation Easements**

Project No.:	21129
Exhibit No.:	2
Date:	7-23-21
By: NEE	Rev. Date:



Attachment C  
WHSV FAA Approval Letter



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

Orlando Airports District Office  
8427 SouthPark Circle, Suite 524  
Orlando, FL 32819  
Phone: (407) 487-7720  
Fax: (407) 487-7135

September 29, 2021

Ross E. Statham, Board Secretary  
Tri-County Airport Authority  
1983 Tri-County Airport Road (PO Box 756)  
Bonifay, FL 32425

Dear Mr. Statham,

Re: FAA Determination on Wildlife Hazard Site Visit  
Tri-County Airport (1J0)

The Federal Aviation Administration (FAA) Orlando Airports District Office received the Wildlife Hazard Site Visit (WHSV) report for the Tri-County Airport (1J0) for review and comment on August 16, 2021.

We have completed our review of the WHSV and determined that the document meets the Agency's current guidance and regulatory requirements for WHSVs. We note that several of the recommendations discussed in the WHSV may require National Environmental Policy Act (NEPA) and / or Federal or state Permit applications prior to implementation. Specifically, these measures are:

- Filling on site wetlands that provide wildlife habitat, particularly the shrubby blackbird roosting area and forested wading bird rookery.
- If removal of attractive wetlands is not feasible, implement habitat management techniques to deter potentially hazardous species from using wetland habitat for roosting and nesting, such as individual tree removal or removal of shrubs.
- Where possible, exclude forested areas with fencing. If trees or shrubs are located within the perimeter fencing, remove them.
- Implement an egg oiling program.

Please coordinate with your ADO Program Manager prior to undertaking these activities. Based on the results and conclusions contained within the WHSV, it is the FAA's opinion that the airport should prepare a Wildlife Hazard Management Plan (WHMP) for 1J0. If you have any questions, please feel free to contact me by telephone at (407) 487-7297.

Sincerely,

Amy M. Reed, CWB  
Environmental Protection Specialist

Cc Virgil Lewis, AVCON



## Attachment D

# Wildlife Hazard Management Related FAA Advisory Circulars and CertAlerts

## List of Wildlife Hazard Management Related FAA Advisory Circulars and FAA CertAlerts

This table provides a list of wildlife hazard management related FAA Advisory Circulars and FAA Office of Safety and Standards CertAlerts. KBCR can reference each AC's most current version when reviewing this information via the FAA website.

<b>Advisory Circulars</b>	
FAA AC 150/5200-18C	Airport Safety Self-Inspection
FAA AC 150/5200-32B	Reporting Wildlife Aircraft Strikes
FAA AC 150/5200-33C	Hazardous Wildlife Attractants on or Near Airports
FAA AC 150/5200-34A	Construction or Establishment of Landfills Near Public Airports
FAA AC 150/5200-36B	Qualifications for Wildlife Biologist Conducting Wildlife Hazard Assessments and Training Curriculums for Airport Personnel Involved in Controlling Wildlife Hazards on Airports
FAA AC 150/5220—25	Airport Avian Radar Systems
FAA AC 70-1A	Outdoor Laser Operations
<b>FAA Office of Safety and Standards CertAlerts</b>	
CertAlert 98-05	Grasses Attractive to Hazardous Wildlife
CertAlert 16-03	Recommended Wildlife Exclusion Fencing
CertAlert 06-07	Requests by State Agencies to Facilitate and Encourage Habitat for State-listed Threatened and Endangered Species and Species of Special Concern on Airports
CertAlert 13-01	Federal and State Depredation Permit Assistance

Attachment E  
FAA CertAlert 16-03



# Federal Aviation Administration

## National Part 139 CertAlert

\*\*Advisory\*\*Cautionary\*\*Non-Directive\*\*Advisory\*\*Cautionary\*\*Non-Directive\*\*Advisory\*\*Cautionary\*\*Non-Directive\*\*

**Date:** 08/03/2016 **No. 16-03**  
**To:** Airport Operators and FAA Airport Certification Safety Inspectors (ACSI)  
**Subject:** Recommended Wildlife Exclusion Fencing  
**Point of Contact:** Amy Anderson, AAS-300, (202) 267-7205  
Email: [amy.anderson@faa.gov](mailto:amy.anderson@faa.gov)

### 1. Purpose.

This CertAlert contains airfield exclusion methods for deer and other large mammals.

### 2. Cancellation.

This CertAlert cancels CertAlert 01-01, Deer Aircraft Hazard, dated February 1, 2001; CertAlert 02-09, Alternative Deer Fencing, dated December 12, 2002; and CertAlert 04-16, Deer Hazard to Aircraft and Deer Fencing, dated December 13, 2004.

### 3. Background.

Elevated deer and coyote populations in the United States represent an increasingly serious threat to both Commercial and General Aviation Aircraft. According to the National Wildlife Strike Database, deer and coyote are the most frequently struck terrestrial mammals (37 and 34 percent, respectively). Deer are responsible for 92 percent of the mammal strikes that resulted in damage. From 1990 to 2015, over 1,107 deer-aircraft collisions and 487 coyote-aircraft collisions were reported to the Federal Aviation Administration (FAA). Of these reports, 932 of the deer strikes (84%) and 43 of the coyote strikes (9%) indicated the aircraft was damaged as a result of the collision.

The FAA reminds airport operators that controlling deer and other medium to large terrestrial mammals on and around airfields is very important. Two recent incidents include a Cessna 195B sustaining significant damage on landing as a result of veering off the runway to avoid striking white-tailed deer in Virginia and a Cessna 310 that was destroyed on approach to an airport in Michigan when it collided with a white-tailed deer.

### 4. Recommendations.

Proper fencing is the best way of keeping deer and coyotes off aircraft movement areas. In some cases, deer have been observed jumping over 8-foot fencing and coyotes have been observed scaling 6-foot fencing. Deer and coyotes can fit through very small gaps between

gates and under fencing. Deer have been observed squeezing through a 7.5-inch gap at the bottom of a fence. Coyotes can fit through 6 inch x 4 inch gaps under a fence and they will also dig under the fence to access the airfield.

The FAA recommends a 10-foot fence<sup>1</sup> with 3-strand barbed wire outriggers. In some cases, an airport may be able to use an 8-foot fence with 3-strand barbed-wire outriggers, depending on the amount of deer activity in a local area.

A 4- to 5-foot skirt of fencing material, attached to the bottom of the fence and buried at a 45-degree angle on the outside of the fence, is ideal to prevent animals from digging under the fence and reduce the chance of washouts. If the fence skirting cannot be installed at a 45-degree angle, then it is acceptable to install it horizontally underground several inches beneath the surface. This type of fencing also greatly increases airport security and safety. A concrete base<sup>2</sup> along the bottom of the fence is also an option to prevent burrowing or digging under the fence. Airport Operators should keep the fence line right-of-way free of excess vegetation. The fence line should be inspected daily, and a fence inspection schedule should be included in an airport's Wildlife Hazard Management Plan (WHMP). If the proposed inspection schedule is less than daily, it should be approved by an ACSI for Part 139 certificated airports. Washouts, breaks, or other holes in the fence need to be repaired as soon as they are discovered.

Gates should close with less than 6-inch gaps to prevent entry by deer or coyotes. If the gates have gaps along the bottom, installation of concrete "speed bumps" under the gate can be a solution. If the gaps are between the gates or the poles, a heavy brush material or interlocking metal bars can also be installed to preclude entry by deer or coyote. In some cases, a single strand of barbed wire strung between the bottom of the fence and the ground where there are gaps will minimize the potential for wildlife access.

Chain link fencing is a type of wire-mesh fencing. Other types of wire-mesh fencing that are suitable for exclusion of wildlife at airports include woven-wire and v-mesh fencing. Also, high tensile welded-wire fencing has been used successfully at different airports to exclude deer and coyotes. However, these types of fencing must be researched thoroughly when choosing an adequate fencing material for an airport due to the variability in durability, life span, and the spacing of mesh and welded wire.

In some cases, electric fencing or matting may offer a suitable alternative. Recent improvements in fencing components and design have greatly increased the effectiveness and ease of installation of electric fences. Tests by the U.S. Department of Agriculture (USDA), National Wildlife Research Center, have shown that some 4- to 6-foot, 5- to 9-strand electric fences designs can be 99% effective at stopping deer. Installation of some of the newer electric fences requires neither specialized equipment nor training; however, they may require more maintenance than other types of fence and must be consistently electrified. Airport sponsors must contact their local Airport District Office (ADO) to

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<sup>1</sup> AC No: 150/5370-10G, *Standards for Specifying Construction of Airports* (Part 8 – Fencing), provides details on different fencing and post materials (e.g., chain link, welded and woven wire mesh, galvanized or pvc coating, etc.).

<sup>2</sup> Additional information regarding underground skirting, fence base materials, vegetation clearance recommendations, and installation procedures can be found in AC 150/5370-10G.

discuss eligibility for AIP funding or requirements for a Modification to Standards (MOS).

In limited situations, the use of non-conductive, composite, frangible electric fence posts and fence conductors may allow the installation of electric fence closer to the aircraft movement area than would normally be allowed with standard link fencing material. Please note that electric fencing may produce radio frequency interference that could be disruptive to NAVAIDS and airport communications and should be considered when determining types of fencing.

The key for excluding deer and coyotes is the proper installation and maintenance of a fence that is:

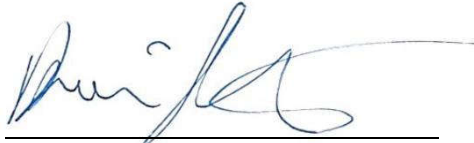
- Of sufficient height to deter jumping and scaling
- Constructed of a material that is difficult to penetrate
- Constructed fully around the airfield without gaps below the fence or at the gates or that mitigates the gaps with other exclusionary materials
- Constructed to deter digging or burrowing under the fence

The most suitable fence for an airport depends on many factors, including the observed wildlife hazards, the potential impacts of certain types of fencing, seasonality of hazards, costs (both for construction and maintenance), and adjacent habitat types. Airport sponsors must contact their local ADO to discuss what types of fencing are eligible for AIP funding.

For proposed fencing that will intersect wetlands or surface waters (streams, rivers, etc.), the airport sponsor should determine what state and federal permits will be required prior to installation. Fencing that is located in wetlands or over surface waters typically requires additional maintenance and/or cleaning due to debris getting caught and potentially damaging the fence. If a culvert is located along the perimeter fence, grates or some other barrier should be placed over the culvert to ensure wildlife cannot access the airfield through the culvert. The barrier should allow for water movement and should be inspected and cleared of debris regularly to ensure water is flowing efficiently.

Airport sponsors should include new and/or improved wildlife fencing in their WHMP as a prioritized action item. If deer are observed on or near the aircraft movement area, immediate action must be taken to remove them.

Airport operators can contact the State Wildlife Management Agency or the nearest USDA, Wildlife Services Office for assistance with deer problems.



Brian Rushforth, Manager  
Airport Safety and Operations Division, AAS-300

## Attachment F

State of Florida: Rule 68A-9.012 Take of  
Wildlife on Airport Property

## Florida Rule 68A-9.012 Take of Wildlife on Airport Property. Effective Date 2/13/2014

Any airport may take wildlife on airport property for the purpose of ensuring aircraft and human safety in accordance with this rule. An airport or other entity owning or operating an airport as defined in Section 330.27(2), F.S., or their officers, employees, contractors (or employee of a contractor) or member of the airport's governing body as referenced in Section 379.2293(5), F.S., may carry out the activities specified in this rule. Notwithstanding the provisions of this section, the executive director or a designee may issue permits authorizing the take of additional species of wildlife, additional methods of take or alternative forms of disposition and transportation for justifiable purposes pursuant to Rule 68A-9.002, F.A.C., provided authorizations shall be denied or revoked upon reasonable conclusion that the requested or permitted activity would be detrimental to fish and wildlife resources or public health and safety.

(1) The taking and disposition of species, including eggs, regulated by the United States Departments of Interior or Commerce in 50 C.F.R. §10.13 (Migratory Birds), 50 C.F.R. § 17.11 and §17.12 (Threatened and Endangered Species), 50 C.F.R. §22 (Bald Eagle), 50 C.F.R. §223.102 and §224.102 (Marine Species), is allowed pursuant to appropriate federal permit or other federal authorization. No additional Commission authorization is required.

(2) The following paragraphs control the take of black bears and species described in Chapter 68A-27, F.A.C., except species described in subsection (1):

(a) Any of these species may be harassed by persistent, non-injurious disturbance without physical capture or direct handling to disperse wildlife when the wildlife poses an imminent threat to aircraft and human safety.

(b) Any of these species and their eggs may be otherwise taken when:

1. The wildlife poses an imminent threat to aircraft and human safety; and
2. A situation requires an emergency response which does not allow time for paragraph (2)(a); or
3. Attempts using paragraph (2)(a) have been documented as unsuccessful and when:

a. The airport is implementing a Federal Aviation Administration approved wildlife hazard management plan or military bird/animal aircraft strike hazard plan; and

b. The airport has made habitat management alteration that has eliminated or significantly reduced hazardous wildlife attractants on airport property.

(c) Wildlife burrows, including burrowing owl and gopher tortoise burrows, within the safety area as defined in 14 C.F.R. § 139.5 may be destroyed after or while all existing burrowing owl and gopher tortoise(s) within the burrows are flushed or live captured.

(d) Wildlife nests may be destroyed when wildlife and eggs are no longer present or have been taken as authorized in subsection (1) or (2).

(3) Notwithstanding any provision of Commission rule, an airport authority may take all other wildlife not described in subsections (1) and (2) on airport property if their presence poses a potential threat to aircraft and human safety.

(4) Notwithstanding any provision of Commission rule, wildlife in subsections (2) and (3) taken pursuant to this rule may be taken by any method except the following:

(a) Poison, other than those pesticides that are registered by the Florida Department of Agriculture and Consumer Services without additional authorizations and are only used in a manner consistent with the product labeling.

(b) Leg hold traps except those commercially manufactured padded-jaw traps.

(c) Traps, nets and snares unless they are visited at intervals not exceeding 24 hours.



(d) Any method prohibited pursuant to Section 828.12, F.S.

(e) Live capture of any deer, except Key deer as authorized by subsection (1).

(f) The killing of gopher tortoises is prohibited.

(5) Disposition of live-captured wildlife.

(a) Any species described in subsection (2) live captured shall be immediately released provided the release site and capture site are located on a contiguous piece of airport property or a permit or authorization has been obtained from the Commission for off-site release or alternative forms of disposition.

(b) Any species described in subsection (3) live captured by any method shall be released or euthanized within 24 hours following capture or inspection of a trapping device containing wildlife except,

1. Wildlife may only be released if:

a. The wildlife is released on the property of the airport provided the release site and capture site are located on a contiguous piece of property; or

b. The wildlife is a native species; and

c. The property where the animal is to be released is located within the county of capture and is a minimum of 40 contiguous acres; and

d. The person releasing the wildlife is in possession, at time of release, of written permission from the property owner allowing such action.

2. Euthanasia of wildlife shall be humane as defined by the American Association of Zoo Veterinarians or the American Veterinary Medical Association.

3. Euthanasia of any live captured bobcat is prohibited and any live captured bobcat shall be released as provided in subparagraph 1.

(6) Transportation of wildlife.

(a) Live-captured wildlife described in subsection (3), may be transported pursuant to this subsection only for:

1. The purpose of euthanasia as provided in subsection (5); or

2. The purpose of release as provided in subsection (5).

(b) Transportation of wildlife authorized by this subsection shall not supersede the provisions of any rabies alert or area quarantine issued by County Health Departments or County Animal Services.

(7) Wildlife described in subsections (2) and (3) that is killed pursuant to this rule or parts of that wildlife shall not be retained for personal use and shall be buried or incinerated.

(8) Any take that kills wildlife described in subsection (2) shall be reported by the airport. An Airport Wildlife Incident Report (Form FWC-AWIR 01-2013, herein incorporated by reference) must be submitted to the Commission within 5 business days. The form is available at MyFWC.com or <http://www.flrules.org/Gateway/reference.asp?No=Ref-03696> and must be submitted to the Protected Species Permit Coordinator, 620 S. Meridian Street, Mail Station 2A, Tallahassee, FL 32399-1600 or by email at [AirportIncidents@myFWC.com](mailto:AirportIncidents@myFWC.com).

## Attachment G

### KBCR Wildlife Tracking/Reporting Form



Attachment H

Wildlife Hazard Management and  
Firearms Safety Training Record

# KBCR WHMP Training Record

(Training Elements from AC 150/5200-36B, Appendix D)

Name:	
Organization	
Department:	

Date	Training Description	Complete
	Survey of wildlife hazards per FAA Strike Database	
	Review of wildlife strikes/control actions/observations- last 12 months	
	<b>Review of Wildlife Hazard Assessment</b>	
	1. Existing wildlife hazards and trends in wildlife abundance	
	2. Status of any open or unresolved action items for reducing hazards	
	<b>Review of Wildlife Hazard Management Plan</b>	
	1. Airport specific wildlife attractants/habitat management practices	
	2. Review of wildlife permits (Local, State, and Federal)	
	3. Review of Other-Airport Specific Items:	
	(a) Wildlife Hazard Management Strategies, Techniques and Tools	
	(i) Flight Schedule Modification	
	(ii) Habitat modification, exclusion	
	(iii) Repelling methods	
	(iv) Wildlife population management to include depredation/disposal	
	(b) Responsibilities of Airport Personnel	
	(i) Reporting wildlife strikes, control actions, and wildlife observations	
	(ii) Communicating with personnel conducting wildlife control and ATC	
	(iii) Documenting and reporting wildlife hazards seen during patrol	
	(iv) Documenting and reporting when no hazards are seen on patrol	
	<b>Basic Bird and Mammal Identification</b>	
	<b>Wildlife Hazard Management Training Quiz</b>	
	<b>Pyrotechnic Training/Firearms</b>	
	1. Safety, parts, and operations of pyrotechnic launchers/firearms	
	2. Fundamentals of using pyrotechnics/firearms to disperse wildlife safely	
	3. Personnel protective equipment while using pyrotechnics/firearms	
	4. Cleaning, storage and transport of firearms and pyrotechnic launchers	
	5. Local, State and Federal regulations on firearms/pyrotechnics	
	6. Live fire training with pyrotechnic launchers and firearms	
	7. Strategies to disperse wildlife	

**Wildlife Hazard Mangement Training Instructor**      **Name:** \_\_\_\_\_

**Signature:** \_\_\_\_\_      **Date** \_\_\_\_\_

**Firearms Safety /Pyrotechnics Training Instructor**      **Name:** \_\_\_\_\_

**Signature:** \_\_\_\_\_      **Date** \_\_\_\_\_