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# Wildlife in Airport Environments: Appendix, Index and Back Cover

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# Appendix

## Regulations for Wildlife Management at Airports

RICHARD A. DOLBEER

In 1990, the 190 member nations of the International Civil Aviation Organization (ICAO) adopted, in Annex 14 to the Convention on Civil International Aviation, three recommended management practices regarding bird hazards to aviation. The recommended practices required that aviation authorities within each nation (1) assess the extent of the hazard posed by birds at and in the vicinity of airports certificated for passenger traffic, (2) take necessary action to decrease the number of birds, and (3) eliminate or prevent the establishment of any site in the vicinity of the airport that could attract birds and thereby present a danger to aviation. Because of the increasing threat posed by birds to aviation worldwide, member states voted to make these recommendations mandatory ICAO standards, effective November 2003. In 2009, ICAO expanded these standards to include terrestrial wildlife such as large mammals and reptiles that pose a risk at airports (ICAO 2009).

To comply with ICAO standards, the Federal Aviation Administration (2004) requires airports in the USA that are certificated for passenger traffic to conduct Wildlife Hazard Assessments (WHAs). In 2012, there were 550 such airports in the USA. General aviation airports receiving federal funding also may be required to conduct WHAs. Based on the findings of the WHA, most airports are required to develop and implement a Wildlife Hazard Management Plan (WHMP). These WHMPs, as dictated by requirements outlined in Federal Aviation Administration (2004), must address (1) removal of habitat and food attractive to wildlife; (2) use of techniques to exclude, disperse, or remove wildlife that pose a risk to aircraft; (3) training of airport personnel in wildlife management techniques; and (4) establishment of an Airport Wildlife Hazard Working Group. In addition, Federal Aviation Administration (2007) provides guidance on land uses that attract hazardous wildlife and are thus incompatible with aviation safety within 13 km (8 miles) of aircraft operating surfaces at airports (e.g., garbage landfills).

In implementing WHMPs in the USA, airports must deal with numerous regulatory constraints related to environmen-

tal issues at the federal, state, and local levels. First, most birds are federally protected under the Migratory Bird Treaty Act (MBTA), which is administered by the U.S. Department of Interior, Fish and Wildlife Service (USFWS). The MBTA (16 U.S.C. § 703–712) is an international treaty signed by the USA, Mexico, Canada, Russia, and Japan (USFWS 2013). State laws protecting birds can be even more (but not less) restrictive. State laws regulate most other wildlife, including mammals and reptiles. Before any management action can be taken to kill, trap and translocate, or disrupt reproduction of any species covered by these laws, federal and state permits must be obtained. These permits dictate allowable management methods and the numbers of animals or eggs that can be removed by species. The management of wildlife species classified as endangered has additional constraints under the Endangered Species Act (16 U.S.C. § 1531–1544), also administered by the Department of Interior. Most states have their own endangered species legislation, as well.

A constraint in implementing WHMPs at many airports relates to the management of wetlands that are attractive to birds. Under Section 404 of the Clean Water Act of 1972 (33 U.S.C. § 1251 and related legislation), most wetlands cannot be removed without obtaining a permit from the U.S. Army Corps of Engineers. These permits typically require that any removed or negatively altered wetland must be mitigated by the establishment of wetlands in other locations within the same watershed.

The U.S. Environmental Protection Agency (2012) oversees, through the Federal Insecticide, Fungicide and Rodenticide Act (7 U.S.C. § 136.40), the use of pesticides such as chemical toxicants and repellents that may be used to manage wildlife at airports. All pesticides must be registered with the Environmental Protection Agency as either general or restricted use before they can be applied under specified label directions. Restricted-use pesticides can only be applied by state-licensed applicators. Finally, state and local regulations may also constrain the use of firearms, traps, and bird-frightening devices that emit loud noises (e.g., propane cannons).

At international and national levels, the ICAO and civil aviation authorities, respectively, mandate that airports assess and manage the risk caused by birds and other wildlife in the airport environment. This task is made uniquely challenging, however, as described above, by the numerous constraints imposed by complex environmental regulations overseen by various federal, state, and local agencies. These environmental regulations, although unquestionably beneficial for society as a whole, are often at cross-purposes with aviation safety in the airport environment. The FAA and U.S. Department of Agriculture have published a 348-page manual, *Wildlife Hazard Management at Airports* by Cleary and Dolbeer (2005), which provides detailed guidance and background material for personnel conducting WHAs and implementing WHMPs in relation to environmental regulations.

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# Index

Page numbers in *italics* indicate figures and tables.

- abiotic factors in turfgrass establishment, 109
- abundance: of food resources, availability of food resources compared to, 81; relative, indices of, 156, 157
- accuracy of avian surveys, 156–157
- adaptive management, 68
- adverse localized effect, 28
- agricultural crops, 85, 86, 118–119, 119
- aircraft: deer collisions with, 50, 52, 73, 122; destroyed by strikes, 1, 2; radio-controlled, 17–18, 18. *See also* bird strikes
- Air Express Airport, Wilmington, Ohio, 96
- Air Force (U.S.), vegetation management of, 106–107
- air operations area (AOA), defined, 154
- airports: demands on, x; multiple uses for, 4, 168–169; roosting aggregations near, 31; surface water coverage of, 93. *See also specific airports*
- air traffic control and avian radar, 4
- air travel, frequency of, 2
- alarm calls of birds, 39–40
- alert responses, cueing, 11
- Allan, J. R., 40
- Aldredge, M. W., 161
- alternative energy sources at airports, 4, 168
- animal movements: applications for reducing strikes from, 133–134; integration of spatial scale with, 132–133, 133; management of, 135; motivations for, 132; overview of, 129, 135; principles of, 130–132; techniques for investigation of, 134–135; types of, 129–130
- animals. *See* animal movements; birds; mammals
- annual population cycle, 69, 69
- antipredator behavior, exploitation of, 15, 38–39
- AOA (air operations area), defined, 154
- aposematic invertebrate prey, avoidance of, 15
- auditory repellents: biosonic stimuli, 39–40; exploders, 40–41, 41; overview of, 37, 42; pyrotechnics, 40, 40
- auditory systems: of birds, 26, 37–38; of mammals, 37, 38
- Avery, M. L., 15, 16, 41
- avian radar: air traffic control procedures and, 4; collecting and processing data from, 146, 146; overview of, 148; performance and data quality of, 145–146; recent developments in, 147–148; technical specifications for, 144, 144–145; use of data from, 147; validation issues in, 146–147
- avian survey methods. *See* survey methods
- avoidance behaviors: chemical repellents and, 27; natural signal colors from prey and, 15; predation risk and, 134
- Baker, J. A., 81
- Bald and Golden Eagle Protection Act, 62
- Barras, A. E., 16
- barriers, 41, 41. *See also* fences, exclusionary
- Bart, J., 160, 161
- Baxter, A. T., 40
- Begier, M. J., 108
- behavioral bases for chemical repellents, 26, 26–28
- Belant, J. L., 40, 56, 133
- Belser, C. G., 143
- Bendel, P. R., 62
- Bernhardt, G. E., 16, 82, 133–134, 167
- best management practices for stormwater containment, 94
- bias in avian surveys, 156, 157
- biodiversity in airport environments, 4
- biofuel crops, 119–120, 120, 169
- Biondi, K. M., 131–132
- biosolids application in grasslands, 108
- biosonic stimuli, 39–40
- bioswales, 98, 99
- biotic factors in turfgrass establishment, 109
- birds: auditory systems of, 26, 37–38; conservation of, 120–122; land cover and, 118, 119; movement behavior and food resources, 80; nonlearned and learned responses of, 26; population increases in, 2–3; risks caused outside airport fences from, 3–4; species-specific responses to vegetation management by, 107; tactile systems of, 38; visual deterrents for, 18; visual systems of, 13–14, 26; vultures, 62–63, 80; water resources and, 93–94. *See also* bird strikes; food resources; survey methods; *specific species*
- Bird Strike Committee Canada, 3
- Bird Strike Committee Europe, 3
- bird strikes: databases on, 3; at higher altitudes, x; history of, 1; multiple-ingestion events, 2; risk assessment for, 162–163; statistics on, 155; translocation to reduce, 62–64; US Airways Flight 1549 and, ix, 2, 132, 167; water resources and, 93. *See also* auditory repellents; avian radar; chemical repellents; lethal control; radar technology; stormwater management; turfgrass management; visual deterrents
- black bears, 39, 42, 50, 61
- Blackwell, B. F., 13, 15, 16–18, 42, 63, 80, 82, 97, 121
- Bleriot, Louis, 1
- Bollinger, E. K., 121
- Bomford, M., 40
- Breck, S. W., 42
- Brenneisen, S., 98

- broadleaf-selective herbicides in vegetation management, 107–108
- Brooks, R. J., 81
- Bruderer, B., 145
- Buckley, P. A., 81
- Buffalo Niagara International Airport, 96
- Buler, J. J., 143
- Burnham, K. P., 160
- burning of grassland habitats, 108
- Canada geese: chemical repellents for, 30–31, 31; lasers and, 16; movements of, 133, 133; near LaGuardia Airport, 72, 72–73, 73; radio-controlled aircraft and, 17–18, 18; translocation of, 61; turfgrass species and, 85, 110, 110; US Airways Flight 1549 and, ix, 2, 132, 167
- canids, visual systems of, 13. *See also* coyotes
- carnivores: exclusion of, 49, 50–51, 51, 52; translocation of, 61. *See also* coyotes; mammals
- carion, 85, 87, 88
- Casement, M. B., 144
- central place foraging, 30, 130
- chain-link fences, 55
- chemesthesis, 26
- chemical repellents: behavioral bases for, 26, 26–28; ecological context of, 28–31, 29, 30; integrated management and, 32, 32; mediating sensory modalities and, 25–26; overview of, 25, 32; types of, 26, 32, 33
- Chicago O'Hare International Airport, 73, 73, 98
- cisterns, 97
- civil airfields, use of avian radar data by, 147
- Civil Aviation Authority (CAA), vegetation management recommendations of, 106, 107
- Clark, L., 41
- Clean Water Act (U.S.), 94, 173
- Cleary, E. C., ix, 15, 40, 174
- clustering stormwater facilities, 96–97
- Coates, R., 39
- Cochran, W. G., 154
- Coleman, J. S., 80
- collection location when investigating food habits, 83
- colors, avoidance of, 15
- commercial air traffic, increase in, 2
- compressed air, 42
- concurrent interference, 28, 28
- conditioned flavor avoidance paradigm, 27
- Conklin, J. S., 41
- Conkling, T. J., 120
- Conover, M. R., 11, 40
- conservation and alternative land uses: biofuel crops, 119–120, 120; for birds, 120–122; land cover, habitat, and, 117–118; for mammals, 122; overview of, 117, 122–123
- Conservation Reserve Program fields, 120
- Cook, A., 39, 40
- Cooper, R. J., 82
- corn production, 118, 119
- coverage of standing water, 95
- cover crops, 109
- coyotes: chemical repellents for, 31; collisions with aircraft, 50; exclusion of, 49; jumping abilities of, 50; scaling abilities of, 51; strike statistics for, 122
- Craven, S. R., 54–55, 62
- crop production: agricultural, 85, 86, 118–119, 119; biofuel, 119–120, 120, 169
- Dane County Landfill, Madison, Wisconsin, 30, 30
- data in avian surveys: collection of, 155–156; management and analysis of, 160–161
- Davis, R. A., 133
- Dawkins, M. S., 12
- deer: agricultural crops and, 119; auditory systems of, 38; chemical repellents for, 31; at Chicago O'Hare International Airport, 73, 73; collisions with aircraft, 50, 52, 73, 122; electrical stimuli and, 38; electric fences and, 54; fencing for, 49–50, 52, 53; gates and, 56; hazard presented by, 49; jumping abilities of, 50; motivation of, 52; wire-mesh fencing and, 55
- DeKalb-Peachtree Airport, Atlanta, 3
- Denver International Airport, 99
- Department of Agriculture (U.S.): publications of, 174; Wildlife Services, 3, 4
- Department of Defense (U.S.), use of pesticides by, 108
- Desholm, M., 145
- design: in animal signaling, 12; of avian surveys, 157–160
- detectability of natural signals, 11–12
- Detroit Metro Airport, 95
- DeVault, T. L., 53, 63, 79, 80
- Diehl, R. H., 143
- dietary breadth, 82
- direct management techniques: limitations of, 167; overview of, 135. *See also* auditory repellents; chemical repellents; lethal control; tactile repellents; translocation; visual deterrents
- direct observation of foraging behavior, 84, 84
- disease transmission and translocation, 62
- dispersal, animal movements for, 129
- distance sampling, 161–162
- distress calls, 39–40
- distribution theory, 130–131
- dogs for wildlife control, 11, 15, 18
- Dolbeer, R. A., ix, 15, 40, 122, 155, 174
- Double Sampling approach, 160–161
- Duffiney, A., 95
- Earnst, S., 160, 161
- Eastern meadowlarks, 118
- ecological context: chemical repellents and, 28–31, 29, 30; efficacy of nonlethal methods and, 38–39, 42; salience of cues and, 27–28
- economic modeling of wildlife risk, 53
- ecorooofs, 97–98, 99
- Edmonton International Airport, 96
- efficacy in animal signaling, 12
- effigies as visual deterrents, 16, 17
- electric fences, 54, 54–55
- electric shock, 42
- Endangered Species Act, 173
- engineered wetlands, 96
- environmental protection, success in, 2–3
- Environmental Protection Agency (U.S.): LID/GI technique categories of, 96–100; pesticide regulations of, 173; registrations of, 32, 33
- environmental regulation, 173–174
- escape from novel stimulus, 27
- European starlings: chemical repellents and, 41–42; distress calls and, 39; effigies and, 16; extinction curves for learned avoidance in, 27, 27; food resources for, 80, 83, 85; lasers and, 15; management of, 3, 118; risk to aircraft of, 1, 132, 132, 156; vegetation height and, 107
- euthanasia for nuisance animals, 62
- evolution and salience of cues, 27–28
- exploders, 40–41, 41
- extinction curves for learned avoidance, 27
- FAA. *See* Federal Aviation Administration
- falcons: carcasses on airfields and, 87; for wildlife control, 15. *See also* raptors
- fear response and visual deterrents, 11, 15
- feces analysis, 83, 84
- Federal Aviation Administration (FAA): agricultural crops and, 86; avian radar guidelines of, 147; databases and standards of, 3; fencing recommendations of, 49–50; fluid waste recommendations of, 94; land use guidelines of, 118, 119, 173; publications of, 174; separation criteria of, 133, 154, 154; strike data reporting to, 167–168; terminal Doppler weather radar and, 143; vegetation management recommendations of, 106; water resources and, 93; Wildlife Hazard Assessments, 154, 168, 173
- feeding site surveys, 84, 84
- Feldhamer, G. A., 51, 52
- felids, translocation of, 61
- fences, exclusionary: breaches in, 50, 51, 52; economics of, 52–53; electric, 54,

- 54–55; FAA recommendations for, 49–50; gates in, 54, 55–56; motivational factors, 52; overview of, 49, 56; physical abilities of animals and, 50–51, 51; temporary, 53–54; wire-mesh, 55
- feral swine, 49, 50, 55
- filtration practices, 98
- food resources: availability of alternatives to, 30; central place foraging concept and, 30; crop production and, 118–119; eliminating, 28–29; grassland habitats and, 106; increasing cost of, 29–30; insects in grassland habitats and, 108; management of, 84–86, 86, 87; as motivation for use, 79–80; overview of, 79, 88; principles of food habits and foraging strategies and, 80–82; research needs and, 86, 88; seasonal variation in, 31; techniques for investigating food habits and, 82–84, 84; vegetation management and, 107–108
- foraging: defined, 129; of goose species, 110, 110; movements for, 129–130, 130, 132. *See also* food resources
- foraging theory, 131
- Fraser, J. D., 80
- fundamental niche, 131
- gastrointestinal tracts, study of, 83, 83
- gates in fences, 54, 55–56
- Gauthreaux, S. A., 143
- Genchi, A. C., 41
- GI (green infrastructure), 96–100
- “giving-up density” response, 131
- Goodale, E., 39
- goose species, foraging preferences of, 110. *See also* Canada geese
- Gorenzel, P. W., 16
- grassland habitats: biofuel crops as, 119–120; conservation of birds and, 120–122; in urbanized environments, 106. *See also* turfgrass management
- green infrastructure (GI), 96–100
- green roofs, 97–98, 99
- Griffith, B., 61
- ground clutter in radar displays, 146
- group size, effects of, 131–132
- Guilford, T., 12
- gulls: foraging behavior of, 84, 130, 130; insects in grassland habitats and, 108; at John F. Kennedy International Airport, 71, 71–72, 72, 81, 132; movements of, 133; reduction of risk of, 134
- gustation in birds, 25–26
- habitat: defined, 117; foraging theory and, 131; fragmentation of, 121; quality of, 69, 70, 70; sampling of, 157–159
- habituation to unconditioned stimulus, 27
- hazard: defined, 153; management activities and, x; presented by deer, 49; quantification of, 162–163. *See also* Wildlife Hazard Assessments
- hazard scores and habitat types, 118, 119
- Heathrow International Airport, 96
- Heffner, H. E., 38
- Helon, D. A., 56
- herbaceous cellulosic feedstocks, 119–120, 120, 169
- herbicides in vegetation management, 107–108
- Higgins, J., 95–96
- higher altitudes, strikes at, x
- high-resolution marine surveillance radar, 144
- Holevinski, R. A., 61
- horizontal surveillance with avian radar, 145, 147–148
- Humane Society of the United States, 40
- human fatalities from strikes, 1, 2
- Hynstrom, S. E., 54–55
- ideal despotic distribution model, 130–131
- ideal free distribution model, 130, 131
- imperfect detection errors, 156
- indirect management techniques, 135. *See also* fences, exclusionary; turfgrass management
- infiltration trenches, 97
- Inglis, I. R., 15
- innate responses to signals, 14–15
- insects in grassland habitats, 108
- integration of management techniques: animal movements, 135; chemical repellents, 32, 32; population management, 71; recommendations for, 167, 168–169
- International Bird Strike Committee, 3
- International Civil Aviation Organization: databases of, 3; on land use and wildlife hazards, 118; on vegetation management, 106; on wildlife management, 3, 173
- invasive plant species, 110
- Isaacson, A. J., 15
- Jacobs, G. H., 13
- John F. Kennedy International Airport, New York: crash due to bird strike at, 3; gulls at, 71, 71–72, 72, 81, 132, 134; tree swallows at, 82, 132, 133–134, 167
- Kelly, N. E., 80
- Kershner, E. L., 121
- Keyel, A. C., 121
- Kotogama, S. W., 39
- K selection, 69
- LaGuardia Airport, New York, 72, 72–73, 73
- land cover, 117. *See also* turfgrass management
- landfills: bird management for, 31; chemical repellents and, 29, 29–30, 30; as food resources, 85–86, 87; near airports, 3
- land use: crop production, 85, 86, 118–119, 119; defined, 117; FAA guidelines for, 173. *See also* conservation and alternative land uses; landfills; water
- lasers as visual deterrents, 15–16, 16
- La Vine, V. P., 62
- learned responses: adverse localized effect, 28; extinction curves for, 27; to signals, 14–15; to stimulus, 26, 27
- lethal control: case studies of, 71–73; justification for, 67–68; overview of, 73–74; for population management, 67; public support for, 153; with pyrotechnics, 40; of raptors, 63; reproductive control compared to, 71
- LID (low-impact development), 96–100
- light signals: avoidance behavior and, 16–17; for mammals and birds, 14; for white-tailed deer, 13
- Liner, M., 95–96
- Linnell, M. A., 110
- Litvaitis, J. A., 82
- location of collection when investigating food habits, 83
- Lockheed Electra crash in Boston Harbor, 1, 3
- low-impact development (LID), 96–100
- MacInnes, C. D., 62
- MacKenzie, D. I., 159, 162
- MacKinnon, B., ix, 147
- mammals: auditory systems of, 37, 38; chemical repellents for, 31; conservation of, 122; excluding from airports, 49; food resources for, 79; grassland habitats and, 108; tactile systems of, 38; visual deterrents for, 18; visual systems of, 12–13, 14. *See also* black bears; coyotes; deer; fences, exclusionary; food resources
- mammal strikes: deer, 50, 52, 73; history of, 1; statistics on, 122. *See also* auditory repellents; chemical repellents; lethal control; stormwater management; tactile repellents; turfgrass management; visual deterrents
- management activities: for animal movements, 135; hazard and, x; identification of priorities for, 153, 162–163; integration of, 32, 32, 71, 135, 167, 168–169; as motivation for movement, 132
- marginal value theorem, 131
- mark-recapture approaches, 162
- Martin, J. A., 133
- Mason, J. R., 16
- McCarthy, M. G., 81
- McDonald, R. H., 82
- microwave radiation and bird behavior, 148
- migratory behaviors, 31, 129–130, 132

- Migratory Bird Treaty Act, 62, 67, 173  
 military aviation: use of avian radar data by, 147; wildlife strikes, 1  
*Miscanthus giganteus*, 119, 120  
 mitigation efforts, ix, 3, 4  
 monitoring: animal movements, 129–135; standardization of techniques for, 168. *See also* radar technology; survey methods  
 mortality rates for translocated animals, 62  
 motivational factors: for crossing barriers, 52; for movements, 132  
 movements of animals. *See* animal movements  
 mowing of grassland habitats, 121  
 multiple-engine damage, 2  
 municipal solid waste. *See* landfills
- naive counts, 156, 157  
 National Pollution Discharge Elimination System requirements, 94  
 National Wildlife Research Center, 49  
 native prairie communities, 119, 120  
 natural factors and population dynamics, 70  
 neophobia, 11, 27, 39  
 Netherlands, vegetation management in, 106  
 net present values and fence design, 53  
 netted reservoirs, 95  
 niche hypervolume, 131  
 niche theory, 131  
 Nohara, T. J., 132  
 nonlethal management activities: overview of, 37; premise for efficacy of, 38–39; translocation, 61–64, 64  
 nonnative plant species, 110  
 Nosek, J. A., 62
- objectives of study or assessment, 154–155  
 O'Brien, P. H., 40  
 observation of foraging behavior, 84, 84  
 observation periods in avian surveys, 159  
 occupancy models, 162  
 Ohio, raptors at airports in, 63–64, 64  
 Olexa, T. J., 135  
 olfaction in birds, 25  
 one-way gates, 56  
 open-array antenna for avian radar, 145  
 optimal foraging theory, 82
- parabolic antenna for avian radar, 145  
 pellet analysis, 83, 84  
 permits for capturing or killing animals, 62, 67, 173  
 pesticide usage, 173  
 Peterson, M. N., 56  
 photoreceptors in vertebrates, 12, 14  
 piston-powered aircraft, 1  
 plant growth regulators in vegetation management, 108  
 Pochop, P. A., 95, 110
- point-transect approach to avian surveys, 156  
 polyrope electric fences, 55  
 population management: case studies of, 71–73; overview of, 67–68, 73–74; population dynamics and, 68–71  
 porous pavement, 97  
 Portland International Airport, 98, 99  
 prairie communities, native, 119, 120  
 predatory threat, evocation of response to, 5, 38–39  
 preference for food resources, 81  
 prescribed fire in grassland habitats, 108  
 primary chemical repellents, 26, 29, 29–30, 30  
 Program Distance approach, 159  
 pyrotechnics, 40, 40
- radar beam width, defined, 145  
 radar cross sections of birds, 145  
 radar technology: animal movements and, 135; high-resolution marine surveillance radar, 144; overview of, 141, 148; performance and data quality issues with, 145–146, 146; radiotelemetry compared to, 134; recent developments in, 147–148; technical specifications for, 144, 144–145; terminal Doppler weather radar, 143, 143–144; tracking radar, 141–142; use of data from, 147; validation issues with, 146–147; weather surveillance radar, 142, 142–143, 143  
 radio-controlled aircraft, 17–18, 18  
 radiotelemetry, 134–135  
 rain barrels, 97  
 rain gardens, 97, 98  
 random sampling approach to avian surveys, 158–159  
 raptors: carrion and, 85, 87; evaluation of management approaches for, 64; insects in grassland habitats and, 108; at Ohio airports, 63–64, 64; prey availability and, 81; relocation of, and radiotelemetry, 134–135; strike statistics for, 62–63; translocation of, 61–62; for wildlife control, 15  
 rates of population growth, 69  
 realized niche, 131  
 Reed, G. J., 56  
 reflexive withdrawal from chemical repellents, 26  
 regional strategic planning, 68  
 regulations for wildlife management, 173–174  
 renewable energy, 4  
 reproduction, animal movements for, 129  
 reproductive control, 67–68, 70–71  
 research, important areas for, 168  
 resource management. *See* food resources  
 resources, eliminating, 28–29. *See also* food resources; water
- rest sites, movements to, 129  
 risk, defined, 153  
 risk assessment, 163  
 risk estimation models, 168  
 risk of strike. *See* strike risk  
 Robertson, B. A., 118  
 Rodgers, Calbraith, 1  
 Rolando, A., 80  
 roosting aggregations near airports, 31  
 Rosatte, R. C., 62  
 Rosenburg, K. V., 82  
 Roth, A. M., 120  
 Royle, A., 159, 162  
 r selection, 69  
 runway protection zones, 155, 155
- salience of cues, 27, 27–28  
 sample size for investigating food habits, 82–83  
 satellite-telemetry, 134–135  
 S band radar wavelength, defined, 144  
 Schafer, L. M., 134  
 Seamans, T. W., 13, 16, 41, 42, 56, 107, 110  
 Seattle-Tacoma International Airport, 98–99  
 secondary chemical repellents, 26  
 selection of food resources, 81  
 semipassive constructed wetlands, 96  
 sensory modalities: of animals, 37–38; of birds, 4; mediating in birds, 25–26  
 Servoss, W., 132  
 Sherman, D. E., 16  
 Shivik, J. A., 15  
 signal discriminability, 11–12  
 signals, innate compared with learned responses to, 14–15  
 Sillman, A., 13  
 sink habitats, 121  
 Smith, A. E., 42  
 sound, reactions to, 38  
 spatial energetic models, 130  
 spatial scale and animal movements, 132–133, 133  
 stomach content analysis, 83, 83  
 stormwater management: airport practices in, 94–95; alternative control approaches to, 95–100; overhead lines and, 94–95, 95; overview of, 93, 100; privately owned facilities, 100  
 stratification, as sampling approach, 158  
 strike data reporting, 167–168  
 strike risk: efforts to mitigate, ix; mammals and, 1, 122; quantification of, 162–163. *See also* bird strikes  
 Stull, D. W., 56  
 subsurface flow wetlands (SSFWs), 96  
 survey methods: accuracy issues with, 156–157; data management and analysis in, 160–161; design of, 157–160; distance sampling, 161–162; mark-recapture, 162; necessary data, 155–156;



- objective definition, 154, 154–155;  
occupancy models, 162; overview of,  
153–154, 163; sample data sheet for, 160;  
standardization of, 157, 168; strike risk  
quantification, 162–163; target popula-  
tions definition, 155
- Suter, W., 94
- switchgrass, 119–120, 120
- tactile repellents: barriers, 41, 41; chemical  
applications, 41–42; compressed air, 42;  
electric shock, 42; overview of, 37, 42
- tactile systems: of animals, 38; of birds, 26
- tall fescue, establishment of, 109
- target populations for avian surveys, 155
- TDWR (terminal Doppler weather radar),  
143, 143–144
- techniques for investigating: animal move-  
ments, 134–135; food habits, 82–84
- techniques of wildlife management: inte-  
gration of, 32, 32, 71, 135, 167, 168–169;  
nonlethal, 37, 38–39; overview of, 67,  
167–169. *See also* auditory repellents;  
chemical repellents; lethal control;  
survey methods; tactile repellents; visual  
deterrents
- temporary fences, 53–54
- terminal Doppler weather radar (TDWR),  
143, 143–144
- territory defense, animal movements for,  
129
- Therres, G. D., 62
- Toronto International Airport, 81
- tracking radar, 141–142
- translocation, 61–64, 64
- Transport Canada, 3, 106
- trash-transfer stations. *See* landfills
- treatment, visual recognition of, 18
- tree swallows, 82, 132, 133–134, 167
- Tullytown Landfill, Philadelphia, 29, 29
- turbine-powered aircraft, damage to, 1–2
- turfgrass management: overview of, 105,  
111; role of vegetation in, 105–106, 106;  
selecting plant material for, 109, 109–  
110; traditional and current, 106–108
- turfgrass species, 85
- turf-type cultivars, 109–110
- two-engine aircraft and multiple-ingestion  
events, 2
- ultrasonic devices, 40
- ungulates, visual systems of, 12–13. *See*  
*also* deer
- United Kingdom, vegetation management  
in, 106
- U.S. Air Force, vegetation management of,  
106–107
- US Airways Flight 1549, ix, 2, 132, 167
- U.S. Clean Water Act, 94
- U.S. Department of Agriculture: publica-  
tions of, 174; Wildlife Services, 3, 4
- U.S. Department of Defense, use of pesti-  
cides by, 108
- U.S. Environmental Protection Agency:  
LID/GI technique categories of, 96–100;  
pesticide regulations of, 173; registra-  
tions of, 32, 33
- use of food resources, 81
- vegetated buffers, 98–99
- vegetated swales, 98, 99
- vegetation in airport environments: man-  
agement of, 106–108; role of, 105–106,  
106; selecting plant material for renova-  
tion and seeding, 109, 109–110
- vehicle lighting, 16, 17
- VerCauteren, K. C., 16, 56
- vertical surveillance with avian radar, 145,  
147–148
- very high frequency (VHF) radiotelemetry,  
134–135
- vision: of birds, 26; as sensory pathway,  
12–14
- visual contrast models, 14
- visual deterrents: effigies, 16, 17; evalua-  
tions of, 19; innate compared with
- learned responses to signals, 14–15;  
lasers, 15–16, 16; overview of, 11–12,  
18–19; pyrotechnics, 40, 40; recent  
advances in, 16–18
- vultures: movement behavior and food  
resources, 80; strike statistics, 62–63
- Ward, A. L., 51
- Washburn, B. E., 40, 83, 86, 107, 108, 109,  
110, 135
- water: avian use of, 93–94; as major attrac-  
tant, 30, 80, 93; wetlands management,  
96, 173. *See also* stormwater manage-  
ment
- weather surveillance radar (WSR-88D), 142
- wedelia, 110
- Westover Air Reserve Base, Chicopee,  
Massachusetts, 106
- wetlands management, 96, 173
- white-tailed deer. *See* deer
- Wildlife Hazard Assessments, 154, 168, 173
- Wildlife Hazard Management at Airports*  
(Cleary and Dolbeer), 174
- Wildlife Hazard Management Plans, 173
- wildlife management: risk mitigation  
through, 3, 4; success in, 2–3. *See also*  
management activities; techniques of  
wildlife management
- wildlife population increases, 2–3
- wildlife strikes: at higher altitudes, x;  
mammals, 1, 50, 52, 73, 122; reasons for  
increase in, 1–3; statistics on, 50; US  
Airways Flight 1549 and, ix, 2, 132, 167.  
*See also* bird strikes
- wire-mesh fences, 55
- Wright, Orville and Wilbur, 1
- Wright, S. E., 63, 122
- WSR-88D (weather surveillance radar),  
142, 142–143, 143
- X band radar wavelength, defined, 144
- York, D. L., 133, 135

THE PILOT WATCHES the instrument panel and prepares for touchdown—a routine landing until a burst of birds, a coyote, or a herd of deer crosses the runway! Every year, pilots experience this tension and many aircraft come into direct contact with birds and other wildlife, resulting in more than one billion dollars in damage annually. The United States Federal Aviation Administration has recorded a rise in these incidents over the past decade due to the combined effects of more reporting, rebounding wildlife populations, and an increased number of flights. *Wildlife in Airport Environments* tackles the issue of what to do about encounters with wildlife in and around airports—from rural, small-craft airparks to major international hubs.

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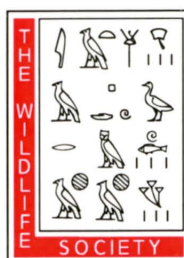
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