



Kenton County Airport Board

Wildlife Hazard Management Plan

Federal Aviation Administration
Southern Region Airports Division

Approved

Aug 17 2023

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RECORD OF CHANGES

Revision Number	Date	Page
1	06/22/2021	All
2	05/23/2023	Section 10.0 Appendix A: Federal Depredation Permit
3	7/20/2023	Distribution, Section 2.0

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DISTRIBUTION

This manual will be kept current, and an approved electronic copy will be available on the Airport Customer Service External SharePoint site. CVGAA will ensure all departments, tenants, and stakeholders are notified of updates during regularly scheduled meetings. It is the responsibility of all departments, tenants, local agents, and other stakeholders with responsibilities listed within the WHMP to maintain a current copy of the WHMP.

The official copy of the WHMP is maintained by the Airport Operations Department

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EXECUTIVE SUMMARY

Pursuant to CFR Title 14 FAR part 139.337, the Cincinnati/Northern Kentucky International Airport (the Airport) developed this Wildlife Hazard Management Plan (WHMP) in cooperation with the United States Department of Agriculture (USDA) Wildlife Services program and it has been approved by the Federal Aviation Administration (FAA). This plan will be reviewed periodically by the Wildlife Hazard Management Working Group (WHMWG) and will be updated if changing circumstances merit.

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, since they could potentially attract wildlife in a manner that could jeopardize safety of air traffic operating into and out of the Airport.

The Airport will take necessary 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. Protocols for responding to hazardous wildlife situations are presented, including roles and responsibilities of Kenton County Airport Board (KCAB). 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-conductive to hazardous wildlife. 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.

KCAB will maintain an adequate supply of resources for dispersing and controlling wildlife, including frightening devices (e.g., pyrotechnics, propane exploders) and firearms. KCAB personnel will be trained to properly identify wildlife and apply wildlife deterrent equipment in a safe and efficient manner, as outlined in this plan.

This plan will be valid until KCAB management or the Federal Aviation Administration (FAA) determines that the plan should be updated due to changed conditions or new needs for action. The plan will be reviewed every 12 consecutive calendar months 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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1.0 INTRODUCTION

1.1 OVERVIEW

The Wildlife Hazard Management Plan (WHMP) addresses the responsibilities, policies, and procedures necessary to reduce wildlife hazards at airports. Recognizing the potential hazards wildlife pose to aircraft and human lives, the FAA requires airports that incur bird-aircraft strikes to implement a WHMP according to 14 CFR Part 139.337 – Wildlife Hazard Management. The WHMP must include seven required components, which are sequentially represented as a separate section in this document. Required categories are as follows:

- (a) Section 1, Introduction
Overview of the plan, including purpose and scope.
- (b) Section 2, Authorities and Responsibilities
The persons who have the authority and responsibility for implementing the plan.
- (c) Section 3, Habitat Management
Priorities for needed habitat modification and changes in land use with dates for completion.
- (d) Section 4, Permits and Regulations
Requirements for and, where applicable, copies of local, state, and Federal wildlife control permits.
- (e) Section 5, Resources
Identification of resources to be provided by the certificate holder for implementation of the plan.
- (f) Section 6, Wildlife Hazard Control Procedures
Procedures to be followed during air carrier operations, including at least:
 - (1) Assignment of personnel responsibilities for implementing the procedures;
 - (2) Conduct of physical inspections of the movement area and other areas critical to wildlife hazard management sufficiently in advance of air carrier operations to allow time for wildlife controls to be effective;
 - (3) Wildlife control measures; and
 - (4) Communication between the wildlife control personnel and any air traffic control tower in operation at the Airport.
- (g) Section 7, Evaluation
Periodic evaluation and review of the wildlife hazard management plan for:
 - (1) Effectiveness in dealing with the wildlife hazard; and
 - (2) Indications that the existence of the wildlife hazard, as previously described in the ecological study, should be reevaluated.
- (h) Section 8, Training
A training program to provide airport personnel with the knowledge and skills needed to carry out the wildlife hazard management plan required by 14 CFR Part 139.337.

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1.2 PROBLEM SPECIES

The wildlife species generally considered to present the greatest threats to aviation are birds with flocking tendencies or of relatively large size, such as waterfowl, pigeons, starlings, and raptors. Juvenile animals and migratory species also pose a high risk because of their unfamiliarity with the Airport environment.

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1.3 PURPOSE AND SCOPE

Enhancing safe air carrier operations is a primary objective of the Airport. Accomplishing this objective entails careful monitoring of all aspects of arriving and departing aircraft, including potential wildlife hazards on and around the Airport. As part of its safety efforts, KCAB implements and maintains a WHMP according to 14 CFR Part 139.337(e) to address potential wildlife hazards, with a particular emphasis on hazards within approximately one mile of the Airport.

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 KCAB with the discretion and capability to respond to these situations, while providing guidance for compliance with applicable federal, state, and municipal laws and regulations. The latitude afforded KCAB 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.”

This plan will be valid until KCAB Management or the FAA determines that the plan should be updated due to changed conditions or new need for action. The plan will be reviewed every 12 consecutive calendar months to ensure it still pertains to conditions at the time of review, but it may also be revisited more often if situations arise.

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2.0 AUTHORITY AND RESPONSIBILITY

FAR 139.337(f)(1) The persons who have authority and responsibility for implementing the plan...

2.1 KCAB WILDLIFE HAZARD MANAGEMENT WORKING GROUP

In 1995 KCAB in conjunction with USDA Wildlife Services established a community-based Wildlife Hazard Management Working Group (WHMWG). The WHMWG is an official body with community authorities and responsibilities that can be utilized to resolve wildlife problems.

The WHMWG 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 monitors activities, status, and makes recommendations to the Wildlife Coordinator, who in-turn reviews and grants approval if satisfied with the progress of the WHMP. The working group meets once a year, with intermittent meetings when necessary.

The WHMWG is represented by:

- (a) Wildlife Coordinator (as designated by Airport Operations)

And designees from:

- (b) Airport Operations
- (c) Airport Police
- (d) Field Maintenance
- (e) Planning and Development
- (f) KCAB contracted USDA Wildlife Service Biologist
- (g) FAA Air Traffic Control Tower (ATCT)

WILDLIFE COORDINATOR

- (h) Establish Wildlife Hazard Working Group.
- (i) Update the WHMP as necessary.
- (j) Disseminate information and assignments through the Wildlife Hazard Working Group.
- (k) Provide public relations support for wildlife control activities as necessary.
- (l) Inform USDA Wildlife Services of hazardous wildlife activity.
- (m) Manages the contracted Wildlife Biologist.
- (n) Ensures all related training is conducted as necessary.

AIRPORT OPERATIONS

- (a) Collect and identify all carcasses found on daily self-inspections & supplemental inspections. Store unidentifiable carcasses in cold storage as necessary.
- (b) Complete an FAA Wildlife strike database form when reportable strikes are encountered.
- (c) Record and maintain all wildlife incident utilizing Infor Electronic Asset Management Software (EAMS) work order database system

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- (d) Alert USDA Wildlife Services immediately when “significant” carcasses are found. Significant carcasses would include: large birds, multiple birds or large mammals.
- (e) Warn the air traffic control tower and pilots of significant wildlife hazards.
- (f) Harass wildlife from critical areas when appropriate.
- (g) Inform USDA Wildlife Services of hazardous wildlife activity.

AIRPORT POLICE DEPARTMENT

- (a) Provide direct control of problem species and conduct depredation activities when USDA Wildlife Services is unavailable or when a direct threat emerges.
- (b) Provide guidance in all matters of security and safety regarding wildlife hazard management activities on airport property.
- (c) Inform Airport Operations of hazardous wildlife activity.

FIELD MAINTENANCE

- (a) Maintain ditches and fields to ensure that water flows, thereby avoiding pooling and accumulation of refuse on the Airport.
- (b) Maintain airfield grass at appropriate heights to deter wildlife activity.
- (c) Assist with, or contract out, habitat modifications addressed by the Wildlife Coordinator or USDA Wildlife Services, such as vegetation maintenance along ditches, brush removal, and tree pruning.
- (d) Maintain the perimeter fence line to exclude large mammals such as deer and coyotes.
- (e) Provide guidance to employees implementing habitat alterations relating to buildings or grounds.
- (f) Ensure that all newly planted landscaping is not attractive to problem wildlife.
- (g) Inform Airport Operations of hazardous wildlife activity.
- (h) Work with Airport Operations and USDA Wildlife Services to ensure Human Health and Safety of Passengers and Employees working inside and outside of buildings is considered when significant wildlife activities or damage is discovered.

PLANNING AND DEVELOPMENT

- (a) Provide guidance on implementing all structural or environmental changes that may impact the ability to effectively implement the Wildlife Hazard Management Plan.
- (b) Include USDA Wildlife Services and the Wildlife Coordinator or designees in the pre-planning process when projects arise that may impact the effective implementation of the Wildlife Hazard Management Plan.
- (c) Inform Airport Operations of hazardous wildlife activity.
- (d) Assist KCAB personnel in monitoring the Airport environment for wildlife hazards, taking corrective action if necessary.
- (e) Inform and advise the Airport Wildlife Coordinator or designee of wildlife management activities, habitat modification needs, and imminent wildlife hazards that require the issuance of a Notice to Air Mission (NOTAM), or runway closure.

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KCAB CONTRACTED USDA WILDLIFE SERVICES BIOLOGIST

- (a) Assist KCAB personnel in monitoring the Airport environment for wildlife hazards, taking corrective action if necessary.
- (b) Inform and advise the Airport Wildlife Coordinator or designee of wildlife management activities, habitat modification needs, and imminent wildlife hazards that require the issuance of a Notice to Air Mission (NOTAM), or runway closure.
- (c) Train airport personnel in the safe handling and proper use of wildlife dispersal methods and equipment.
- (d) Provide operational assistance to KCAB personnel to control wildlife deemed hazardous by USDA Wildlife Services.

FAA AIR TRAFFIC CONTROL TOWER

- (a) Immediately communicate all wildlife observed or reported to the Airport Operations department.
- (b) Advise aircraft of wildlife activity reported on and in the vicinity of CVG.
- (c) Assist KCAB in reviewing proposed land use changes, construction plans, and mitigation projects for potential wildlife hazards to aircraft.

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3.0 HABITAT MANAGEMENT

FAR 139.337(f) (2) Priorities for needed habitat modification and changes in land use identified in the ecological study (Wildlife Hazard Assessment) with target dates for completion...

- 139.337(f) (2) (i) Wildlife population management;*
- 139.337(f) (2) (ii) Habitat modification; and*
- 139.337(f) (2) (iii) Land use changes*

3.1 OVERVIEW

Habitat management provides the most effective long-term remedial measure for reducing wildlife hazards on, or near, airports. Habitat management includes the physical removal, exclusion, or manipulation of areas that are attractive to wildlife. The ultimate goal is to make the environment fairly uniform and unattractive to the species that are considered the greatest hazard to aviation. Habitat modifications will be monitored carefully to ensure that they reduce wildlife hazards and do not create new attractions for different wildlife.

The area within a 10,000-foot radius of the runway centerline is delineated as the Critical Zone. Control efforts will be primarily concentrated within this area because it 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.

The General Zone for the Airport is defined as the area within a five-mile radius of the runway centerline. Wildlife attractants in this area could potentially impact air traffic safety, 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 KCAB, while working cooperatively with adjacent property owners to discourage land-use practices that might increase hazardous wildlife.

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3.2 VEGETATION MANAGEMENT

The Wildlife Coordinator and/or USDA Wildlife Services will periodically monitor and inspect all plantings on airport property to ensure that species that produce edible fruits, nuts or berries that create an attraction to hazardous wildlife are managed or eliminated. This also applies to new plantings if they create roosting habitat for starlings, blackbirds and other birds. The Wildlife Coordinator and/or USDA Wildlife Services will participate in the initial and early phases of all airport building projects to avoid any inadvertent increase in wildlife hazards resulting from landscape changes. It is to be noted that the majority of the airfield consists of open grassland and impermeable non-organic surfaces.

EDGES

Transitional areas (“edges”) are the places where different habitats meet and are often most attractive to wildlife because the animal’s biological needs can be met in a relatively small area. Much of the “edge” within the fence line consists of a transition from open grassland to pavement. Therefore, the majority of the “edge” desirable to wildlife has been eliminated. Several areas of “edge” still exist beyond the fence line and may attract wildlife to unsafe areas including approach lanes.

GRASS

The type of grass used within the perimeter fence and between the runways should produce small or no seeds, but still be able to generate new growth or re-seed itself to provide a thick, monotypic stand and prevent erosion. The selected ground cover should withstand drought, flooding, and other normal climatic conditions, and be somewhat unpalatable to grazers such as geese, wild ducks, and deer. The grasses should also harbor relatively few insects and rodents that may attract hawks, owls, starlings, and other hazardous wildlife species. Several varieties of tall fescue, if allowed to grow to a height of 8-14 inches, have been found to be unattractive to Canada geese because of a fungus harbored by the plant. The fescue will generally preclude other more attractive grass species from invading the airfield. 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 shall be maintained at a height of 7-15 inches, except around runway and taxiway marker lights where it will be cut to 3 inches for purposes of visibility. 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 high enough to merit cutting.

If an area is deemed to be a significant wildlife hazard due to tall grass or the production of seeds, it should be mowed to an acceptable height immediately.

LANDSCAPE

Landscaping can affect tourism, business, and the overall impression of the Airport to visitors; therefore, landscaping needs to be aesthetically pleasing but should not compromise the Airport’s responsibility of

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air safety. Trees and bushes that offer hunting perches, roosting and loafing sites, nesting cover, and food for birds and other wildlife will be removed. Ornamental trees and bushes used to enhance airport aesthetics will be kept to a minimum. Ornamental trees and bushes that are unattractive to wildlife will be selected. Species, which produce edible fruits, nuts, or berries, should not to be used on airport property if they attract hazardous wildlife. KCAB will monitor ornamental trees to prevent communal roosting by starlings and crows, and the trees will be thinned or removed if necessary. The USDA can provide a list of acceptable ornamental species.

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3.3 WATER MANAGEMENT

RETENTION PONDS

There are two large open water retention ponds that are areas of concern. One basin is located approximately one thousand feet south of Runway 36L. The other basin is located approximately one thousand feet north of runway 18C. These bodies of water are only problematic for a few months of the year. The ponds are reduced to a trickle the remainder of the year. Future wildlife hazard management activities will need to be implemented in order to reduce the attractiveness of such a large body of water to potentially hazardous wildlife.

VEHICLE RUTS

During the wetter winter and spring months, small depressions created by vehicles operating within the infield areas and construction activities fill up with water for short periods of time and can attract various species of waterfowl and shorebirds. This situation becomes particularly problematic during periods of heavy construction activity. During periods of high precipitation these areas should be routinely monitored and filled or drained when necessary. Ditches should be appropriately sloped so that water does not pool and leaves the airfield in a reasonably short amount of time. Ditches that pool and attract hazardous wildlife may be covered, in whole or part, using a wire grid system or other barrier (e.g., polyester netting).

STREAMS

Herbaceous vegetation growing on the edge of a stream or other wetland may provide preferred habitat for species considered most hazardous to aircraft. The vegetation that grows alongside ditches and streams should be maintained in a way so that habitat is not provided for waterfowl, herons, blackbirds, rabbits, and other wildlife that could present a direct or indirect hazard to aviation. Rock (e.g., quarry spalls, rip-rap), and in some instances, shrubs or grass, can be used to replace undesirable plants, slow erosion and conceal a base flow of water from wildlife, but the situation will need to be examined on a case-by-case basis to avoid worsening the hazards.

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3.4 STRUCTURAL MANAGEMENT

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

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

Structures not pertinent to air operations and no longer in use should be removed, including abandoned houses, sheds, machinery, and light poles. Such structures are attractive to rodents, small birds, and rabbits and, in turn, attract hawks, owls, and other predators that can become a significant air hazard. Structures used for crash-fire training are considered to be pertinent to air operations and are generally compatible with safe air operations.

Trash and debris are often responsible for attracting species such as gulls, crows, and pigeons. All KCAB badge holders are encouraged to conduct trash and FOD (foreign object debris) collection sweeps on the airfield/ramps, especially after high winds. The public or airport employees shall not be allowed to feed birds or mammals on or around airport property.

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3.5 PREY-BASED FOOD MANAGEMENT

Rodents, rabbits, insects, earthworms, and other invertebrates are highly attractive to many species of birds and mammals and will be controlled where feasible. Handouts, trash, and scattered debris also provide food for wildlife. The modification or management of a wide variety of habitats such as wildlife-attracting vegetation and removal of abandoned structures will reduce populations of potentially hazardous wildlife by limiting shelter, food and prey availability.

Mice, voles and eastern cottontails at the Airport appear to be the primary attractants of hawks and coyotes, however, on occasion herons and other predator types are observed in the vicinity of the airport. KCAB will continue to monitor these small mammal populations and will conduct an ongoing control program to help reduce the primary food source for raptors and coyotes on the Airport.

Insects and other invertebrates (e.g., earthworms, spiders, etc.) may attract many species of wildlife, particularly starlings and crows. Insect populations will be monitored periodically by KCAB to determine if they are present in sufficient numbers to attract wildlife. Habitat management will keep much of the prey population in check, but the Airport will continue to monitor these populations for outbreaks and take the appropriate response/countermeasures as necessary.

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3.6 CONSTRUCTION

The Wildlife Coordinator and/or USDA Wildlife Services will participate in the initial and early phases of all airport building projects to provide input on architectural or landscape designs to minimize wildlife attractants. The FAA Memphis Airports District Office (ADO) reviews proposed construction activities for potential wildlife attractions when the FAA Form 7460-1 NOTICE OF PROPOSED CONSTRUCTION OR ALTERATION application is submitted and may also solicit input from USDA Wildlife Services.

Whenever possible, the Wildlife Coordinator and/or USDA Wildlife Services will actively participate in land-use decisions and landscape changes to avoid inadvertent creation of wildlife hazards to aircraft. The FAA Memphis Airports District Office of the FAA Southern Region (refer to directory in section 9) will provide technical guidance to KCAB in addressing land-use compatibility issues. If KCAB or the FAA requests assistance from USDA Wildlife Services (as per a Memorandum of Understanding between FAA and USDA Wildlife Services), then USDA Wildlife Services will provide technical and/or operational assistance in addressing issues or concerns associated with the proposed project or land-use change. Proposed projects that will likely increase bird numbers within flight zones will be discouraged or mitigated to a safe level. Incompatible land uses may include developments such as water reservoirs, parks with artificial ponds, wetlands, waste handling facilities, and wildlife refuges/sanctuaries. These types of land-use changes will be monitored for compatibility by working with the local planning authorities.

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3.7 WILDLIFE RELATED ACTION ITEMS

Item	Process	Presented Date	Completion Date
Raptor/Mammal Prey Reduction	Apply Zinc Phosphide to grassy areas adjacent to runways and taxiways on the entire airfield to decrease the population of voles and mice.	8/14/20	As needed based population
Habitat Modifications	Evaluate all airfield perimeter gates for spacing/gaps and make necessary adjustments to prevent animal intrusions.	8/14/20	Ongoing
Weed/Grass Management	Apply broad leaf weed killer to all safety areas on airport to reduce the number of weeds that attract insects after mowing.	8/14/20	Ongoing

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4.0 PERMIT REQUIREMENTS

FAR 139.337(f)(3) Requirements for and, where applicable, copies of local, state, and Federal wildlife control permits...

Federal, state and local governments administer laws and regulations that manage wildlife and their habitat. A number of laws affect wildlife control at the Airport 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 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.

The Kentucky Department of Fish and Wildlife is charged with the enforcement of laws governing wildlife control at the Airport, and pertinent regulations can be found in the Kentucky Revised Statute. State wildlife laws involving resident birds, mammals, reptiles, and amphibians, as well as state threatened, and endangered species generally are administered by this agency.

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 the Airport's wildlife management activities. Additional regulations that may affect wildlife control activities at airports 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 United States Fish and Wildlife Service (USFWS) and involve primarily migratory birds and threatened and endangered species.

KCAB maintains all state and federal wildlife depredation permits. All applications and renewals will be completed as stated in permits. Wildlife control will be conducted under the terms and conditions in the following permit:

- (a) U.S. Fish and Wildlife Service Migratory Depredation Permit # MB808167 – 0
(attached as Appendix A)

KCAB will submit a report of the animals taken to the USFWS to fulfill the requirements of this section and the Federal permit. The report could be generated from a computerized database containing all control actions on the airfield.

The USFWS and Kentucky Department of Fish and Wildlife maintain updated lists of endangered and threatened species. Kentucky Department of Fish and Wildlife current listing of state and federally endangered, threatened, and sensitive species can be accessed on the Internet ([Kentucky Endangered or Threatened Species](#))

In most cases, permits will not be granted to lethally remove members of a threatened and endangered species. KCAB wildlife control personnel should 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 or Kentucky Department of Fish and Wildlife and these regulations should be reviewed to determine their potential effect on the Airport's habitat modification plans to reduce wildlife hazards.

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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 Kentucky State Department of Agriculture (see directory in section 9). All KCAB personnel that use restricted-use chemicals must first obtain a pesticide applicator's license. Use of all pesticides and herbicides should strictly adhere to the label and should follow United States Environmental Protection Agency (U.S. EPA) and Kentucky State guidelines.

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5.0 RESOURCES

FAR 139.337(f)(4) Identification of resources to be provided by the certificate holder for implementation of the wildlife hazard management plan...

Habitat Management and wildlife control supplies can be purchased from several companies. The Wildlife Coordinator will keep an adequate supply of equipment on hand at the airport for use. The following is an inventory of equipment used by KCAB personnel. All additional airport personnel will be tasked with continuous surveillance and reporting of observed wildlife or habitat.

5.1 EQUIPMENT UTILIZED

- (a) 12-gauge shotguns used to launch cracker shells and fire live ammunition
- (b) Live ammunition/cracker shells
- (c) Pistol launchers used to launch banger, screamer and cappa cartridges
- (d) Banger, screamer and cappa cartridges
- (e) Gun safes used as a secure storage area for firearms when not being used for wildlife control
- (f) Four wheeled drive vehicles, spotlights and sirens
- (g) Snare poles, handling gloves, and carriers used to catch wildlife or domestic pets
- (h) Binoculars, flashlights, cameras, and bird field guides
- (i) Wildlife freezers used to store wildlife carcasses and remains until species can be positively identified
- (j) Collecting kits for gathering wildlife remains for identification
- (k) Garbage bags, gallon sized sandwich bags, and gloves

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5.2 SPECIALIZED EQUIPMENT

CONTRACTED WILDLIFE BIOLOGIST

Some supplies such as starling traps, vertebrate pesticides and chemical capturing agents may be available through USDA Wildlife Services for conducting specific control operations. The use of some control methods, such as alpha chloralose for waterfowl and DRC-1339 for pigeons is restricted to certified USDA Wildlife Services personnel only. KCAB currently has a Cooperative Service Agreement with USDA Wildlife Services to assist with implementation of the Wildlife Hazard Management Plan.

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6.0 WILDLIFE CONTROL PROCEDURES

FAR 139.337(f) (5) Procedures to be followed during air carrier operations including at least;

- 139.337(f) (5) (i) Assignment of personnel responsibilities for implementing the procedures;
(Personnel responsibilities described and delineated in Chapter 2.)*
- 139.337(f)(5)(ii) Conduct of Physical inspections of the movement areas and other areas critical to wildlife hazard management sufficiently in advance of air carrier operations to allow time for wildlife controls to be effective; (Physical inspections described and delineated in Chapter 6.2.)*
- 139.337(f) (5) (iii) Wildlife control measures;*
- 139.337(f) (5) (iv) Communication between wildlife control personnel and any air traffic control tower in operation at the airport;*

6.1 OVERVIEW

Wildlife that is identified as hazardous during and after the completion of the recommended habitat modifications will be controlled using accepted direct control techniques. Wildlife hazards at airports are extremely variable and complex; therefore, it is essential to adopt a flexible, innovative, and adaptive approach to managing such hazards. Wildlife identification guides and handbooks will be available for use by wildlife control personnel at the Airport. The manual entitled "Prevention and Control of Wildlife Damage" (2-volume set) details species-specific damage assessment and includes an in-depth discussion of methods of dispersal for each species. This manual is available via the internet. In addition, Transport Canada (Canada's governmental agency responsible for reducing wildlife hazards) has also produced a valuable reference manual on wildlife control procedures at airports.

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6.2 WILDLIFE INSPECTION

Airport Operations shall daily and periodically conduct physical inspections of movement areas and other areas critical to wildlife hazard management as part of their daily protocol. Inspections will be logged utilizing Infor. Significant wildlife activity should be directly reported to USDA Wildlife Services. USDA Wildlife Services will also conduct periodic inspections of the movement areas and other areas critical to wildlife hazard management. During periods of exceptionally heavy wildlife activity (e.g., migratory periods, outbreaks of insects etc.), coordination with the Air Traffic Control Tower and the issuing of NOTAM will be conducted as required. All other movement area qualified personnel are required to report all wildlife activities to the Airport Operations Department via the Airport Operations Center (AOC).

Airport Operations members shall be trained in wildlife identification, proper control techniques, and safe operations. They shall be equipped with adequate wildlife control supplies to monitor and respond to wildlife hazards on the airfield and report all lethal take and harassment of wildlife to USDA Wildlife Services.

The presence of any dead animals found from strikes or suspected strikes shall be recorded on FAA Form 5200-7 BIRD / OTHER WILDLIFE STRIKE REPORT and other wildlife-related activities (e.g., notable hazards, animals killed or dispersed, unusual wildlife behavior, etc.) shall be documented utilizing Infor EAMS. All dead birds or mammals found within 250 feet of the 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 will be bagged, labeled (e.g., time and date found, location on runway, person who found remains, etc.), and placed in a freezer for later inspection and identification. Wildlife strikes may be submitted electronically to the FAA National Wildlife Strike Database.

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6.3 BIRD CONTROL

Several species of birds are present at the Airport and represent the most significant potential for causing damaging strikes. Although starlings are of primary concern, migratory species are also a great concern. Juvenile birds may also constitute an unusual wildlife hazard because of their general unfamiliarity with an airport environment. The “Prevention and Control of Wildlife Damage” manual discusses a number of methods that may be used to haze birds from an airport, and if properly applied, should reduce most hazards involving species of concern.

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6.4 MAMMAL CONTROL

Potential hazards from the majority of mammal species have been reduced through habitat modifications and the construction of fencing and other exclusionary devices. Large mammals such as deer have already been excluded from using the airfield by the perimeter/wildlife resistance fence. However, smaller mammals still exist on the airfield in low to moderate densities and can provide an attraction to larger predators and raptors.

If an immediate hazard exists that might compromise the safety of aircraft at the Airport, wildlife control personnel will coordinate with the air traffic control tower and if necessary, delay arriving or departing air traffic until the hazard is eliminated. In extreme cases, the runway may need to be closed temporarily or suspend traffic at the discretion of the Airport or ATCT. Although the tower cannot be expected to monitor all wildlife hazards on the airfield and still direct air traffic, tower personnel will notify airport personnel immediately if pilots report hazards or any such hazards are observed from the tower.

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6.5 HAZING

Trained KCAB personnel use scare tactics as a primary means of controlling wildlife. This is done using a combination of pyrotechnics, propane cannons, and vehicle lights and sirens.

When an area is identified as a continual problem area for wildlife, additional inspections will be conducted.

Species of birds respond differently to hazing tactics. KCAB should identify the species and be aware of its habits before hazing. Most waterfowl respond well to hazing and will find another area if hazing is aggressive and consistent. Horned larks and swallows do not respond well and generally fly only a short distance and will not leave the area. Often no action is the best option with some species if not an immediate threat to aircraft operations.

Large flocks of birds may be difficult to move by just one person and a joint effort is often necessary to move birds from the area.

The AOC will be notified of wildlife control that may elicit public or tenant response from the noise of firearms and pyrotechnics used

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6.6 LETHAL REMOVAL

Lethal control will be used primarily as a last resort after other methods have proven to be ineffective, in emergency situations or if necessary to destroy an injured animal.

As a general rule, for lethal control to be effective in hazing birds it should be used on a sizeable flock to have an impact on other birds and deter them from coming back to the area. Certain problem birds that can be identified, may be taken as an exception to having a large flock present.

Lethal control will be conducted under the terms listed in the USFWS depredation permit. If a species of wildlife causing a threat is not identifiable or thought to be threatened or endangered USDA Wildlife Services will be contacted.

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7.0 EVALUATION

FAR 139.337(f)(6) Periodic evaluation and review of the wildlife hazard management plan for...

At a minimum, the WHMP must be fully reviewed every 12 consecutive calendar months. This review must be documented and may be accomplished as a routinely scheduled event or following a triggering incident as defined in § 139.337(f)(6)(b)(1)-(3) and Advisory Circular 150/5200-38 Protocol for the Conduct and Review of Wildlife Hazard Site Visits, Wildlife Hazard Assessments, and Wildlife Hazard Management Plans as determined by the Wildlife Coordinator and/or USDA Wildlife Services.

USDA Wildlife Services will maintain a database of wildlife strikes and populations on the airfield and surrounding areas. Information from this database 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 should be determined and the WHMP modified to address the problem.

All Airport expansion plans will be reviewed by the Wildlife Coordinator and/or USDA Wildlife Services 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 USDA Wildlife Services.,

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8.0 TRAINING

FAR 139.337(f) (7) A training program to provide airport personnel with the knowledge and skills needed to carry out the wildlife hazard management plan...

AIRPORT PERSONNEL GENERAL TRAINING

Trained KCAB personnel use scare tactics as a primary means of controlling wildlife. This is done using a combination training is essential for KCAB personnel involved in the WHMP. The Wildlife Coordinator shall 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. The training will be customized to fit the needs of individual recipients and situations.

AIRPORT OPERATIONS TRAINING

A qualified wildlife biologist shall conduct a wildlife specific training program for all Airport Operations personnel tasked with the effective management and implementation of this WHMP per FAA Advisory Circular 150/5200-36, Qualifications for Wildlife Biologist Conducting Wildlife Hazard Assessments and Training Curriculums for airport Personnel Involved in Controlling Wildlife Hazards on Airports, Appendix D. Airport operations personnel shall receive recurrent training in wildlife management at least once every 12 consecutive calendar months. Successful completion of initial and recurrent training records shall be maintained by the Wildlife Coordinator. The purpose of the course is to familiarize personnel involved with airport operations in basic wildlife identification and dispersal techniques. All personnel who have responsibility in identifying and reporting wildlife shall take this training. The records of this training will be kept on file for no less than 24 consecutive months.

Airport Operations 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 firearms and pyrotechnics (including hands-on training), and wildlife identification and dispersal techniques.

PESTICIDE TRAINING

All personnel licensed for the application of pesticides shall submit to the conditions set forth by the Kentucky Department of Agriculture in limitations of work and applicator license currency/renewal.

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9.0 AGENCY DIRECTORY

Agency	Address	Phone
U.S. Fish and Wildlife Service (Wildlife Permitting)	U.S. Fish and Wildlife Service Migratory Bird Permit Office P.O. Box 429208 Atlanta, GA 30359	(404) 679-7070
U.S. Fish and Wildlife Service (T&E Species)	Chief, Division of Endangered Species U.S. Fish and Wildlife Service 1875 Century Blvd., Suite 200 Atlanta, GA 30345	(404) 679-4176
Kentucky Department of Fish and Wildlife Resources	#1 Game Farm Road Frankfort, KY 40601	1(800) 858-1549
U.S. Department of Agriculture, Wildlife Services	1110 Avoca Station Court Louisville, KY 40245	(502) 582-5536
Kentucky Department of Agriculture (Extension Service)	Route 18 and Camp Ernst Road Burlington, KY	(859) 586-6101
Kentucky Department of Agriculture (Division of Pesticide Regulation)	KCAB100 Fair Oaks Lane, Floor 2 Frankfort, KY 40601	1(866) 289-0001
Federal Aviation Administration (FAA)	Staff Wildlife Biologist FAA Airport Safety and Compliance 800 Independence Ave., SW Washington, DC 20591	(202) 267-3389

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10.0 Federal Depredation Permit

Reference Exhibit A: United States Fish and Wildlife Federal Depredation Permit

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DEPREDAATION AT AIRPORTS

Permit Number: MB808167

Version Number: 4

Effective: 2023-04-01 **Expires:** 2024-03-31

Issuing Office:

Department of the Interior

U.S. FISH AND WILDLIFE SERVICE

MB Atlanta Permit Office

1875 Century Boulevard, NE

Atlanta, Georgia 30345

permitsR4MB@fws.gov

Tel: 404-679-7070

**Carmen
Simonton**

Digitally signed by

Carmen Simonton

2023-02-08 13:47:22

Chief, Migratory Bird Permit
Office, Atlanta, Georgia

Permittee:

KENTON COUNTY AIRPORT BOARD

POST OFFICE BOX 752000

CINCINNATI, OH 45275

Name and Title of Principal Officer:

Brian Barnott Sr. Mgr. Airport Operations

Authority: Statutes and Regulations: 16 U.S.C 703-712 50 CFR Part 13, 50 CFR 21.100

Location where authorized activity may be conducted:

Kenton County Airport property.

Reporting requirements:

You must submit a report to your Regional Migratory Bird Permit Office even if you had no activity. Report form is at www.fws.gov/forms/3-202-9.pdf.

Authorizations and Conditions:

Last Full Review: 2021

Next Full Review: 2026

Migratory Bird Permit Office Contact: R4BirdPermits@fws.gov

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A. To resolve or prevent threats to human safety and/or aircraft safety at airports or airfields, you are authorized to take, temporarily possess, and transport the migratory birds specified below.

(1) **Additional authorization is required for bald eagles, golden eagles, and bird species federally listed as threatened or endangered (t/e)** (<http://www.fws.gov/endangered>).

Take of Birds of Conservation Concern (BCC) requires additional notification (see A(5) below). A list of BCC species can be found at: <https://www.fws.gov/migratorybirds/pdf/management/BCC2008.pdf>

For information on the presence of bird species at your airport, we recommend using IPAC: <https://ecos.fws.gov/ipac/>

(2) Lethal take and take of nest with viable eggs, up to: 500 migratory birds.

(3) Emergency Take:

You are authorized to exceed the take authorized above in emergency situations and/or to take of birds listed in the 2008 Birds of Conservation Concern. You must notify your Migratory Bird Permit Office (contact information above Condition A) within 48 hours and include the following information:

- (i) Emergency situation description, including date and time
- (ii) Species and number of bird(s) taken
- (iii) Method of take

A response from the office is not expected nor required. You will be contacted only if further coordination is appropriate.

(4) To minimize the lethal take of migratory birds, you are required to continually apply non-lethal methods in conjunction with lethal control. All take must be done as part of an integrated wildlife damage management program that implements nonlethal management techniques. You may not use this authority for situations in which migratory birds are merely causing a nuisance.

(5) Do not report the following activities under your Airport Depredation permit. If activities are conducted under a Depredation Order, Conservation Order, or other regulatory authorization or permit you should conduct activities in accordance with those authorizations and reporting requirements. Canada goose nests should be taken and reported under the Resident Canada Goose registration system (<https://epermits.fws.gov/eRCGR/>).

B. **Methods.** You may use the following methods of take. The use of any of the below methods is at your discretion for each situation.



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(1) Firearms. Shotguns must be no larger than 10-gauge and must be fired from the shoulder. You must use nontoxic shot listed in 50 CFR 20.21(j). Rifles or air rifles may be used when determined most appropriate to resolve the injurious situation. Nontoxic ammunition must be used when humane and feasible. If lead shot is used, bird remains must be disposed of in a manner that prevents introducing lead in the environment. Paint ball guns may be used to haze birds but are not an authorized firearm for take. You may not use blinds, pits, or other means of concealment, decoys, duck calls, or other devices to lure or entice migratory birds into gun range. Firearm use must be in accordance with local laws and ordinances.

(2) Lethal and/or live traps. All trapping must be under humane and healthful conditions (50 CFR 13.41). Use of Pole Traps is prohibited.

Trap-and-euthanized birds count toward the lethal take authorized under Condition A of your permit. If birds are trapped and released, birds must be released in suitable habitat in an area where they are unlikely to pose a depredation threat. When appropriate, birds should be relocated a distance sufficient to minimize potential for return to the capture site. This permit does not authorize retaining birds in captivity longer than 24 hours. Additional state and/or tribal authorization may be required for release. The Service recommends banding or marking released raptors under a USGS Bird Banding permit prior to release.

If a bird is not appropriate for release to the wild, it may be transferred as non-releasable to an individual or entity authorized to receive live birds. Approval from your Migratory Bird Permit Office is required PRIOR to transferring birds. Transferred birds count toward the lethal take authorized under Condition A, as they are removed from the wild population. Contact your Migratory Bird Permit Office prior to placement to request authorization (contact information above Condition A).

(3) Nest Take. Viable eggs may be oiled, addled, or destroyed. Eggs must be oiled using only 100% corn oil, a substance exempt from regulation by the Environmental Protection Agency. Eggs may be addled in any humane manner (see 6 below). Nests, including viable eggs, may be destroyed by any humane method, provided they are completely destroyed and eggs and/or nests are not retained after destruction.

Report take as number of active nests (not number of eggs). Do not report inactive nests taken (nests with no viable eggs or chicks present). No federal authorization is required for the take of inactive migratory bird nests.

(4) Registered animal drugs (excluding nicarbazin), pesticides, and repellents. Must be humane and used in accordance with label instructions. Additional state and/or tribal authorization may be required for use.

(5) Falconry Abatement. Migratory birds may be killed by abatement falconry birds. Birds killed by falconry abatement count toward the lethal take authorized under Condition A. Additional state and/or tribal authorization may be required.



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(6) Any live birds trapped or otherwise in-hand must be in humane and healthful conditions (50 CFR 13.41). Birds euthanized must follow the American Veterinary Medical Association Guidelines on Euthanasia (<https://www.avma.org/resources-tools/avma-policies/avma-guidelines-euthanasia-animals>).

C. Sick, injured, or orphaned migratory birds. You may possess and immediately transport any birds found sick, injured, or orphaned to a federally permitted rehabilitator or licensed veterinarian for care. You do not need to report these birds (50 CFR 21.31(a)), except:

Birds injured by your activities must be humanely euthanized or transferred immediately to a federally permitted migratory bird rehabilitator or a licensed veterinarian for medical care at the permittee's expense. You must report any birds injured by your activities on your Annual Report.

D. Salvage. You are authorized to salvage and temporarily possess migratory birds found dead. Salvaged birds must be disposed of as described in Condition E below within 6 months of salvage. Before you salvage any bird killed by suspected illegal activity, you must first contact the U.S. Fish and Wildlife Service Office of Law Enforcement (OLE) for authorization to salvage that bird. See FWS OLE contact information below.

Any dead bald eagle or golden eagle salvaged must be reported within 48 hours to your local U.S. Fish and Wildlife Service Office of Law Enforcement (contact information below) and to your migratory bird permit issuing office (contact information above Condition A). After clearance from OLE, contact the National Eagle Repository at (303) 287-2110 for shipment directions of these specimens.

E. Disposition of dead migratory birds. Migratory birds, nests, or eggs taken under this permit must be disposed of by one of the following:

- (1) Donated to an individual or entity authorized by permit or regulation to receive donated birds (i.e. scientific, educational, or tribal use);
- (2) Completely destroyed in accordance with local laws and ordinances;
- (3) Retained for diagnostic or personnel training purposes;
- (4) Retained and used as effigies; or
- (4) If the species is a migratory game bird and suitable for consumption, donated to a public charity.

F. Reporting.

Immediate Notification. You must immediately notify your Migratory Bird Permit Office at the contact information above Condition A about:

- (1) Emergency Take (Condition A(3))
- (2) Salvage of eagles (Condition D)

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Annual Report. You must submit an annual report (Form 3-202-9). You must report take by species (e.g. ring-billed gull, Canada goose) and method (e.g. kill, nest take, trap-release, trap-relocate, DRC-1339).

G. Subpermittees. A subpermittee is an individual to whom you have provided written authorization to conduct some or all of the permitted activities in your absence. As the permittee, you are legally responsible for ensuring that your subpermittees are adequately trained and adhere to the terms of your permit. The following subpermittees are authorized: Any other person who is (1) employed by or under contract to you for the activities specified in this permit, or (2) otherwise designated a subpermittee by you in writing, may exercise the authority of this permit.

You and any subpermittees must carry a legible paper or electronic copy of this permit and display it upon request whenever you are exercising its authority. Subpermittees must be at least 18 years of age. You are responsible for maintaining current records of who you have designated as a subpermittee, including copies of any designation letters provided to individuals not named above.

H. You and any subpermittees must comply with the below Standard Conditions. **These standard conditions are a continuation of your permit conditions and must remain with your permit.** These standard conditions are nationwide and may not be modified for individual permits.

1. All of the provisions and conditions of the governing regulations at 50 CFR part 13 and 50 CFR part 21.41 are conditions of your permit. Failure to comply with the conditions of your permit could be cause for suspension of the permit. If you have questions regarding these conditions, refer to the regulations or, if necessary, contact your migratory bird permit issuing office. For copies of the regulations and forms, or to obtain contact information for your issuing office, visit:
<http://www.fws.gov/migratorybirds/mbpermits.html>.

2. General conditions set out in Subpart B of 50 CFR 13, and specific conditions contained in Federal regulations cited above, are hereby made a part of this permit. All activities authorized herein must be carried out in accord with and for the purposes described in the application submitted. Continued validity, or renewal of this permit is subject to complete and timely compliance with all applicable conditions, including the filing of all required information and reports.

3. The validity of this permit is also conditioned upon strict observance of all applicable foreign, state, local tribal, or other federal law.

4. Valid for use by permittee named above.

5. Explosive Pest Control Devices (EPCDs) are regulated by the Bureau of Alcohol, Tobacco, Firearms, and Explosives (ATF). If you plan to use EPCDs, you require a Federal explosives permit, unless you are exempt under 27 CFR 555.141. Information and contacts may be found at www.atf.gov/explosives/howto/become-an-fel.htm.

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6. If you encounter a migratory bird with a Federal band issued by the U.S. Geological Survey Bird Banding Laboratory, Laurel, MD, report the band number to <http://www.reportband.gov>.
7. You are responsible for obtaining appropriate, prior, written landowner permission for activity (take or release) of any migratory birds, nests, or eggs on lands where you are not the landowner or custodian.
8. You must maintain records as required in 50 CFR 13.46 and 50 CFR 21.41. All records relating to the permitted activities must be kept at the location indicated in writing by you to the migratory bird permit issuing office.
9. Acceptance of this permit authorizes the U.S. Fish and Wildlife Service to inspect any wildlife held, and to audit or copy any permits, books, or records required to be kept by the permit and governing regulations.
10. You may not conduct the activities authorized by this permit if doing so would violate the laws of the applicable State, county, municipal or tribal government or any other applicable law.

For suspected illegal activity, immediately contact USFWS Law Enforcement 1-844-FWS-TIPS (397-8477)

<https://www.fws.gov/le/regional-law-enforcement-offices.html>

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