

WILDLIFE HAZARD MANAGEMENT PLAN

Ogden-Hinckley Airport

Prepared for:
City of Ogden
and
Ogden-Hinckley Airport
Ogden, Utah



For submittal to:
U.S. Department of Transportation
Federal Aviation Administration

Airport Certification Safety Inspector
Federal Aviation Administration
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Airports Division
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SIGNATORIES

The following Wildlife Hazard Management Plan for the Ogden-Hinckley Airport has been reviewed and accepted by the Federal Aviation Administration (FAA). This document will become effective with the following signatures:



Bryant W. Garrett, Airport Manager
Ogden-Hinckley Airport

Date


November 12, 2019

Digitally signed by Kevin C Yarnell
Date: 2019.10.22 11:28:38 -07'00'

22 October 2019

Kevin Yarnell, Airport Certification Safety Inspector
Federal Aviation Administration

Date

Edward T. Unangst, Jr., FAA Qualified Airport Wildlife Biologist
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- Appendix B.** Airport Organizational Chart
- Appendix C.** FAA Guidance/Regulations, ACRP Documents, Wildlife Control Vendor Listing, and Regulatory Agency Contact Information (provided on compact disc)
- Appendix D.** Airport Wildlife Observation and Wildlife Hazard Continual Monitoring and Report Checklist
- Appendix E.** Training Documentation
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EXECUTIVE SUMMARY

Pursuant to Code of Federal Regulations Title 14 Federal Aviation Regulation 139.337(e), Ogden-Hinckley Airport (OGD) prepared this Wildlife Hazard Management Plan (WHMP) in cooperation with TEWS Incorporated (TEWS Inc.) and FAA Qualified Airport Wildlife Biologists (QAWBs) Dr. Tom Unangst and Mr. Rick Jones. The Wildlife Hazard Working Group (WHWG) will review this plan every twelve consecutive calendar months and if changing circumstances warrant, the WHMP will be updated. All changes made to the WHMP will be sent to the Federal Aviation Administration (FAA) for approval.

OGD will manage the habitat on and around the airfield in a manner that will discourage hazardous wildlife. OGD will take active measures to disperse hazardous wildlife when they occur, provide advisories to pilots and air traffic control, and make operational changes as necessary to address hazardous wildlife issues. The WHMP outlines priorities for habitat and hazardous wildlife control and management, including target dates for completion. Wildlife attractants within 5-miles of the air operations area (AOA) are also addressed because they could potentially attract wildlife and thereby threaten air traffic operations into and out of OGD.

The WHMP outlines the roles and responsibilities of airport and other personnel involved in reducing wildlife hazards. It states the protocol for monitoring, documenting, and reporting potential wildlife hazards, implementing procedures, and reporting wildlife strikes at OGD. As described in the WHMP, OGD will identify and respond in a timely manner to hazardous wildlife situations that are detected or reported to the Airport Wildlife Coordinator (AWC). The WHMP details wildlife hazard control measures for birds and mammals. To implement the WHMP, OGD will maintain an adequate supply of non-lethal and lethal wildlife control equipment to disperse and control wildlife. OGD operations personnel will be properly trained to identify wildlife and to safely and efficiently use wildlife control and management equipment. Special federal and state-issued depredation permits are required to control most wildlife, which are afforded some type of protection under state or federal regulations. The WHMP discusses laws and regulations governing take or harassment of particular wildlife species. Copies of the federal and state-issued depredation permits, and all wildlife control and management training records will be stored at OGD as part of this WHMP.

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Ogden-Hinckley Airport (OGD) WHMP Review Log

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1.0 INTRODUCTION

TEWS Incorporated (TEWS Inc.) conducted a Wildlife Hazard Assessment (WHA) from October 2017 to September 2018 funded by the City of Ogden and Ogden-Hinckley Airport (OGD), and completed the WHA in accordance with Title 14 Code of Federal Regulations (CFR) Part 139.337(c)(1-5) of the Federal Aviation Administration (FAA) implementing regulations and 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" (Appendix C). The purpose of the WHA was to identify potential hazards to aircraft and human safety associated with wildlife movements on and within 5-miles of OGD. The WHA report was approved by the FAA on January 22, 2019. This WHMP will be used as the working document for OGD.

The OGD WHA identified the major wildlife attractants/habitats found on and within 5-miles of OGD, including maintained airfield and airport infrastructure, agriculture, low-density residential and commercial areas, mixed riparian woodlands, surface-water managed areas, and mixed woodland forests near the airport. Based on this WHA, combined with comparative wildlife strike data from OGD, the most hazardous birds expected at OGD are: 1) blackbirds/starlings (especially when flocking); 2) corvids; 3) raptors/vultures; and 4) grassland birds. The most hazardous mammals observed or potentially at the airport are: 1) Mule Deer (*Odocoileus hemionus*) and/or White-tailed Deer (*Odocoileus virginianus*) (pilot reported inside the security perimeter fence); 2) Red Fox (*Vulpes vulpes*); and 3) feral cats.

Overview of Wildlife Hazard Management Plan

Title 14 CFR 139.337(b) aims to reduce the potential for wildlife strikes to occur and requires certificated airports to conduct a WHA if a "triggering event" has occurred at their airport. According to 14 CFR 139.337(b), events on or near a certificated airport that trigger a WHA include any of the following:

1. An air carrier aircraft experiences multiple wildlife strikes;
2. An air carrier aircraft experiences substantial damage from striking wildlife;
3. An air carrier aircraft experiences engine ingestion of wildlife; or
4. Wildlife of size or in numbers capable of causing any of the previous events are observed to have access to airport flight patterns or aircraft movement areas.

A WHA in accordance with 14 CFR 139.337(b), was completed for OGD from October 2017 to September 2018 to identify potential hazards to aircraft and human safety associated with wildlife movements at and near the airport. The WHA provided the FAA with sufficient information regarding potential wildlife hazards to determine that the preparation and implementation of a WHMP is warranted. On January 23, 2019, the FAA determined that a WHMP will be required for OGD.

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Scope of Wildlife Hazard Management Plan

To enhance airport safety, OGD intends to implement and maintain this WHMP according to 14 CFR 139.337(f) to address potential wildlife hazards at the airport and surrounding areas. OGD followed FAA CertAlert #97-09 (Appendix C) and FAA AC 150/5200-38 (Appendix C) in the development of this WHMP. Due to the continual changes in airport scheduling and procedures as well as constant changes to the surrounding environments of airports, 14 CFR 139.337(f) allows for a flexible plan that can incorporate these changes. This allows OGD to respond rapidly to any changes to ensure the safety of airport patrons in emergency situations. This WHMP will be reviewed every twelve consecutive calendar months to ensure by OGD and the FAA Airport District Office (ADO) that the conditions in which it was established have not changed significantly. If it is determined that the conditions have significantly changed, then revisions to the plan's procedures may be necessary and submitted to the FAA ADO for approval. When potential changes are solely the result of updates, changes, and revisions to FAA Advisory Circulars or CertAlerts, changes to the WHMP are not necessary unless requested by the FAA. It is assumed that OGD will operate under the most current guidance and will be accountable for such compliance under its ACM.

Objectives of Wildlife Hazard Management Plan

The objectives of this WHMP are to: 1) list key participants and individuals associated with the WHMP at OGD; 2) present actions and priorities to mitigate wildlife hazards at OGD; and 3) identify guidelines by which the wildlife control program will be conducted and evaluated. OGD recognizes that it is not possible to eliminate wildlife strikes entirely, but through the development and implementation of this WHMP, wildlife hazards can be substantially reduced.

Ogden-Hinckley Airport Strike History

The FAA's National Wildlife Strike Database for OGD was most recently reviewed in February 2019. From 1990 thru December 31, 2018, OGD has 13 wildlife strikes voluntarily reported and listed in the FAA Wildlife Strike Database synopsized below. Moderate or significant damage was reported in 7 of the reports. Details of the database strikes as of December 31, 2018 are included below. Additional information regarding these strikes can be obtained at the FAA's wildlife strike database at: <http://wildlife.faa.gov/database.aspx>. A listing of the database strike results as of December 2018 are detailed in Appendix A (Cumulative Reported Wildlife Strikes at OGD [1990-2018]). A similar table should be developed and updated annually to support continued wildlife monitoring efforts as described below in Section 6.0.

Current Ogden-Hinckley Airport Strike Hazards

Thirteen avian guilds were identified during WHA field studies: with 13 guilds On-Airport and 13 guilds Off-Airport. On the OGD airport property, five guilds blackbirds/starlings (50%), doves/pigeons (13%), woodland birds (10%), corvids (8%) and grassland birds (8%) comprised 89% of all observations. Off-Airport, four guilds blackbirds/starlings (56%), corvids (19%), doves/pigeons (7%) and woodland birds (5%) comprised 90% of all

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observations.

The most hazardous mammals observed on OGD are Red Fox and feral cats. The risk associated with feral cats on the airfield is that they can cause direct strike hazards and attract larger, hazardous predators, such as Red Fox, Coyotes and raptors/vultures that can themselves become a strike hazard. Deer (Mule Deer and White-tailed Deer) (observed once on OGD during the WHA) must also be considered and preventative and active measures taken to preclude and address.

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2.0 AUTHORITY AND RESPONSIBILITY [14 CFR 139.337(f)(1)]

Airport Manager

The OGD Airport Manager has direct supervision and control over all matters connected with the WHMP (Appendix B). The Airport Manager or appropriate designee will be responsible for the following actions regarding the WHMP:

1. Prepare and implement the WHMP.
2. Coordinate the WHWG. The WHWG is responsible for reviewing the WHMP every twelve consecutive calendar months, but more frequently if needed. The WHWG may include the following representatives:
 - a. Airport Manager
 - b. Airport Wildlife Coordinator (AWC)
 - c. Operations and Maintenance Supervisor
 - d. FAA Qualified Airport Wildlife Biologist (QAWB)
 - e. Supporting WHWG Members (advice or review may be solicited at the discretion of the Airport Manager or designee):
 - 1) FAA (Airport District Office)
 - 2) Fixed Base Operators (FBO) and Airport Tenants
 - 3) Pilots
 - 4) Aircraft Rescue and Firefighting (ARFF)
 - 5) Air Traffic Controllers
 - 6) Airport Advisory Committee
 - 7) Airport Law Enforcement
 - 8) Neighboring Landowners
 - 9) Non-profit Groups
 - 10) Airlines
 - 11) Ogden City Planning Division
3. Review and update the WHMP every twelve consecutive calendar months.
4. Provide public relations support for wildlife control activities as necessary.
5. Participate in WHWG meetings.

Airport Wildlife Coordinator

The OGD Airport Manager will perform as the Airport Wildlife Coordinator (AWC) and is responsible for the implementation of the WHMP (Appendix B). The AWC will be responsible for the following actions regarding the WHMP:

1. Supervise, coordinate, and monitor wildlife control activities as outlined in the WHMP.
2. Implement wildlife control and management measures to include habitat maintenance/modification, non-lethal, and lethal control activities.
3. Alleviate all attractants deemed an imminent hazard and, if necessary, coordinate a runway closure to remedy wildlife hazards.

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4. Determine and respond to wildlife hazard conditions for all hours of airport operation and document any control action that is taken (Appendix D).
5. Log all known wildlife strikes on FAA Form 5200-7 and forward strike reports to FAA as necessary or complete forms online.
6. Update the wildlife section of the wildlife control database to include wildlife observations and wildlife control actions (Appendix D), strike data, and other pertinent wildlife-related information.
7. Issue Notice to Airmen (NOTAM) and/or permanently add to the FAA Airport Facility Directory (AFD) when wildlife cannot be removed or otherwise mitigated.
8. Conduct routine inspections of areas critical to wildlife hazard management and maintain a record of the action.
9. Harass wildlife from critical areas when appropriate as outlined in Section 6.0 below.
10. Participate in WHWG meetings when requested.
11. Develop and enforce the "No Feeding" policy.
12. Obtain depredation permits to control migratory birds, game and non-game animals from federal or state wildlife agencies.
13. Ensure wildlife control personnel operating on the AOA are properly trained in accordance with FAA regulations. Such training includes radio communications, driving on the AOA, and safe use of firearms and pyrotechnics.
14. Maintain 14 CFR 139 certification inspection and training records related to wildlife control and management training.
15. Oversee the recorded actions in the wildlife section of the wildlife control database.
16. Ensure that all OGD personnel, pilots, and lessees are familiar with the requirements and procedures of reporting wildlife strikes by making wildlife strike report forms (FAA Form 5200-7) readily available, as well as encourage pilot reports (PIREPs) relating to wildlife hazards on or near the airport.
17. Oversee routine inspections of areas critical to wildlife hazard management and oversee maintenance of recorded actions.
18. Monitor landscaping and plans to minimize wildlife attraction.
19. Monitor land use changes and provide technical assistance in addressing issues or concerns associated with such changes.

Operations and Maintenance Supervisor

The OGD Operations and Maintenance Supervisor reports to the Airport Manager (Appendix B) and oversees the operations and maintenance of OGD. The Operations and Maintenance Supervisor and personnel will be responsible for the following actions regarding the WHMP:

1. Perform habitat maintenance/modification, non-lethal and lethal control, and other wildlife control and management activities as necessary.
2. Conduct daily runway sweeps and conduct physical inspections of areas critical to wildlife hazard management.
3. Monitor wildlife activities and report significant or abnormal activities to AWC.
4. Enforce the airport's "No Feeding" policy.
5. Participate in WHWG meetings when requested.

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Wildlife Hazard Working Group Supporting Members

The agencies and individuals listed in this section are supporting members of the OGD WHWG as initially identified. While these WHWG supporting members play a role in wildlife hazard management at OGD, their advice or cooperation is solicited at the discretion of the Airport Manager or their designee. Thus, the below WHWG supporting members, along with those remaining WHWG supporting members not explicitly addressed in this section (ARFF, neighboring landowners, and non-profit groups), are excluded from the training requirements as detailed in Section 8.0 unless directly participating in wildlife control measures.

Federal Aviation Administration – Airport District Office (Denver, CO)

1. Assist OGD in reviewing any new construction plans for potential wildlife hazards to aircraft.
2. Review changes and review the WHMP every twelve consecutive calendar months as part of the OGD Airport Certification Manual (ACM).

Fixed Base Operators/Airport Tenants

1. Inform pilots and other personnel of reporting all wildlife strikes to the AWC through appropriate OGD procedures.
2. Notifying the AWC of any hazardous wildlife or attractants.
3. Enforce "No Feeding" policy.

Pilots and Airlines

1. Issue a PIREP if a potential strike hazard occurs.
2. Report potentially hazardous wildlife to the AWC.
3. Reports wildlife strikes on FAA Form 5200-7.

Aircraft Rescue and Firefighting

1. Participate in pyrotechnics training on OGD (if requested).
2. Be on-call when pyrotechnics are used for fire response.

Neighboring Landowners and Outside Groups

1. Participate in WHWG meetings when requested.
2. Notify and coordinate land use changes with the AWC.

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3.0 MANAGEMENT ACTIONS [14 CFR 139.337(f)(2)]

Table 1: OGD Management Priorities to Reduce Wildlife Hazards.

Management Area	Priority	Target Date	Completion Date
Habitat Management			
a. Vegetation Management	High	Winter 2019	Ongoing
b. Storm-water Vegetation	Low	Spring 2020	Ongoing
c. Landscaping	Low	Spring 2020	Ongoing
d. Water Management	High	Spring 2020	Ongoing
e. Airport Infrastructure	High	Spring 2020	Ongoing
Wildlife Population Management			
Non-lethal and Lethal Measures			
a. Exclusion	High	Winter 2019	Ongoing
b. Repellents/Deterrence	Low	Winter 2019	Ongoing
c. Harassment	High	Winter 2019	Ongoing
d. Toxicants/Fumigants	Low	Winter 2019	Ongoing
e. Capture	Low	Winter 2019	Ongoing
f. Shooting	Low	Winter 2019	Ongoing
Administrative Actions			
a. Designate an Airport Wildlife Coordinator	High	Winter 2019	Ongoing
b. Report all Wildlife Strikes to the FAA	High	Winter 2019	Ongoing
c. Develop a WHWG	High	Winter 2019	Ongoing
d. Receive Federal and State-issued Depredation Permits	High	Winter 2019	Ongoing
e. Airport User Communications	High	Winter 2019	Ongoing
f. WHMP Annual Review	Moderate	Winter 2019	Annually
g. Wildlife Control Training	Moderate	Winter 2019	Annually
Land Use Changes	Low	Spring 2020	Ongoing

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Habitat Management

Habitat management is a very effective and relatively inexpensive technique for reducing hazardous wildlife. Habitat management includes the physical manipulation, exclusion, and/or removal of areas that attract wildlife. The primary goal of habitat management is to modify and maintain the habitat so it is fairly uniform and generally unattractive to hazardous species. Although careful consideration should be given to potential secondary effects prior to any habitat modification, such actions provide the most effective long-term solution for excluding wildlife populations from airports. Habitat modifications will be monitored carefully to ensure that they reduce wildlife hazards and do not create new or additional problems. Habitat management considerations are detailed in ACRP Synthesis 52 (Appendix C) and should be referenced.

Vegetation Management

Vegetation provides much of the food and cover requirements for wildlife. Vegetation management techniques include turf management, controlled selection of vegetation species, and removal of trees and shrubs that are considered wildlife attractants. The type and diversity of vegetative species as well as the preferred growth height of the species are important factors that can affect the attractiveness of wildlife to an area (FAA CertAlert #98-05) (Appendix C). FAA CertAlert #98-05 advises that "airport operators should ensure that grass species and other varieties of plants attractive to hazardous wildlife are not used on the airport". In addition, grasses that produce large seeds and are known to be attractive to wildlife will be avoided when planting new areas.

Vegetation management throughout the airfield will be maintained in accordance with FAA AC 150/5200-33 (current series) and consistent with ACRP Synthesis 52 recommendations (Appendix C). Ideally, grass will be maintained between 6 -12" in height consistently throughout the AOA. Due to the large amount of turf acreage within the security perimeter fence, cost, equipment, and personnel may limit the airport's ability to maintain all turf consistently throughout the airport property. Prioritization of turf management should be given to the AOA, runway safety areas (RSA), runway arrival/departure corridors, and within 250 feet of operating surfaces. Vegetation on the airport property to include vegetation along surface-water drainage systems, security perimeter fence, airport equipment, and structures will be maintained in order to minimize wildlife attractiveness.

Overall, vegetation management on OGD is appropriate and does not lead to increased wildlife attraction. Areas of emphasis relative to vegetation management are detailed below.

To address this area, OGD will:

1. Maintain airfield turf at FAA recommended heights of 6-12".
2. Ensure turf consists of desirable grass species that do not produce large seeds and promotes a dense and uniform turf per FAA CertAlert #98-05 (Appendix C).
3. Control for broadleaf weedy vegetation and reduce bare areas where possible.
4. Consider removal of construction debris areas to make habitat more uniform and allow for appropriate mowing and habitat control/management.
5. Consider removal of isolated trees within the security perimeter fence.

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Aquatic Vegetation

Storm-water ditches exist within the OGD airport property but are maintained and support very little typical hydrophytic vegetation. Overall, the hazard/risk associated with this type of vegetation is very low on OGD. OGD will continue to control hydrophytic vegetation associated with storm-drainage by mechanical means or through the use of registered herbicides. Consideration of rip-rap linings in the drainage ditches may improve conditions if other methods fail. The OGD operations staff will monitor these areas for hazardous wildlife and will harass birds that are attracted to these storm-water drainage areas. Storm-water considerations relative to wildlife deterrence are detailed in ACRP Report 125 (Appendix C) and should be referenced.

To address this area, OGD will:

1. Continue to monitor storm-water drainage areas for effectiveness.
2. Maintain/remove any hydrophytic vegetation from surface-water drainage ditches.

Landscaping

Landscaping at an airport can affect tourism, business, and the overall impression of the area to visitors, therefore, landscaping needs to be aesthetically pleasing. Landscaping installed for aesthetic purposes can also provide habitat for wildlife species.

Raptors/vultures, woodland birds, and mammals use shrubs and trees as hunting perches, roost/nest areas, or shelter. In general, landscaping must coincide with the airport's greater responsibility of air safety. The most effective approach to reducing this attraction in the AOA is to remove all unnecessary trees, shrubs, and weeds, and establish a non-seeding or small-seeded endophytic stand of grass. Ornamental trees and bushes used to enhance airport aesthetics will be kept to a minimum, and varieties not considered attractive to wildlife will be selected. Individual trees or shrubs will be spaced so that crowns do not overlap when mature. Offsetting rows of vegetation that allow wind to circulate between individual plants reduces thermal cover, roosting structure, and nesting habitat for potentially hazardous wildlife species. Ornamental trees and shrubs that attract nesting birds will be pruned to reduce nesting habitat or removed altogether. The interior branches of the trees can be trimmed every 5 years to reduce potential roosting sites and restrict thermal roosting cover. The AWC will review any landscaping plans for potential conflicts. The AWC will monitor the landscaping for its attractiveness to wildlife. The AWC will review all plantings on OGD property and continue to exclude those species that produce edible fruits, nuts, and berries if these plants create an attraction to hazardous wildlife. Landscape management considerations on airports are detailed in ACRP Synthesis 52 (Appendix C) and should be referenced.

Overall, landscaping does not contribute to wildlife attraction at OGD. Landscaping associated with the airport entrance area is appropriate and landscaping within the security perimeter fence is not a wildlife attraction.

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To address this area, OGD will:

1. Continue to monitor landscaping vegetation relative to wildlife attraction and take appropriate measures to remove/reduce attraction detailed above as well as per ACRP Synthesis 52.
2. Select non-attractive species and implement appropriate design plans when introducing airport landscaping at OGD.

Water Management

Water is extremely attractive to a wide variety of wildlife. Standing water and poorly drained habitat generally attract a higher abundance and diversity of wildlife. There are minimal water sources on the OGD AOA and throughout the airport property with no observed concerns with storm-water drainage or intermittent on the airfield or AOA.

No naturally-occurring or identified jurisdictional wetlands are found within the AOA at OGD; or within the immediate vicinity. Oversight of wetland designations and appropriate actions should be ongoing within appropriate 10,000-foot and 5-mile separation criteria as identified in separation maps (Figure 7) of the WHA. Minimal standing and flowing water sources are found within 5-miles of the AOA. These areas did not provide a source of wildlife that move onto OGD. If wildlife abundance and movement patterns at such locations create potential increased wildlife risk on the airport property, then appropriate non-lethal and lethal measure should be considered to reduce wildlife numbers at these locations. Storm-water and water management considerations relative to wildlife deterrence are detailed in ACRP Report 125 (Appendix C) and should be referenced. OGD will work with landowners and outside agencies (UDWR) to help minimize the attractiveness of these sites.

The airport will also ensure that runways, taxiways, and aprons have enough camber so that water does not pool. Pools that persistently remain after rains will be removed with squeegees, brushes, or other methods until the areas where water pools can be corrected structurally.

Storm-water Drainage

To address this area, OGD will:

1. Continue to monitor storm-water drainage areas for effectiveness per ACRP Report 125.
2. Evaluate intermittent standing water if persistent longer than 48-hours after a rain event to improve drainage or consider exclosure alternatives.
3. Fill, drain, or remove any persistent areas of open water.

Ephemeral/Intermittent Water

To address this area, OGD will:

1. Continue to monitor ephemeral/intermittent standing water that occurs after rain events.

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2. Grade/fill, improve drainage, or enclose such areas to ensure that the water does not persist longer than 48-hours.

Runways, Taxiways, Aprons

To address this area, OGD will:

1. Remove standing water if it remains longer than 48 hours with mechanical brooms or other methods.

Airport Infrastructure

Wildlife may use structures for roosting, nesting, and hunting perches. Prior to construction of new buildings or modifications to existing structures, OGD will review building plans to consider potential wildlife conflicts in order to avoid costly control measures. Existing buildings and other structures should not provide nesting, perching, or roosting sites for birds and should exclude mammals, such as rodents. False ceilings and other methods of covering structural elements such as steel I-beams of hangars and other facilities will nearly eliminate potential roosting and nesting sites in buildings and will be part of design requirements for all airport and tenant-owned structures. For existing structures and buildings, anti-perching devices, netting, and other deterrents will be considered to discourage wildlife.

OGD possesses numerous human-made structures, including approximately 200 hangars within the security perimeter fence (leased by OGD, FBOs, and varied private operators), one commercial terminal area, and numerous manufacturing/industrial buildings that occupy the industrial area immediately adjacent to the airport. In addition, numerous runway signs and lights, street lights, utility line structures, instrument landing system equipment, and other aviation aids that can provide perching, roosting, and nesting habitat for birds are present on the airport property. Avian use of existing structures on OGD was very infrequent. If perching did occur, movement away from the structure was usually not in the direction of aircraft movement areas.

Airfield structures such as runway and taxiway lights, ramp and taxiway signs, and light poles can be used as hunting and loafing perches for birds such as raptors/vultures, doves/pigeons, grassland birds, and gulls/terns. At night, lights associated with these structures can also attract insects and predatory bats, nighthawks, and owls. Avian use of these existing structures on OGD was also very infrequent. If perching did occur, movement away from the structure was usually not in the direction of aircraft movement areas.

Airfield Structures

To address this area, OGD will:

1. Continue to monitor all airport structures for wildlife use and attraction. If numbers and behavior dictate action, take appropriate non-lethal actions (exclusion, harassment, deterrence) and/or lethal measures to remove the attraction and/or wildlife (ACRP Synthesis 23 and ACRP Synthesis 39) (Appendix C).

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2. Consider the use of anti-perching devices on permanent structures that routinely attract hazardous wildlife. These structures should all be fitted with barrier products such as tension wires, electrified wires, spikes, coils, or porcupine wire if they routinely attract birds.
3. Discourage the nesting of hazardous birds by active harassment techniques, and removal and/or modification of potential or active nest sites, including trees (under appropriate federal and state-issued depredation permit).

Terminal

To address this area, OGD will:

1. Continue to monitor the terminal and surrounding area for wildlife use and attraction. If numbers and behavior dictate action, take appropriate action (exclusion, harassment, deterrence) and/or lethal measures to remove the attraction and/or wildlife (ACRP Synthesis 23 and ACRP Synthesis 39) (Appendix C).
2. Enforce "No Feeding" policy.
3. Enforce trash handling and storage policies.

Airport Construction

To address this area, OGD will:

1. Evaluate potential wildlife hazards associated with new construction projects.
2. Evaluate structure design to minimize wildlife attraction.
3. Re-vegetate bare areas exposed during construction activities with turf grasses (if possible).

Leased Facilities

To address this area, OGD will:

1. Monitor all leased hangars and facilities for wildlife use and attraction. If numbers and behavior dictate action, take appropriate action (exclusion, harassment, and deterrence) and/or lethal measures to remove the attraction and/or wildlife (ACRP Synthesis 23 and ACRP Synthesis 39) (Appendix C).
2. Enforce "No Feeding" policy. Consider possible inclusion on pet activity.
3. Enforce garbage/trash handling and storage policies.

Garbage/Trash Handling and Storage

Trash and debris can attract numerous bird species, especially Rock Pigeons, American Crows, and varied blackbirds/starlings (European Starlings). Personnel shall conduct trash and foreign object debris (FOD) collection inspections on the airfield, especially after high winds. The AWC will remind personnel and tenants to close all trash receptacles. In addition, the public or airport employees will not be allowed to feed birds or mammals around the airport.

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To address this area, OGD will:

1. Ensure that all garbage/trash receptacle areas are maintained, and garbage collection lids are closed.
2. Ensure all tenants and airport patrons adhere to garbage/trash maintenance policies.

Feeding Wildlife/Handouts

To address this area, OGD will:

1. Establish a "No Feeding" policy on and near the airport. Post signs as necessary to supplement and inform users.
2. Enforce the "No Feeding" policy.

Wildlife Population Management

OGD will implement an adaptive and integrative wildlife control and management program. In general, the program will consist of effective habitat management and modification as detailed in Airport Cooperative Research Program (ACRP) Synthesis 52 (Appendix C), combined with non-lethal wildlife control (harassment, deterrence, and exclosures) as detailed in ACRP Synthesis 23 (Appendix C), and lethal wildlife control (trapping, toxicants/fumigants, and shooting) as detailed in ACRP Synthesis 39 (Appendix C).

In addition to measures specifically targeted at potentially hazardous wildlife, controlling prey sources is also important. Small mammals and invertebrates, such as voles, mice, rats, lagomorphs (rabbits), mesomammals (skunks, opossums, and raccoons), insects, and earthworms attract predators and must be managed as needed. In general, appropriate turf, vegetation management, and appropriate wildlife control will reduce their abundance. Nevertheless, OGD will continue to monitor these populations and will conduct an appropriate wildlife control program for these species if their abundance becomes high and increases hazardous wildlife attraction. Mammal population estimations can be supplemented by using periodic spotlighting surveys, periodic small mammal trapping, and game cameras (if necessary). Specific actions will be taken when increasing numbers of raptors/vultures, Red Fox, and Coyotes are observed on the airfield. In general, prey population control measures will be taken to reduce the prey base and overall attractiveness of the airfield as detailed in ACRP Synthesis 39 (Appendix C).

Earthworms are often brought to the surface following heavy rains, where they pose an attraction to many species of birds, particularly gulls and terns and other ground foraging birds. Appropriate vegetation management will control most of this prey population, however airport personnel will continue to monitor these populations for problems. If they appear to be a major attraction to potentially hazardous species, then appropriate measures (sweeping or chemicals) will be taken to minimize this attraction as detailed in ACRP Synthesis 39 (Appendix C).

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Insects can attract wildlife species at OGD, particularly aerial foragers (Barn, Tree, and Northern Rough-winged Swallows), grassland birds (Western Meadowlarks and Horned Larks), shorebirds (Killdeer), and blackbirds/starlings (European Starlings). Insect populations shall be monitored periodically by airport wildlife control personnel to determine if they are present in sufficient numbers to warrant a specific targeted control action. Maintaining turf at FAA-recommended heights of 6-12" and not allowing turf grasses to seed will minimize insect numbers. In addition, the Utah Department of Agriculture and Foods (UDAF) can assist in selection of the best pesticide and/or control method.

To address this area, OGD will:

1. Monitor prey species population levels during wildlife observations and document wildlife management and control measures when used.
2. Take appropriate actions to reduce prey populations if a determination is made that increased prey numbers are resulting in increased predator (birds and mammals) numbers on the AOA and airport property.

OGD will adopt a "zero-tolerance" policy for high hazard species in the airport environment. "Zero-tolerance" designation in the airport environment denotes wildlife species that represent an unacceptable high risk to safe aircraft operations. Their presence in the airport environment cannot be tolerated and warrants immediate management action to remove them from the AOA using appropriate techniques (harassment, lethal take, and capture/relocate). Hazardous mammals and birds detailed in Table 1 of FAA AC 150/5200-38, as well as those species identified in the WHA should be considered. At OGD, this may include Deer (Mule Deer and White-tailed Deer), Red Fox, Coyote, varied waterfowl, cormorants/pelicans, gulls/terns, raptors/vultures, shorebirds, doves/pigeons, and blackbirds/starlings when flock sizes reach hazardous levels. Determination of appropriate action based on flock size is often difficult and requires experienced consideration of variables such as hazard relative to species, airport operation type, and current aircraft activity. OGD should consult with the U.S. Fish and Wildlife Service (USFWS), Utah Division of Wildlife Resources (UDWR), and/or a QAWB in determining changes to any zero-tolerance species previously identified in the WHA.

Specific details of wildlife and attractants observed and recommendations for wildlife control and management methods/techniques at OGD and within 5-miles of the AOA are detailed in the FAA-approved WHA (January 22, 2019) prepared by TEWS Inc. (November 2018).

Non-Lethal and Lethal Wildlife Control Measures

In addition to habitat maintenance discussed above, effective wildlife control and management also uses both non-lethal and lethal measures to target specific species, guilds, and individuals of a particular species that pose hazards to aviation. Specifics for these methods are discussed below.

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Exclusion

In general, exclusion methods prevent wildlife from entering airport property, (security perimeter fence), as well as making airport structures unsuitable for behaviors such as perching and roosting (anti-perching devices or other barriers such as netting). Specific details are provided in ACRP Synthesis 23.

To address this area, OGD will:

1. Monitor the security perimeter fence condition and make repairs as necessary. Consider identification of new security perimeter fencing in compliance with FAA CertAlert #16-03 in future AIP submissions if hazardous species are able to enter the airport property to ensure appropriate wildlife entry prevention.
2. Remove vegetation on and near the security perimeter fence.
3. Identify animal encroachment locations on the security perimeter fence and repair burrowing entrances.
4. Ensure all security perimeter fence gates are closed and gate height is less than 4" from the ground. If not, lower fence gates or install speed bumps or gate brushes to remove the gaps.
5. Over time, consider modifications to the existing fence to meet the FAA-recommended guidelines per FAA CertAlert #16-03 (Appendix C).
6. Use anti-perching, netting, or other exclusion devices on airport structures as previously described above.

Repellants/Deterrence

In general, repellent methods (usually non-lethal) target potentially hazardous wildlife that occupies specific locations in undesirable numbers on the airport. Primary repellents cause involuntary withdrawal or escape behavior in an animal usually through taste, odor, or irritation. Secondary repellents induce an undesirable physiological effect for the animal, such as gastric malaise. Targeted guilds on OGD may include blackbirds/starlings, waterfowl, gulls, grassland birds, doves/pigeons, and corvids. Specific details are provided in ACRP Synthesis 23.

To address this area, OGD will:

1. Consider the use of appropriate repellants/deterrents per ACRP Synthesis 23 if other non-lethal methods prove ineffective. Recommend coordination with UDWR prior to initiation.
2. Ensure repellent/deterrence use does not result in negative effects on non-target wildlife.

Harassment

In general, harassment methods such as pyrotechnics, propane gas cannons, and bioacoustics are used when hazardous wildlife occupy specific locations in undesirable numbers on the airport. The goal of such measures is to manipulate the behavior of birds

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and other wildlife to shift their use away from an area or resource. Specific details are provided in ACRP Synthesis 23.

To address this area, OGD will:

1. Procure and maintain hand-held pyrotechnics launchers (15mm or 12-gauge) and a variety of screamers, bangers, and shellcrackers.
2. Use appropriate pyrotechnics per ACRP Synthesis 23 when avian species are present on the airport and may present a potential risk to operations.

Toxicants/Fumigants

In general, the use of toxicants and fumigants target specific species or guilds that pose a hazard to aviation. They are often used to reduce prey numbers. Specific details are provided in ACRP Synthesis 39.

To address this area, OGD will:

1. Use appropriate lethal methods to remove problematic wildlife prey (rodents, earthworms, and insects) per ACRP Synthesis 39 when their presence is resulting in an increased avian/mammalian risk to operations.
2. Ensure that chemical applications comply with Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA) and UDAF regulations.

Capture

In general, trapping can involve both non-lethal (capture and relocate) as well as lethal measures (snap-trap, live trap then euthanize, and snares) that often target hazardous individuals (coyotes), as well as used in overall prey reduction, especially small mammals and mesomammals. Specific details are provided in ACRP Synthesis 39.

To address this area, OGD will:

1. Coordinate with UDWR and US Department of Agriculture, Wildlife Services (USDA WS) to use appropriate lethal and non-lethal trapping methods to remove problematic wildlife (small and large mammals) per ACRP Synthesis 39.
2. Follow recommended snap and live-trap protocols consistent with UDWR regulations.

Shooting

In general, live-ammunition lethal shooting is used as a last resort. It can be used as an additional measure when wildlife does not respond to non-lethal measures or as a supplement to reinforce non-lethal measures. Address hazardous wildlife identified as "zero tolerance" species. Specific details are provided in ACRP Synthesis 39.

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To address this area, OGD will:

1. Use appropriate lethal shooting methods in accordance with federal Migratory Bird Treaty Act (MBTA) and state-issued depredation permit conditions to remove problematic game and non-game wildlife (Deer, Red Foxes, Coyotes, blackbirds/starlings, doves/pigeons, and small mammals) per ACRP Synthesis 39.
2. Develop a “zero-tolerance” policy for specific hazardous species identified in the WHA.

Administrative Actions

Effective wildlife control and management plans include constant communication between all airports users to include OGD operations personnel, FBO's, pilots, and other airport users. Paramount is that all users acknowledge the importance of reducing wildlife hazards and communicate observed wildlife hazards. In addition, wildlife control measures conducted by wildlife control personnel must be communicated to ATC (when operational) before initiation to ensure that their actions do not result in increased potential hazards.

This communication protocol should address the following situations:

1. Procedures for airport staff to report wildlife hazards to pilots in the traffic pattern;
 - a. Immediately contact ATC to alert all incoming /outgoing aircraft to the hazard to the hazard, including location, species, number observed, activity, and potential direction of travel.
 - b. Suspend operations if hazard poses an immediate or severe threat to aviation safety or equipment.
 - c. Contact the AWC and advise of the hazard.
2. Procedures for appropriate airport staff to alert pilots of potential hazards prior to takeoff or landing;
 - a. If a wildlife hazard is observed by airport ground personnel, the location, species, number observed, activity, and potential direction of travel will be relayed to the pilots, so pilots can be properly informed, and appropriate action taken.
3. Procedures for alerting airport operations staff to address wildlife hazards that require immediate attention; and
 - a. The AWC will be contacted immediately if wildlife hazards are observed.
 - b. The AWC will assess the situation and designate trained personnel to address the situation.
 - c. Wildlife management procedures will follow a stepped approach including:
 - i. Small or minor hazards - hazing through car horns and lights.
 - ii. Moderate or persistent hazards - combination of car horns, lights, pyrotechnics, bioacoustics, and lethal control.
 - iii. Severe hazards - lethal control.

OGD operations personnel involved in wildlife management and control must receive recurring wildlife control training annually and document such efforts. Specific actions in this area are addressed in Sections 6.0, 7.0, and 8.0. WHMPs are working documents that must be reviewed annually and amended as necessary as conditions change.

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Land Use Changes

Incompatible land uses are described in FAA AC 150/5200-33 (current series) (Appendix C), and include putrescible waste landfills (and in some instances, transfer stations and other solid waste disposal facilities), wetlands, agriculture, water reservoirs, sewage ponds, parks with artificial ponds, golf courses, hunting leases, sludge disposal sites, feed lots and slaughter houses, and wildlife refuges, sanctuaries, and production areas.

Whenever possible, the AWC will actively participate in land-use decisions and landscape changes that may inadvertently result in wildlife hazards to aircraft, provided they have the authority to do so. The AWC's role is to provide technical and/or operational assistance in addressing issues or concerns associated with the proposed project or land-use change. OGD should coordinate with the City of Ogden Planning Department to ensure that the airport and planning department work together on land use changes near the airport. The FAA Airports District Office (ADO) in Des Moines, WA and the Safety and Standards Branch of the FAA Northwest Mountain Region will provide technical guidance to airport operators in addressing land use compatibility issues. Proposed projects that will likely increase wildlife numbers within flight zones (general and critical) will be discouraged when the authority to do so is available. These types of land-use changes will be monitored and addressed by working with the local zoning and planning authorities.

To address this area, OGD will:

1. Monitor land use changes on the airport and in the surrounding area and evaluate effects on wildlife attraction per FAA AC 150/5200-33 "current series". If changes result in increased wildlife hazards, determine measures to decrease wildlife attraction.
2. Coordinate with the OGD WHWG, local zoning authorities, the surrounding community, and landowners to minimize wildlife attraction due to habitat or activity.

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4.0 REQUIREMENTS FOR AND COPIES OF LOCAL, STATE, AND FEDERAL WILDLIFE CONTROL PERMITS [14 CFR 139.337(f)(3)]

Depredation Permits

Federal Depredation Permit for MBTA Birds

The MBTA prohibits the taking, killing, possession, transportation, and importation of migratory birds, their eggs, parts, and nests, except when specifically authorized by the USFWS. Even though the MBTA does not have provisions for allowing unauthorized take, the MBTA recognizes that some migratory birds may be killed by aircraft despite implementing measures to avoid the taking of birds. Acknowledging that large populations of certain bird species can cause damage to aircraft and threaten human safety, the USFWS by regulation and permit has provided for controlled take of certain species in specific areas at specified times, including for the control of migratory birds at airports. To manage migratory birds on OGD, the airport must obtain a USFWS Migratory Bird Depredation Permit, which is required to take or kill MBTA birds, their eggs, parts, and active nests. Details for obtaining this permit are provided in FAA CertAlert #13-01 (Appendix C).

To comply with these requirements, OGD will:

1. Continue to obtain a federal depredation permit annually from the USFWS to include species identified in the OGD WHA. (FAA CertAlert #13-01).
2. Consult with the USFWS, USDA WS, and QAWB to determine species and amounts of take for inclusion in the permit.
3. Obtain a Form 37 from USDA WS required as part of the USFWS depredation permitting process.

State-Issued Depredation Permit for Game and Non-Game Species

The UDWR has laws and regulations that affect wildlife management at airports. State wildlife laws administered by the UDWR include jurisdiction over game and non-game species to include resident and migratory birds, mammals, reptiles, amphibians, and state-listed threatened or endangered species in Utah that necessitate obtaining a Utah state-issued permit for depredation. An overview of Utah license requirements are detailed in the OGD WHA.

To comply with these requirements, OGD will:

1. Obtain a state-issued depredation permit or agreed-upon alternate procedures (between OGD and UDWR) for game and non-game species (FAA CertAlert #13-01) for lethal measures outside of approved hunting seasons. Coordinate appropriate Certificate of Registration (COR) with UDWR.
2. Consult with the UDWR and QAWB to determine species and amounts of take for inclusion in the permit.

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City and County Regulations/Guidelines

Airport wildlife control activities must comply with the City of Ogden and Weber County guidelines.

To comply with these requirements, OGD will:

1. Be familiar with Weber County and the City of Ogden guidelines and coordinate wildlife control and management activities with these entities.
2. Obtain any local permits, if required, to comply with local regulations.

Pesticide Use

Federal Regulations

Persons using restricted-use pesticides, applying any pesticides to the land of another, or applying any pesticides for hire, must be a chartered or permitted applicator, or working under the direct supervision of such, and then may only use pesticides covered by the charter or permit. For example, if OGD uses a rodenticide to manage rodents or herbicides to manage vegetation, then OGD and their contractor must comply with the FIFRA (detailed in WHA).

To comply with these requirements, OGD will:

1. Comply with FIFRA requirements and responsibilities for pesticide use.
2. Comply with FIFRA requirements for pesticide storage.

State Regulations

In Utah, the licensing of pesticide applicators and regulations is the responsibility of the UDAF. The UDAF registers pesticide products, enforces pesticide label compliance, trains and licenses professional applicators and other prospective users of certain pesticides, and assesses the potential impact of agricultural chemicals. The required pesticide licensing and certification is provided by the UDAF available at: www.ag.utah.gov/pesticides.

Licensed Pesticide Operators are the only personnel that will be allowed to use restricted-use pesticides for the removal of blackbirds, starlings, rodents, rabbits, insects, earthworms, and weeds. To obtain the necessary license for pesticide application, a person must comply with the pesticide applicator license requirements administered by USAF. All personnel that use restricted-use chemicals will obtain a pesticide applicator's charter or permit or be under the direct supervision of an applicator. All OGD personnel using pesticides will strictly adhere to the pesticide label and will follow U.S. Environmental Protection Agency (EPA), UDWR, UDAF, Weber County, and the City of Ogden guidelines.

The maximum amount of pesticides kept on hand at OGD will be determined by the shelf-life and reordered as needed. Stored supplies should be kept at a minimum to meet current needs. The airport may contract professional wildlife and rodent control on OGD if greater expertise and experience is necessary.

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On OGD, the Airport Maintenance Supervisor obtains Utah licensing to apply herbicides to the airfield. If pesticide use is considered to include rodenticides and/or insecticides, these applications will be completed by a licensed contractor such as the USDA.

To comply with these requirements, OGD will:

1. Comply with UDAF requirements and responsibilities.

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5.0 RESOURCES FOR IMPLEMENTATION OF THE PLAN [14 CFR 139.337(f)(4)]

There are numerous sources of wildlife control and management supplies and equipment that can be found on the internet. An adequate supply of equipment for wildlife control and management will be kept on hand at OGD for use by trained personnel. OGD will ensure that designated wildlife response vehicles are equipped with the necessary supplies (as required) from those listed below to facilitate a timely response to potential wildlife hazards. Personnel responding to wildlife hazards will maintain radio communications via universal communications (UNICOM) or common traffic advisory frequency (CTAF) during all airfield operations. Wildlife control patrols must operate within the air movement area according to FAA guidelines. Basic supplies to be maintained in wildlife control vehicles or in nearby offices may include the following:

1. Field guides for wildlife identification
2. Binoculars
3. Pyrotechnic launcher
4. Pyrotechnic ammunition (e.g., screamers, bangers, etc.)
5. 12-gauge shotgun shell crackers (if deemed necessary by OGD)
6. 12-gauge shotgun and ammunition (if deemed necessary by OGD)
7. Air pellet pistol/rifle and ammunition (if deemed necessary by OGD)
8. .243 caliber or greater rifle (if deemed necessary by OGD)
9. Hearing and eye protection
10. Fire extinguisher
11. Mylar tape
12. Catch pole
13. Have-a-Heart Livetraps (large, medium, and small)
14. Rat/mouse snap traps
15. Snares
16. Shovels and buckets
17. Latex gloves
18. Alcohol wipes
19. Garbage and plastic bags
20. Airport Wildlife Observation and Wildlife Hazard Continual Monitoring and Report Checklist (Appendix D)
21. Birdstrike collection kit
22. FAA Form 5200-7, Bird/Other Wildlife Strike Report
23. Guidebook for addressing aircraft/wildlife hazards at airports: ACRP Synthesis 23; ACRP Synthesis 39; ACRP Synthesis 52; ACRP Report 122; ACRP Report 125; ACRP Report 145
24. First-aid Kit

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6.0 PROCEDURES TO BE FOLLOWED DURING AIR CARRIER OPERATIONS [14 CFR 139.337(f)(5)]

Responsible Personnel for Implementing Procedures [14 CFR 139.337(f)(5)(i)]

Personnel involved in wildlife control and management consist of: 1) AWC; 2) operations maintenance personnel; and 3) other personnel trained in wildlife control techniques, wildlife identification, and safe airport operations. These individuals will monitor and respond to wildlife hazards on the airfield to the extent practical, while maintaining a secure environment for safe airport operations. All personnel will be equipped with radios and will maintain clear communications with inbound and departing aircraft via UNICOM, or CTAF. As part of the daily protocol, operations maintenance personnel will be responsible for conducting all physical inspections of movement areas, the security perimeter fence, and other areas critical to wildlife hazard management.

Physical Inspections of the Movement Area and Other Areas Critical to Wildlife Hazard Management [14 CFR 139.337(f)(5)(ii)]

Continual monitoring of wildlife on OGD will consist of both: 1) quarterly / seasonal wildlife surveys; and 2) wildlife observations performed during normal on-airfield duties. While performing on-airfield duties, operations maintenance personnel will monitor the AOA for hazardous wildlife and attractants. Operations / Maintenance personnel will record any observations of hazardous wildlife or any wildlife control and management actions (Appendix D) for the AWC to include into the wildlife section of the airport wildlife control database. Operations maintenance personnel will: 1) monitor wildlife during runway, airport, and security inspections; 2) take abatement action as required; and 3) enter pertinent wildlife observations and wildlife control actions onto appropriate forms for the AWC to include into the wildlife section of the airport wildlife control database. In addition, operations maintenance personnel will be on call for vegetation/habitat management, security perimeter fence repair, and refuse removal as needed to minimize wildlife attractions.

At a minimum, a quarterly wildlife survey will be performed by OGD Operations Staff personnel in a manner similar to that performed by the QAWB during the OGD WHA. OGD previously created an IPAD tablet-based GIS wildlife monitoring program to be used by OGD Operations Staff personnel. This system was updated during the OGD WHA by the City of Ogden Information Technology (IT) office to include the site survey locations and grid overlay used by the QAWBs during the WHA. OGD Operations Staff personnel will use this system during the quarterly surveys and during daily wildlife observations to include information collected on wildlife observed, as well as wildlife control and management actions. This system also has the capability to create monitoring reports that will greatly aid OGD in evaluating their wildlife situation and control measure effectiveness.

Wildlife Hazard Control Measures [14 CFR 139.337(f)(5)(iii)]

Each wildlife hazard that develops will be analyzed by OGD wildlife control personnel to determine a practical solution. In many cases, the initial response for most species will be non-lethal measures (harassment, deterrence, and exclosure), detailed in ACRP Synthesis 23 (Appendix C), supplemented by more lethal measures as necessary (shooting, chemicals,



and capture/relocation) detailed in ACRP Synthesis 39 (Appendix C). A primary key to successful wildlife control is persistence and employee innovation. Personnel will need to select wildlife control techniques according to their biological, sociological, economical, and political effectiveness. In general, most wildlife control techniques retain their effectiveness when they are used infrequently and in conjunction with other methods. The method(s) chosen will depend largely on the situation and the species involved. Personnel involved in direct wildlife control should be aware of potential diseases wildlife can carry and take appropriate precautions.

When performing wildlife control activities, the wildlife control crew will have a radio-equipped vehicle, possess adequate wildlife control materials, and will operate in accordance with FAA regulations. They will perform the following duties:

1. Continue to conduct runway sweeps at least 2 times per day, recording any dead animals found from strikes on FAA Form 5200-7. OGD currently performs two runway sweeps, however one sweep is conducted at night which limits opportunities to observe wildlife with reduced visibility. Observations of wildlife or other wildlife-related activities (notable hazards, animals killed or dispersed, and unusual wildlife behavior) will be documented on the Airport Wildlife Observation and Wildlife Hazard Continual Monitoring and Report Checklist (Appendix D).
2. Document all wildlife-related management and control activities on the Airport Wildlife Observation and Wildlife Hazard Continual Monitoring and Report Checklist (Appendix D).
3. Provide Airport Wildlife Observation and Wildlife Hazard Continual Monitoring and Report Checklist (Appendix D) to the AWC for review and documentation. The AWC will record any hazardous wildlife observations (Appendix D), wildlife-related activities (Appendix D), and wildlife strikes reported by pilots or FBOs in the wildlife section of the wildlife control database.

Communication Between Wildlife Control Personnel and Local Air Traffic [14 CFR 139.337(f)(5)(iv)]

Effective communication between airport wildlife control personnel and air traffic is essential for the implementation of this WHMP and for the safety of all air traffic at OGD. All personnel conducting wildlife control and management will carry radios and will have proper training in monitoring and transmitting on UNICOM, and/or CTAF. If an immediate wildlife hazard exists that may affect the safety of air traffic, the AWC or appropriate designee will coordinate with arriving and departing aircraft through UNICOM or Air Traffic Control (ATC) (when open) and, if necessary, delay arriving or departing air traffic until the threat is removed. Advisories will be issued by ATC in accordance with FAA Order 7110.65 through direct voice communications or other networks. Generic or blanket advisories concerning wildlife shall not be issued in lieu of specific hazard advisories, including the type of bird, location, and direction of movement, if known.

To improve communication at OGD:

1. Prior to initiation, operations personnel will coordinate all wildlife control activities via UNICOM or ATC (when available) to ensure actions do not affect flight safety.

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2. Operations personnel will also notify the AWC of pertinent wildlife-related information for inclusion in specific Notices to Airmen (NOTAMs) when persistent wildlife cannot be removed or otherwise mitigated.
3. The AWC will communicate with FBOs regarding any wildlife strikes or observations of wildlife activity at the airfield.
4. Operations personnel will provide the FBOs with important information that may be posted within their buildings.

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7.0 EVALUATION AND REVIEW OF THE WILDLIFE HAZARD MANAGEMENT PLAN [14 CFR 139.337(f)(6)]

Effectiveness of the Plan [14 CFR 139.337(f)(6)(i)]

At a minimum, the WHMP will be reviewed every 12 consecutive calendar months and anytime a triggering event occurs as defined in FAR 139.337(b)(1-3). The WHMP review should include representatives from all involved in wildlife control and management efforts and the Qualified Airport Wildlife Biologist who performed or was involved in the original WHA (recommended). In most cases, the reviewing group will consist of members of the WHWG with focus on: 1) reviewing the existing WHMP; 2) evaluating the WHMP implementation and effectiveness; and 3) providing recommendations for further refinements or modifications.

Aspects of the Wildlife Hazards to be Reevaluated [14 CFR 139.337(f)(6)(ii)]

In addition to evaluating the WHMP, an evaluation of existing wildlife hazards, wildlife control, management actions, and strategies will be accomplished annually. For this evaluation, OGD will:

1. Evaluate wildlife observations documented on the Airport Wildlife Observation and Wildlife Hazard Continual Monitoring and Report Checklist (Appendix D) gathered during twice daily runway sweeps and other airport activities.
2. Evaluate wildlife control and management activities documented on the Airport Wildlife Observation and Wildlife Hazard Continual Monitoring and Report Checklist (Appendix D).
3. Evaluate annual wildlife strikes both on the AOA and with 5-miles of the AOA and determine potential attractants. After this evaluation, make recommendations to reduce the attraction.
4. Evaluate overall wildlife hazard control and management plan effectiveness and adjust strategy as necessary to minimize hazards.

14 CFR 139.337(f)(6)(i-iii) cannot be effectively implemented or evaluated without documentation of wildlife strikes. The effectiveness of a WHMP to reduce wildlife hazards both on and near an airport and the reevaluation of all facets of damaging / nondamaging strikes from year to year requires accurate and consistent reporting. Thus, every WHMP should include a commitment to document all wildlife strikes that occur within the separation distances described in sections 1-2 and 1-3 of FAA AC 150/5200-33 (current series) (Appendix C) to better identify, understand, and reduce threats to safe aviation.

OGD will report all wildlife strikes using FAA Form 5200-7 (either hard copy or electronic means) available on the FAA Wildlife Mitigation website. If a positive wildlife identification cannot be made by OGD, then wildlife remains will be sent to the Smithsonian Institute for specific wildlife identification (FAA AC 150/5200-32 (current series)) (Appendix C). Fees for this service are paid for by the FAA and are provided at no cost to the airport. The remains should be accompanied by FAA Form 5200-7 and sent to the following address:

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Feather Identification Lab
Smithsonian Institution
E600, MRC 116
PO Box 37012
Washington, D.C. 20013-7012

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8.0 AIRPORT PERSONNEL WILDLIFE CONTROL TRAINING PROGRAM [14 CFR 139.337(f)(7)]

The Airport Manager will ensure that its wildlife control training program specific to the Ogden-Hinckley airport is conducted every twelve consecutive calendar months by a QAWB or certified airport "train the trainer" staff to provide airport personnel with the knowledge and skills needed to successfully carry out the wildlife hazard management plan. Recurrent training requirements as described in 14 CFR 139.303 should equip personnel actively involved in wildlife hazard control and management with sufficient resources needed to comply with the requirements in their Airport Certification Manual and the requirements of 14 CFR 139.337. Personnel identified in 14 CFR 139.337(f)(5)(i) should be considered for this recurrent training. In addition, pesticide user training and certification must also comply with Utah regulations administered by the UDAF.

In addition, a QAWB will review the WHMP annually and provide a letter stating the review has occurred in accordance with FAR-139.

To comply with these requirements, OGD will:

1. Ensure all wildlife control and management personnel receive the required training from a QAWB or airport "train the trainer" staff.
2. Perform recurrent training in-house with qualified personnel or by using a QAWB on an annual basis.
3. Document and maintain training completion as part of the WHMP.

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9.0 FEDERAL AND STATE-LISTED THREATENED AND ENDANGERED SPECIES, AND SPECIES OF SPECIAL CONCERN

The Endangered Species Act (ESA) directs all Federal agencies to work to conserve endangered and threatened species and to use their authorities to further the purposes of the Act. Section 7 of the Act, called "Interagency Cooperation," is the mechanism by which Federal agencies ensure the actions they take, including those they fund or authorize, do not jeopardize the existence of any listed species. This section also describes procedures for responding to requests by state wildlife agencies to facilitate and encourage habitats for state-listed threatened and endangered species or species of special concern that occur on airports and may pose a threat to aviation safety.

Section 7(a)(2) of the Endangered Species Act requires FAA to ensure that the actions of approving the WHMP and recommended measures for implementation are not likely to jeopardize the continued existence of listed species or adversely modify critical habitat. If the action(s) may affect a listed species or critical habitat, FAA must initiate consultation with the USFWS.

USFWS and UDWR maintain updated lists of endangered, threatened, and species of concern at both the federal and state levels. OGD wildlife control personnel must be familiar with these species and their potential occurrence at the airport. We evaluated threatened and endangered species using USFWS IPaC. Two threatened species: 1) Canada Lynx (*Lynx canadensis*) and 2) Yellow-billed Cuckoo (*Coccyzus americanus*) were identified, but OGD is located outside the critical habitat for both species. In addition, no critical habitats were identified by IPaC for OGD. Surveys conducted during the WHA by the QAWB's confirmed that these federal T&E species are not found on the airport property and associated habitat will not be affected by airport wildlife control activities. OGD airport operation staff should periodically confirm that the T&E species remain absent from the airport property during periodic surveys. Although none of these species were identified on OGD during the WHA, transient or migratory species may present hazards to air traffic at OGD, and permits are required for any wildlife control measures. In most cases, permits will not be given to lethally remove federal or state-listed threatened and endangered species (FAA Cert Alert #13-01) (Appendix C). The USFWS office in West Valley City and the northern regional UDWR office in Ogden can provide additional information as necessary (Appendix C). In addition, UDWR provides updates to rare, threatened, and endangered vertebrate animal species in Utah. Information can be found at: www.wildlife.utah.gov.

OGD wildlife control personnel must be able to identify these species and must have the appropriate permits for any action when necessary. Habitat critical to these species is also regulated by the USFWS and UDWR and can have an effect on habitat modification plans to reduce wildlife hazards, but OGD is unlikely to be adversely affected by these regulations due to the species involved. Considerations for threatened and endangered species by airport are detailed in ACRP Report 122 (Appendix C).

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USFWS IPaC also identified eight migratory bird species potentially present at OGD. The species and breeding dates are listed below.

Bald Eagle (<i>Haliaeetus leucocephalus</i>)**	Dec 1 to Aug 31
Brewer's Sparrow (<i>Spizella breweri</i>)*	May 15 to Aug 10
Clark's Grebe (<i>Aechmophorus clarkii</i>)*	Jan 1 to Dec 31
Golden Eagle (<i>Aquila chrysaetos</i>)*	Dec 1 to Aug 31
Green-tailed Towhee (<i>Pipilo chlorurus</i>)*	May 1 to Aug 31
Olive-sided Flycatcher (<i>Contopus cooperi</i>)*	May 20 to Aug 31
Virginia's Warbler (<i>Vermivora virginiae</i>)*	May 1 to Jul 31
Willow Flycatcher (<i>Empidonax traillii</i>)*	May 20 to Aug 31

* Bird of Conservation Concern (BBC)

** Not Bird of Conservation Concern (BCC)

ODG is located in Weber County where currently there are no state-listed threatened or endangered species. However, the following species are identified as wildlife species of concern by Utah: 1) American White Pelican (*Pelecanus erythrorhynchos*); 2) Bald Eagle (*Haliaeetus leucocephalus*); 3) Bobolink (*Dolichonyx oryzivorus*); 4) Burrowing Owl (*Athene cunicularia*); 5) Grasshopper Sparrow (*Ammodramus savannarum*); 6) Greater Sage Grouse (*Centrocercus urophasianus*); 7) Kit Fox (*Vulpes macrotis*); 8) Lewis's Woodpecker (*Melanerpes lewis*); 9) Long-billed Curlew (*Numenius americanus*); 10) Northern Goshawk (*Accipiter gentilis*); 11) Sharp-tailed Grouse (*Tympanuchus phasianellus*); 12) Short-eared Owl (*Asio flammeus*); and 13) Townsend's Big-eared Bat (*Corynorhinus townsendii*).

Procedures for Federal Threatened and Endangered Species on Airports

Section 7 of the ESA, as amended, applies to federal agency actions and sets forth requirements for consultation to determine if the proposed action "may affect" an endangered or threatened species. If an agency determines that an action "may affect" a threatened or endangered species, then Section 7(a)(2) requires each agency, generally the lead agency, to consult with the USFWS or the National Marine Fisheries Service (NMFS), as appropriate, to ensure that any action the agency authorizes, funds, or carries out is not likely to jeopardize the continued existence of any federally-listed endangered or threatened species or result in the destruction or adverse modification of critical habitat. (The effects on fish, wildlife, and plants include the destruction or alteration of habitat and the disturbance or elimination of fish, wildlife, or plant populations.) If the Secretary of the Interior has developed a recovery plan for an affected species pursuant to section 4(f) of the ESA, that plan should be reviewed by FAA National Environmental Policy Act (NEPA) practitioners to ensure that assessments of impacts from FAA actions consider the management actions and criteria for measuring recovery identified in the plan. If a species has been proposed for Federal listing as threatened or endangered, or a critical habitat has been proposed, section 7(a) (4) states that each agency shall confer with the Services. Refer to the FWS and NMFS "Endangered Species Consultation Handbook: Procedures for Conducting Consultation and Conference Activities Under Section 7 of the Endangered Species Act," March 1998.

Section 9 prohibits a federal agency from taking, without an incidental take permit, any endangered species. Where a conservation plan has been developed pursuant to a section

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10 permit (incidental take permit), the FAA NEPA practitioner should ensure that the impact analysis contained in the NEPA document for the affected species is consistent with the predicted impacts described in the conservation plan. Under the Magnuson-Stevens Act, Federal agencies must consult with the NMFS with regard to any action authorized, funded, or undertaken that may adversely affect any essential fish habitat identified under the Act. The consultation procedures are generally similar to ESA consultation requirements.

Under 14 CFR 139.337(e), the FAA may direct the OGD Airport Manager to develop a WHMP or to update an existing plan. In such instances, the Airport Manager will contact and request information from the local USFWS office. Information regarding the presence of federally-listed or proposed species, as well as designated or proposed critical habitat occurring on or near the airport, should be provided by the USFWS.

To comply with Federal requirements, OGD will:

1. Contact the USFWS office periodically (at least annually) to confirm the presence/absence of federally-listed or proposed species or designated or proposed critical habitat occurring on or near the airport.
2. Conduct wildlife observations during twice-daily runway sweeps and other airfield activities and record observations on the Airport Wildlife Observation and Wildlife Hazard Continual Monitoring and Report Checklist (Appendix D) to ensure that any federal-listed threatened and endangered species is not occurring on or with 5-miles of the AOA.

To comply with Utah requirements, OGD will:

1. Contact the UDWR office periodically (at least annually) to confirm the presence/absence of state-listed or proposed species or designated or proposed critical habitat occurring on or near the airport.
2. Conduct wildlife observations during twice-daily runway sweeps and other airfield activities and record observations on the Airport Wildlife Observation and Wildlife Hazard Continual Monitoring and Report Checklist (Appendix D) to ensure that state-listed species are not occurring on or with 5-miles of the AOA.

Requests by State Wildlife Agencies to Facilitate and Encourage Habitat for State-Listed Threatened and Endangered Species and Species of Special Concern on Airports

The airport's AOA is an artificial environment that has been created and maintained for aircraft operations. Because an AOA can be markedly different from the surrounding native landscapes, it may attract wildlife species that do not normally occur, or that occur only in low numbers in the area. Some wildlife species may occur on the airport in higher numbers than occur naturally in the region because the airport offers habitat features the species prefer. Some of these wildlife species could be state-listed threatened and endangered species or have been designated by state resource agencies as species of special concern.

Many state wildlife agencies have requested that airport operators facilitate and encourage habitat on airports for state-listed threatened and endangered species or species of special

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concern. State-listed threatened and endangered species and species of special interest are not afforded the same level of protection as federally-listed species. These species, or the habitat needed to support them should not be allowed on airport property if direct or associated hazards are caused by their promotion in the airfield environment (FAA CertAlert #06-07)(Appendix C). Managing the on-airport environment to facilitate or encourage the presence of hazardous wildlife species can create conditions that are incompatible with, or pose a threat to, aviation safety.

To comply with these requirements, OGD will:

1. Comply with FAA CertAlert #06-07 and ACRP Report 122 recommendations.
2. Routinely maintain the airport property with aviation safety as a priority and not encourage or create habitat for state-listed species.

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10.0 NATIONAL ENVIRONMENTAL POLICY ACT REVIEW

FAA's action of approving the WHMP and the recommended actions for implementation are federal actions triggering environmental review under NEPA. The approval of the plan itself is categorically excluded under paragraph 5-6.2, FAA Order 1050.1F. However, each recommended measure for implementation must be reviewed by FAA pursuant to NEPA and special purpose laws before they can be implemented.

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11.0 GLOSSARY

Definitions

Airport Wildlife Coordinator - the person responsible for overseeing implementation and review of the Wildlife Hazard Management Plan.

Feral Animal - domestic animal reverted to living in the wild, also will include strays

Habitat - the environment where an animal lives

Hydrophytic - water loving, occurring in wetter soil conditions

Mesomammals – intermediate-sized mammals of several unrelated families (e.g. raccoons, skunks, armadillos, opossums)

Migratory Birds - bird species wherein at least part of their population migrates between breeding and wintering grounds

Wildlife Control Personnel – airport personnel trained and equipped to respond to wildlife hazards on the airfield

Wildlife Hazard Working Group - a committee formed to monitor and implement the Wildlife Hazard Management Plan

Abbreviations

AC - Advisory Circular

ACM – Airport Certification Manual

ACRP - Airport Cooperative Research Program

ADO - Airport District Office

AOA - Air Operations Area

ARFF - Aircraft Rescue and Firefighting

ATC - Air Traffic Control

ATIS - Automated Terminal Information System

AWC - Airport Wildlife Coordinator

CFR - Code of Federal Regulations

COR – Certificate of Registration (Utah)

CTAF - Common Traffic Advisory Frequency

EPA - Environmental Protection Agency

ESA - Endangered Species Act



FAA - Federal Aviation Administration

FBO - Fixed Base Operator

FIFRA - Federal Insecticide, Fungicide and Rodenticide Act

FOD - Foreign Object Debris/Damage

IT – Information Technology

MBTA - Migratory Bird Treaty Act

NEPA- National Environmental Policy Act

NMFS - National Marine Fisheries Service

NOTAM - Notice to Airmen

OGD – Ogden-Hinckley Airport

PIREP - Pilot Report

QAWB - Qualified Airport Wildlife Biologist

RSA - Runway Safety Area

T&E – Threatened and Endangered

UDAF – Utah Department of Agriculture and Foods

UDWR – Utah Division of Wildlife Resources

UNICOM - Universal Communications

USDA WS - U.S. Department of Agriculture, Wildlife Services

USFWS - U.S. Fish and Wildlife Service

WHA - Wildlife Hazard Assessment

WHMP - Wildlife Hazard Management Plan

WHWG - Wildlife Hazard Working Group

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Appendix A: Cumulative Reported Wildlife Strikes at OGD (1990-2018)

The FAA's National Wildlife Strike Database for OGD was most recently reviewed in December 2018 and reports 13 strikes. From January 1, 1990 to May 31, 2018, OGD has 13 wildlife strikes voluntarily reported and listed in the FAA Wildlife Strike Database synopsized below. Minor damage was reported in 5 and significant damage was reported in 2 of the 7 damage reports. Details of the database strikes as of December 2018 are included below. Additional information regarding these strikes can be obtained at the FAA's wildlife strike database at: <http://wildlife.faa.gov/database.aspx>.

Wildlife Strikes (reported at species level)

Western Tanager (1)

Killdeer (1)

Wildlife Strikes (not reported at species level)

Gulls (2)

Pigeons (1)

Unknown-small (3)

Unknown-medium (4)

Unknown-large (1)

Aircraft Involved and number of strikes in reported wildlife strikes

Military (1)

Commercial (3)

General aviation (9)

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Appendix B: Airport Organizational Chart

Bryant Garrett - Airport Manager

Kevin Dimick – Airport Maintenance Supervisor

Eldon Anderson – Airport Maintenance

Dale Porter – Airport Maintenance

Update and include as necessary by Airport Manager

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Appendix C: FAA Guidance/Regulations, ACRP Documents, Wildlife Control Vendor Listing, and Regulatory Agency Contact Information:**Advisory Circulars**

- AC 150/5200-32B: Reporting Wildlife Aircraft Strikes
- AC 150/5200-33B: Hazardous Wildlife Attractants On or Near Airports (AC 150/5200-33C is currently in Draft)
- AC 150/5200-34A: Construction or Establishment of Landfills Near Public Airports
- AC 150/5200-36: Qualifications for Wildlife Biologist Conducting Wildlife Hazard Assessments and Training Curriculums for Airport Personnel Involved in Controlling Wildlife Hazards on Airports
- AC 150/5200-38: Protocol for the Conduct and Review of Wildlife Hazard Site Visits, Wildlife Hazard Assessments, and Wildlife Hazard Management Plans

CertAlerts

- CertAlert #97-09: Wildlife Hazard Management Plan Outline
- CertAlert #98-05: Grasses Attractive to Hazardous Wildlife
- CertAlert #04-09: Relationship Between FAA and Wildlife Services
- CertAlert #06-07: Requests by State Wildlife 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
- CertAlert #14-02: Seasonal Mitigation of Hazardous Wildlife at Airports: Attention to Snowy Owls
- CertAlert #16-03: Recommended Wildlife Exclusion Fencing

ACRP Documents

- ACRP Synthesis 23: Bird Harassment, Repellent, and Deterrent Techniques for Use on and Near Airports
- ACRP Report 32: Guidebook for Addressing Aircraft/Wildlife Hazards at General Aviation Airports
- ACRP Synthesis 39: Airport Wildlife Population Management
- ACRP Synthesis 52: Habitat Management to Deter Wildlife at Airports
- ACRP Report 122: Innovative Airport Responses to Threatened and Endangered Species.
- ACRP Report 125: Balancing Airport Stormwater and Bird hazard Management.
- ACRP Report 145: Applying an SMS Approach to Wildlife Hazard Management

Wildlife Control Vendor Listing

- Vendor Identification and Contact

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Regulatory Agency Contact Information

Federal Aviation Administration (FAA)
U.S. Department of Transportation
Northwest Mountain Region
Airports Division
2200 s. 216th Street
Des Moines, WA 98198
Phone: (206) 231-2393

U.S. Fish and Wildlife Service (USFWS)
Utah Ecological Services Field Office
2369 West Orton Circle, Suite 50
West Valley City, UT 84119-7603
Phone: (801) 975-3330

U.S. Department of Agriculture, Wildlife Services (USDA WS)
Utah Wildlife Service
Western Regional Office
1860 Alexander Street
West Valley City, UT 84119
Phone: (801) 975-3316

Utah Division of Wildlife Resources (UDWR)
Northern Region
515 E 5300 S
Ogden, UT 84405
Phone: (801) 476-2740

Utah Department of Agriculture and Foods (UDAF)
222 S 1900 W
Ogden, UT 84401
Phone: (801) 399-8380

Qualified Airport Wildlife Biologists

Dr. Tom Unangst
TEWS Inc.
5906 Wolf Village Drive
Colorado Springs, CO 80924
Phone: (719) 964-8473

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Appendix D: Airport Wildlife Observation and Wildlife Hazard Continual Monitoring and Report Checklist

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Appendix E: Training Documentation**Airport Staff Training Record****Ogden-Hinckley Airport
Ogden, Utah**

The individuals listed below have received training on bird identification, bird behaviors, active and passive bird control methods and tactics, federal and state-issued depredation permit requirements, wildlife control and management documentation and safety, in accordance with FAA AC 150/5200-36 (current series).

Bryant Garrett - Airport Manager

Kevin Dimick – Airport Maintenance Supervisor

Eldon Anderson – Airport Maintenance

Dale Porter – Airport Maintenance

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Appendix F: Depredation Permits

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Final Audit Report

2019-11-12

Created:	2019-11-12
By:	Bryant Garrett (bryantg@ogdencity.com)
Status:	Signed
Transaction ID:	CBJCHBCAABAAAn2xOyWNDkwKTPOGasnH8Dkif_QWw4poA

"OGD WHMP Updated 10-21-2019 (002)" History

 Document digitally presigned by Kevin C Yarnell

2019-10-22 - 6:28:38 PM GMT- IP address: 205.189.200.5

 Document created by Bryant Garrett (bryantg@ogdencity.com)

2019-11-12 - 3:14:42 PM GMT- IP address: 205.189.200.5

 Document emailed to Bryant W. GARRETT (bryantgarrett@ogdencity.com) for signature

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