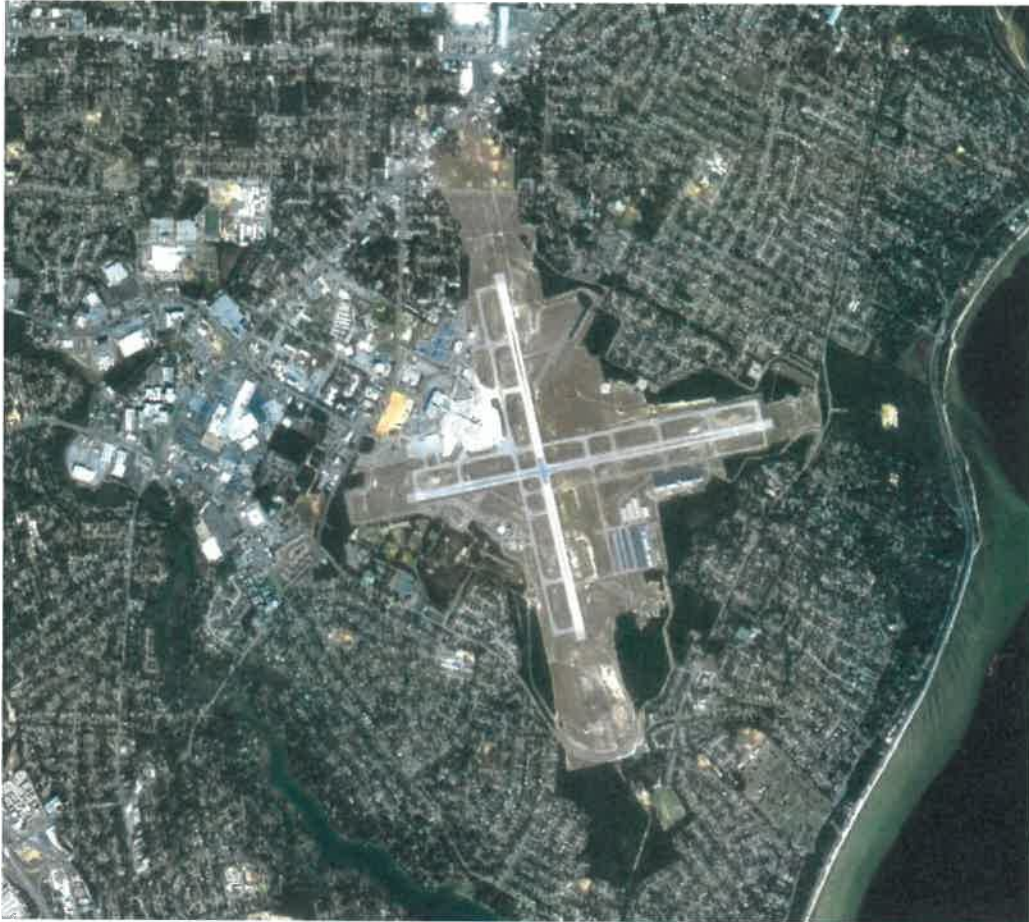

EXHIBIT 17

WILDLIFE HAZARD MANAGEMENT PLAN

*Pensacola International Airport (KPNS)
Pensacola, FL*



Developed by:

PENSACOLA INTERNATIONAL AIRPORT
2430 Airport Boulevard
Pensacola, FL 32504

In cooperation with:

UNITED STATES DEPARTMENT OF AGRICULTURE
Animal and Plant Health Inspection Service
Wildlife Services
11152 NW State Road 20
Bristol, FL 32320

FEDERAL AVIATION ADMINISTRATION

APR 19 2013

BLC
INSPECTOR



**Pensacola
International Airport**

2430 Airport Blvd., Suite 225
Pensacola, Florida 32504
(P) 850.436.5000 • (F) 850.436.5006
FlyPensacola.com

May 8, 2012

Mr. Brian Creasy
Airport Certification & Safety Inspector
FAA Southern Region - Airports Division
P.O. Box 20636
Atlanta, GA 30320-0636

Re: Wildlife Hazard Assessment/Wildlife Hazard Management Plan
Pensacola International Airport

Dear Mr. Creasy:

We are in receipt of your April 23, 2012 letter referencing the recently submitted wildlife hazard assessment for Pensacola International Airport and indicating the need for Pensacola to develop a Wildlife Hazard Management Plan. We are currently in the process of working with the United States Dept. of Agriculture for assistance in the development of the Wildlife Plan and will submit a copy to you for review and approval upon completion.

Sincerely,

Daniel E. Flynn
Asst. Airport Director – Operations



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

Southern Region

Airports Division (ASO-600)
P.O. Box 20636
Atlanta, Georgia 30320-0636
404-305-6725 FAX: 404-305-6730
email: brian.creasy@faa.gov

April 23, 2012

Mr. Dan Flynn
Airport Director
Pensacola International Airport
2430 Airport Blvd Suite 225
Pensacola, FL 32504 29526

Dear Mr. Flynn:

After review of the Pensacola International Airport's Wildlife Hazard Assessment (WHA) completed July 2010-June 2011, and giving due consideration to the level of aeronautical activity at this airport, the Federal Aviation Administration (FAA) has determined that a Wildlife Hazard Management Plan (WHMP) is required. The following comments from the Environmental Program Manager and U.S. Fish and Wildlife Services must be addressed during development of the WHMP.

- a. Identify a list of any endangered or protected species. Discuss measures the airport will take to ensure their habitat will not be impacted by any actions taken to minimize or eliminate potential wildlife hazards.
- b. Enclosed are comments from the Fish and Wildlife Service.

Once written, your WHMP must address methods and procedures that will be utilized to deal with the hazardous wildlife attractants and situations identified in the WHA, and must address the items specified in 14 CFR part 139.337(e). Once the plan is complete please forward to our office for review and approval.

Finally, during development and approval of any WHMP, 14 CFR part 139 requires that airport operators take "immediate measures to alleviate wildlife hazards whenever they are detected". Please update Section 337, Wildlife Hazard Management, of your Airport Certification Manual to reflect the completion of your WHA and forthcoming WHMP. Please submit intentions and comments or questions by May 15, 2012.

If I can be of assistance, contact me at (404) 305-6725 or brian.creasy@faa.gov.

Sincerely,

Brian Creasy
Brian Creasy
Airport Certification & Safety Inspector
FAA Southern Region, Airports Division

RECEIVED

APR 27 2012

Pensacola International
Airport



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

Southern Region
Alabama, Florida, Georgia,
Kentucky, Mississippi, North Carolina,
Puerto Rico, South Carolina, Tennessee,
U.S. Virgin Islands

Airports Division
P.O. Box 20636
Atlanta, Georgia 30320-0636

April 19, 2013

Ms. Annmarie Greer
Operations Manager
Pensacola International Airport
2430 Airport Blvd Suite 225
Pensacola, FL 32504

Dear Ms. Greer:

Pensacola International Airport
Pensacola, Florida
Revision to Airport Certification Manual (ACM)

The revision to your Airport Certification Manual (ACM), specifically the addition of the WHMP as Exhibit 17 and associated updates to Section 20 of the ACM, are approved. Please distribute copies to the holders of your ACM listed on the Distribution List. Each existing ACM should be updated in accordance with this revision.

Sincerely,

Brian L. Creasy
Airport Certification Safety Inspector
FAA Southern Region, Airports Division

Enclosure

RECEIVED

APR 24 2013

Pensacola International
Airport



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

Southern Region

Airports Division (ASO-620)
P.O Box 20636
Atlanta, Georgia 30320-0636
404-305-6725 FAX: 404-305-6730
email: brian.creasy@faa.gov

March 11, 2013

Ms. Annmarie Greer
Operations Manager
Pensacola International Airport
2430 Airport Blvd, Suite 225
Pensacola, FL 32504

Dear Mr. Greer:

Pensacola International Airport
Pensacola, Florida
Wildlife Hazard Management Plan Approval

Your Wildlife Hazard Management Plan (WHMP) is approved with the following comments.

- 1) Forward this office a signed copy of the Signatory Page (page 2)
- 2) Change Chapter 8 to reflect that either a) all personnel are required to be trained by a qualified wildlife damage management biologist; or b) the airport employee providing wildlife hazard training to airport employees receives initial and recurrent training by a qualified wildlife damage management biologist. Forward this office an updated copy of the page containing the change (page 31).

Prepare a revision to your Airport Certification Manual to reflect the change from wildlife procedures to the WHMP. The holders of your Airport Certification Manual should be provided with a copy of this plan.

If you have any questions about the attached comments please feel free to contact me at (404) 305-6725 or via e-mail at brian.creasy@faa.gov.

Sincerely,

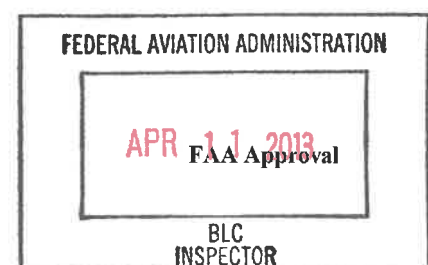
Brian Creasy
Airport Certification Safety Inspector
FAA Southern Region, Airports Division

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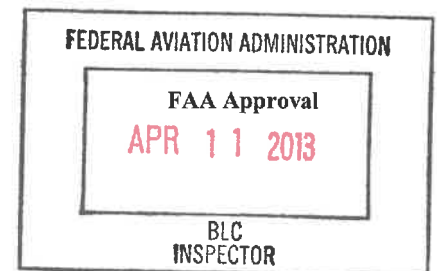


TABLE OF REVISIONS

This Wildlife Hazard Management Plan is incorporated into the Pensacola International Airport (KPNS) Airport Certification Manual. The bottom of each page contains a date in the footer, which is the date that the particular page was printed. The latest dated page will be the most current for the policy. The master document is contained in the offices of the KPNS Airport Operations Manager. Revisions to this plan will be recorded on the revisions page below.

DATE	PAGE and REVISION
August 2014	Page 11 – Changed “insect control” and “seed and fertilize” to ongoing Updated target dates to 2015 for “replace fence” and “rubber flaps” Added line item for “exclusion devices” Page 12 – “Computerized database” and “wildlife coordinator” updated to complete Added line item for “The Pit” Page 15 – Changed grass height to 14 inches
February 2015	Preface – Changed names and phone numbers of Operations Officers
June 2015	Change Maintenance Director Name
March 2016	Update Preface Page WHMP
August 2016	Update data in the Preface Page
February 2017	Update directors Information, Update Agency data. pages 36 and 37.
July 2017	Remove Asst. Director Name
March, 2018	Update page 3
March, 2019	Page 3-Update Preface, Page 4-Update revisions Page, Page 12-Update Completion dates, Page 15-Modify grass height, Page 26 Section 5.2-add “Air Rifle”.
September 2019	Page 3 Corrected Airport Maintenance manager title, Page 11 – updated management projects status.
August 2021	Relocated Table of Revisions from page 4 to pages iv and v; Updated Preface, Page 3 staffing changes; corrected Appendix A reference in 3.2 Attractants, 3.2.1 General Zone and Critical Zone; corrected last sentence Section 5, Resources, 5.4

Original Date: February 2013

Revision Date: August 2021

FAA Approval

Federal Aviation Administration
Southern Region Airports Division

APPROVED

Sep 24 2021

JNF

Airport Certification & Safety Inspector

August 2022	Table of Revisions page v; Updated Preface, Page 3 staffing changes;
-------------	--

V

Original Date: February 2013
Revision Date: September 16, 2022

Federal Aviation Administration Southern Region Airports Division APPROVED Oct 19 2022 MDF Inspector

FAA Approval

EXECUTIVE SUMMARY

Pursuant to CFR Title 14 FAR part 139.337(e), the Pensacola International Airport (KPNS) developed this Wildlife Hazard Management Plan (WHMP) in cooperation with the U.S. Department of Agriculture's Wildlife Services program. This plan will be reviewed periodically by the Wildlife Hazard Working Group and will be updated if changing circumstances merit. All changes made to the WHMP will be sent to the FAA for approval.

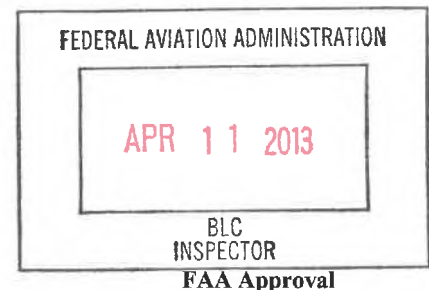
The plan places emphasis on identification and abatement of wildlife hazards within the airfield environment. Additional wildlife attractants (e.g., lakes, golf courses, landfills, etc.) within 5 miles of the airfield are also addressed, since they could potentially attract wildlife in a manner that could jeopardize safety of air traffic operating into and out of KPNS.

KPNS will take immediate measures to identify and mitigate wildlife hazards whenever they are detected or whenever airport management has been advised that hazardous conditions exist. The plan outlines steps for monitoring, documenting, and reporting potential wildlife hazards and strikes at KPNS. Protocols for responding to hazardous wildlife situations are presented, including roles and responsibilities of airport personnel. Wildlife control procedures for birds and mammals are also discussed.

Habitat on and around the airfield will be managed, when possible, in a manner that is non-conductive to hazardous wildlife, and the plan outlines priorities for habitat management, including target dates for completion.

Most wildlife is afforded some type of protection under state or federal regulations. Therefore, special permits may be required for their control. The plan outlines laws and regulations governing the harassment or take of various types of wildlife. KPNS's permit status for each type of wildlife is discussed, and a copy of the federal migratory bird depredation permit is included as an Appendix K to the plan.

KPNS will maintain an adequate supply of resources for dispersing and controlling wildlife, including frightening devices (e.g., pyrotechnics, propane cannons) and firearms, and will work with outside entities for wildlife capture, restraint or taking. KPNS personnel will be trained to properly identify wildlife and apply wildlife deterrent equipment in a safe and efficient manner, as outlined in this plan.



SIGNATORIES

The following Wildlife Hazard Management Plan for Pensacola International Airport (KPNS) has been reviewed and accepted by the FAA. It will become effective with the following signatures:



Airport Director

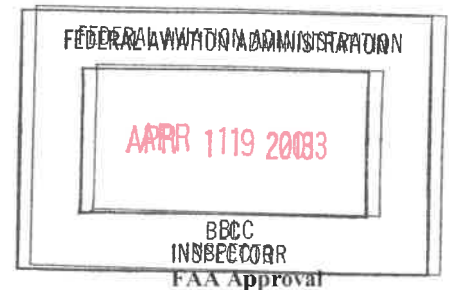
3/15/13
Date



FAA Airport Certification Inspector

4/19/2013
Date

Original Date: February 2013
Revision Date:



PREFACE

This Wildlife Hazard Management Plan was written to fulfill the requirements of CFR Title 14 FAR Part 139.337(e) for Pensacola International Airport (KPNS). This plan is intended specifically for the Airport's use to monitor and reduce wildlife hazards.

DISTRIBUTION OF WILDLIFE HAZARD MANAGEMENT PLAN

NAME / POSITION / PHONE	AGENCY / ADDRESS
Matthew Coughlin, Airport Director (850) 436-5010	Pensacola International Airport
Byron Burkhardt, Asst. Director, Operations (850) 436-5007	Pensacola International Airport
Ken Ibold, Assistant Airport Director, Planning and Engineering (850) 436-5131	Pensacola International Airport
Carter Mansfield, Airport Operations Manager (850) 436-5108	Pensacola International Airport
Timber McKinney, Airport Operations Officer (850) 436-5000	Pensacola International Airport
Charles Skelton, Airport Operations Officer (850) 436-5000	Pensacola International Airport
Charles Greenberg, Airport Operations Officer (850) 436-5000	Pensacola International Airport
Levi Treadaway, Airport Maintenance Manager (850) 436-5027	Pensacola International Airport
FAA Southern Region Airport Certification Safety Inspector	Federal Aviation Administration (FAA) Certification and Standards Branch
Tony Duffiney, Assistant State Director (352) 494-7483	USDA-APHIS-Wildlife Services

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LIST OF ACRONYMS

AC	Advisory Circular
ADO	Airports District Office
AGL	Above Ground Level
AOA	Airport Operations Area
ATCT	Air Traffic Control Tower
ATIS	Automated Terminal Information System (at KPNS 121.25)
CFR	Code of Federal Regulations
FAA	Federal Aviation Administration
FAR	Federal Aviation Regulations
FWC	Florida Fish and Wildlife Conservation Commission
KPNS	Pensacola International Airport
MBTA	Migratory Bird Treaty Act
MOU	Memorandum of Understanding
NOTAM	Notice to Airmen
SIDA	Security Information Display Area
T&E	Threatened and Endangered Species
USCOE	United States Army Corps of Engineers
USFWS	United States Fish and Wildlife Service
WHA	Wildlife Hazard Assessment
WHMP	Wildlife Hazard Management Plan
WHWG	Wildlife Hazard Working Group
WS	Wildlife Services



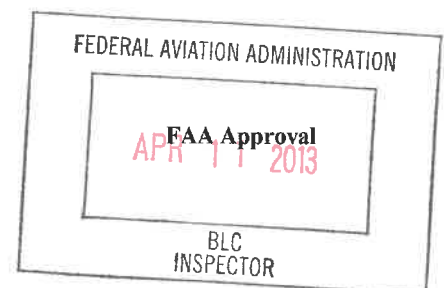
1.0 - INTRODUCTION

OVERVIEW

Wildlife Hazard Management Plans (WHMPs) address the responsibilities, policies and procedures necessary to reduce wildlife hazards at airports. Recognizing the potential hazards wildlife pose to aircraft and human lives, the Federal Aviation Administration (FAA) requires airports that incur bird-aircraft strikes to implement a WHMP according to Code of Federal Regulations (CFR) Title 14 FAR part 139.337(e). The WHMP must include seven required components according to CFR Title 14 FAR part 139.337(e). Each of these components is sequentially represented as a separate chapter in this document. These required categories are as follows:

1. The persons who have the authority and responsibility for implementing the plan.
2. Priorities for needed habitat modification and changes in land use identified in the ecological study, with target dates for completion.
3. Requirements for and, where applicable, copies of local, state and Federal wildlife control permits.
4. Identification of resources to be provided by the certificate holder for implementation of the plan.
5. Procedures to be followed during air carrier operations, including at least-
 - (i) Assignment of personnel responsibilities for implementing the procedures;
 - (ii) Conduct of physical inspections of the movement area and other areas critical to wildlife hazard management sufficiently in advance of air carrier operations to allow time for wildlife controls to be effective;
 - (iii) Wildlife control measures; and
 - (iv) Communication between the wildlife control personnel and any air traffic control tower in operation at the airport.
6. Periodic evaluation and review of the wildlife hazard management plan for-
 - (i) Effectiveness in dealing with the wildlife hazard; and
 - (ii) Indications that the existence of the wildlife hazard, as previously described in the ecological study, should be reevaluated.
7. A training program to provide airport personnel with the knowledge and skills needed to carry out the wildlife hazard management plan required by (d) of this section.

In addition to the requirements stated above, CFR Title 14 FAR part 139.337(f) outlines procedures and personnel responsibilities for notification regarding new or immediate hazards, and describes the rapid response procedures for addressing new or immediate wildlife hazards. Section (f) is extremely important because it allows the WHMP to be promptly modified and updated to address new situations or changing circumstances. To augment compliance with CFR Title 14 FAR part 139.337(e), the FAA issued a CertAlert (No. 97-09) to provide guidance to airports in developing their plans. This CertAlert contains a sample outline that was followed in the development of this plan.



1.2 PROBLEM SPECIES

The species generally considered to present the greatest threats to aviation at KPNS are birds with flocking tendencies or of relatively large size, such as crows, doves, pigeons, starlings and swallows. Large mammals such as coyotes may also present an extreme hazard, although they are not as common at KPNS as birds. Juvenile animals and migratory species may also pose higher risks for aviation because of their general unfamiliarity with the airport environment.

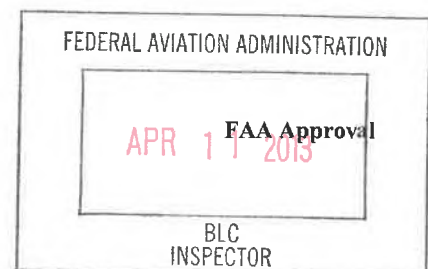
1.3 PURPOSE AND SCOPE

Enhancing safe air carrier operations is a primary objective of KPNS. Accomplishing this objective entails careful monitoring of all aspects of arriving and departing aircraft in the vicinity of KPNS, including potential wildlife hazards on and around the airport. As part of its safety efforts, KPNS intends to implement and maintain a WHMP according to CFR Title 14 FAR part 139.337(e) to address potential wildlife hazards at KPNS and surrounding areas, with a particular emphasis on hazards within approximately 2 miles of the airfield (see **Appendix A**). In addition to addressing general wildlife hazards, this plan will present specific protocols for monitoring and responding to unforeseen wildlife hazards that may arise from land-use developments within the two-mile critical zone.

It is important to note that Part 139.337(f) underscores the need for a flexible plan that can be quickly adapted to changing circumstances. In some rare cases, however, immediate actions may be necessary that are not addressed in this plan to ensure the safety of airport patrons. This plan provides KPNS with the discretion and capability to respond to these situations, while providing guidance for compliance with applicable federal, State and municipal laws or regulations. The latitude afforded KPNS management when administering this plan is discussed in CFR 14 - Part 139.113, which states:

“In emergency conditions requiring immediate action for the protection of life or property, involving the transportation of persons by air carriers, the certificate holder may deviate from any requirement of Subpart D of this part to the extent required to meet that emergency. Each certificate holder who deviates from a requirement under this paragraph shall, as soon as practicable, but no later than 14 days after the emergency, report in writing to the Regional Airports Division Manager stating the nature, extent and duration of the deviation.”

This plan will be valid until KPNS management or FAA determines that the plan should be updated due to changed conditions or new needs for action. The plan will be reviewed at least annually to ensure it still pertains to conditions at the time of review, but it may also be revisited more often if situations or hazards arise that merit evaluation.



2 - AUTHORITY

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

KPNS's Airport Director has the authority and responsibility of designating a Wildlife Coordinator to implement the WHMP. Each department and associated agencies have responsibilities outlined in the WHMP and must incorporate them into their programs. Clear communication among airport personnel is essential for the WHMP to succeed. Personnel working at the airport will communicate resource needs, recommendations and progress to the designated Wildlife Coordinator. The Airport Director will ensure that the WHMP is approved by the FAA and that the WHMP and amendments comply with federal, State and local laws and regulations.

2.1 WILDLIFE HAZARD COMMITTEE / WORKING GROUP (WHWG)

The Wildlife Hazard Working Group is responsible for reviewing the WHMP, as it relates to each member's respective departmental duties on at least an annual basis. In addition, the group will monitor activities, status and make recommendations to the Wildlife Coordinator, who will in-turn review and grant approval if satisfied with the progress of the WHMP. The working group will meet once a year, with intermittent meetings when necessary.

The Wildlife Hazard Working Group will be represented by:

- Assistant Airport Director - Operations (Wildlife Coordinator)
- Airport Operations Manager
- Airport Operations Officer(s)
- Airport Maintenance
- FAA Airport Certification Safety Inspector
- Wildlife Services Biologist (USDA)

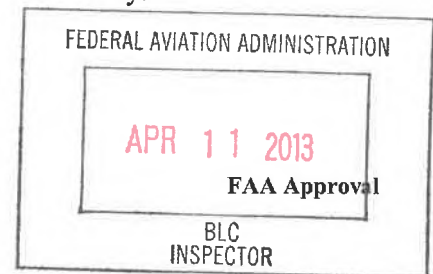
2.2 PERSONS RESPONSIBLE FOR IMPLEMENTING THE PLAN AND THEIR PRIMARY RESPONSIBILITIES

2.2.1 Assistant Airport Director - Operations (Wildlife Coordinator)

- Establish Wildlife Hazard Working Group for KPNS.
- Supervise, coordinate and monitor wildlife control activities as outlined in the WHMP.
- Update the WHMP as necessary.
- Disseminate information and assignments through the Wildlife Hazard Working Group.
- Pre-approve and coordinate landscape changes beforehand with Wildlife Services and/or a Biologist to ensure wildlife attractants are prevented.
- Review all plans involving changes in land use or new airport structures/facilities to avoid inadvertently attracting wildlife to the area, and consult with a Wildlife Damage Biologist if necessary.
- Review designs of new structures/facilities with a Wildlife Damage Biologist during the planning stages for input on designs that are unattractive to wildlife.
- Involve a Wildlife Damage Biologist with land use planning and mitigation efforts.
- Provide public relations support for wildlife control activities as necessary.

Original Date: February 2013

Revision Date:

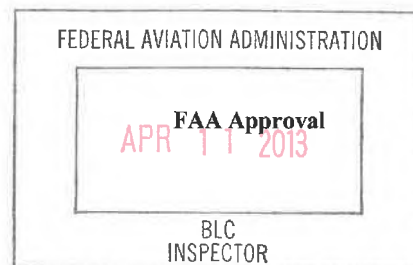


2.2.2 Airport Operations Manager / Airport Operations Officers

- Alleviate all attractants deemed an imminent hazard and if necessary, coordinate a runway closure to remedy wildlife hazards.
- Coordinate the issuance of Notices to Airmen (NOTAM). In addition, have the Air Traffic Control Tower (ATCT) advise pilots on ATIS (Automated Terminal Information System).
- Ensure only properly trained and badged wildlife control personnel operate on the AOA in accordance with FAA regulations (e.g. SIDA). Such training includes radio communications, driving on the AOA and safe use of firearms and pyrotechnics.
- Monitor facilities and tenant concerns for wildlife problems.
- Keep a log of all wildlife strikes and control actions and forward reports to FAA as necessary.
- Make wildlife strike report forms (FAA form 5200-7 [Appendix B]) readily available to airport operations and pilots, and encourage submission of the forms to the appropriate governmental agencies and wildlife control personnel.
- Ensure wildlife attractants are reduced through habitat modifications. Work with airport maintenance to alter wildlife habitat as needed.
- Conduct frequent physical inspections of areas critical to wildlife hazard management.
- Inspect critical areas for wildlife activity and strikes and maintain a record of the action, even if no wildlife was present.
 - Harass wildlife from critical areas when appropriate as outlined in Chapter 6.
 - Record all wildlife activity or animals dispersed or shot on the “Daily Wildlife Activity Report” (Appendix C) and animal carcasses found on the airfield without information as to time and cause of death on the “Wildlife Incident Report” (Appendix C), and report to the Wildlife Coordinator.
- Obtain depredation permits to control migratory birds and if necessary, mammals, from Federal or state wildlife agencies.

2.2.3 Airport Maintenance

- Ensure wildlife-attracting refuse does not accumulate in fields and ditches on the airport.
- Maintain ditches and fields to ensure that water flows, thereby avoiding pooling and accumulation of refuse on the airport.
- Assist with, or contract out habitat modifications addressed in the Wildlife Hazard Assessment (WHA), such as vegetation maintenance along ditches, brush removal and tree pruning.
- Maintain the perimeter fence line to exclude large mammals such as deer and coyotes.
- Pick up all trash and debris on the airfield.
- Minimize pooling formed by rain on tarmac and infield areas, grade or drain if necessary.
- Assist with wildlife control activities involving field rodents, rabbits and bird abatement, and other programs.
- Inform Wildlife Coordinator of rodents and other wildlife found in and around buildings.
- Rodent-proof buildings, dumpsters and other refuse containers to the extent feasible.



2.2.4 Federal Aviation Administration (FAA)

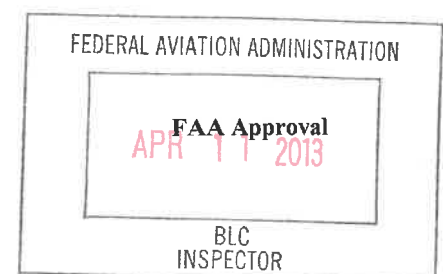
- Assist KPNS in reviewing construction plans for potential wildlife hazards to aircraft.

2.2.5 USDA-Wildlife Services (WS)

- Provide direct control to KPNS to mitigate wildlife hazards related to human health and safety.
- Provide technical assistance to KPNS to control wildlife-related risks to aviation.
- Assist KPNS with obtaining federal permits to control migratory birds.

Original Date: February 2013

Revision Date:



3 - HABITAT MANAGEMENT

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

3.1 OVERVIEW

Habitat management provides the most effective long term remedial measure for reducing wildlife hazards on, or near, airports. Habitat management includes the physical removal, exclusion, or manipulation of areas that are attractive to wildlife. The ultimate goal is to make the environment fairly uniform and unattractive to the species that are considered the greatest hazard to aviation. Habitat modifications will be monitored carefully to ensure they reduce wildlife hazards and do not create new attractions for different wildlife. **Table 1** lists a series of both habitat and non-habitat based action items/priorities, with target dates for completion.

Table 1. Management priorities for projects to reduce wildlife hazards at KPNS are listed, along with the target dates for completion and the actual date each project was completed. Note that some of the projects may have already been implemented or completed, but because they require a continued effort (e.g. brush removal from drainage ditches), they are listed as “ongoing.”

KPNS WILDLIFE MANAGEMENT PROJECTS	TARGET DATE	DATE COMPLETED
Replace fence in areas prone to canid dig-under to include a footer or buried fence to prevent future dig-under.	Ongoing	
Initiate insect control / pesticides on airfield.	Ongoing	
Install “rubber flaps” or other devices on gates to prevent coyote access.	2015	2015
Seed or fertilize areas of airfield with poor grass cover.	Ongoing	
Trap coyotes within the perimeter fence.	Ongoing	
Install exclusion devices and/or bird deterrent chemicals on the high mast lights located around the air carrier ramp.	As Needed	
Evaluate potential wildlife hazards associated with new construction and landscaping on KPNS.	As Needed	
Thin select timber and other vegetation from within the AOA and establish a uniform grass monoculture in cleared areas.	Ongoing	
Remove ground cover vegetation that has been found to be attractive to wildlife.	Ongoing	
Conduct grass management at recommended height and distance.	Ongoing	

KPNS WILDLIFE MANAGEMENT PROJECTS	TARGET DATE	DATE COMPLETED
Maintain updated migratory bird depredation permits.	Ongoing	
Stock and maintain wildlife control supplies such as pyrotechnics, propane cannons, etc.	Ongoing	
Develop a computerized database for tracking wildlife strikes and control efforts.	Complete	2013
Maintain a zero-tolerance wildlife control program on airfield.	Ongoing	
Designate a Wildlife Coordinator.	Complete	2017
Reconstruction of the area known as “The Pit” to remove habitats for wildlife, particularly coyotes and rabbits.	Complete	2016
Train employees in the safe and effective application of wildlife dispersal measures.	Ongoing	
Prohibit feeding of wildlife on airport property.	Ongoing	
Provide dumpsters and trashcans to insure trash are placed in proper containers.	Ongoing	
Other: Review other recommendations and suggestions provided in the Wildlife Hazard Assessment.	Annual	

3.2 ATTRACTANTS

3.2.1 General Zone and Critical Zone

The *General Zone* for KPNS are defined as the area within a five-mile radius of the runway centerline. Wildlife attractants in this area could potentially influence air traffic safety operating out of KPNS, particularly those attractants that lie within the approach and departure patterns. The objective of this plan is to actively reduce attractive wildlife habitat on property under the control of KPNS, while working cooperatively with adjacent property owners to discourage land-use practices that might increase wildlife hazards.

The area within a 10,000-foot radius of the runway centerline is delineated as the *Critical Zone* (see aerial in **Appendix A**). Control efforts will be primarily concentrated within this area because within 10,000 feet of the runway centerline is the area where arriving and departing aircraft are typically operating at or below 500 feet AGL, an altitude that also corresponds with the most bird activity. Approximately 75% of all civil bird-aircraft strikes occur within 10,000 feet of the airfield from which they depart or arrive.

3.2.2 Edge Removal

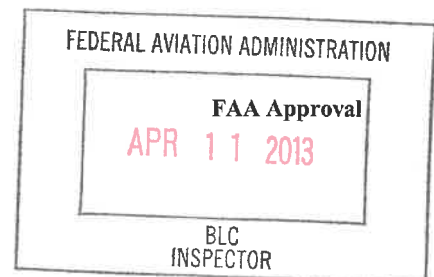
Edges (ecotone) are the places where different habitats meet and are often most attractive to wildlife because the animal's biological needs can be met in a relatively small area. The majority of the airfield is covered in grass but there are several areas where edge habitat exists. Select trees and woody vegetation standing on the airfield will be thinned.

3.2.3 Airport Building Projects

The Wildlife Coordinator should participate in the initial and early phases of all airport building projects to avoid any inadvertent increase in wildlife hazards resulting from architectural or landscape changes. New projects and construction activities will be designed in a manner that minimizes wildlife attractants. The FAA's Airports District Office (ADO) reviews proposed construction activities for potential wildlife attractions when the FAA Form 7460-1 application is submitted, and may also solicit input from Wildlife Services.

3.2.4 Non-airport Land-use Projects

Whenever possible, the Airport Director will actively participate in land-use decisions and landscape changes to avoid inadvertent creation of wildlife hazards to aircraft. The FAA's Airports District Office and Safety and Standards Branch of the FAA Region (directory in **Appendix D**) will provide technical guidance to KPNS in addressing land-use compatibility issues. If KPNS or the FAA requests assistance from Wildlife Services (as per a Memorandum of Understanding (MOU) between FAA and Wildlife Services [**Appendix E**]), then Wildlife Services will provide technical and/or operational assistance in addressing issues or concerns associated with the proposed project or land-use change. Proposed projects that will likely increase bird numbers within flight zones will adamantly be discouraged, or mitigated to a safe level. Incompatible land uses may include developments such as water reservoirs, parks with artificial ponds, wetlands, waste handling facilities and wildlife refuges/sanctuaries. These types of land-use changes will be monitored for compatibility by working with the local planning authorities. Also, any type of landscaping on off-site locations should be evaluated for wildlife attractiveness before it is installed or planted.



3.3 WATER MANAGEMENT

3.3.1 Overview

KPNS has low lying drainage areas around airport property. These sites found on the airfield can attract a moderate number of birds and mammals throughout the year if water is left to pool for more than 2 to 3 days. Temporary open water areas will be monitored by KPNS and covered or removed if deemed necessary. Control efforts, including harassment and lethal control will be used as appropriate to minimize wildlife use of these areas. Water sources outside of KPNS property, but within the critical area of KPNS, will be monitored and KPNS will work with local agencies and landowners to help deter hazardous wildlife.

3.3.2 Wetlands

There are no small man-made or naturally occurring streams in the vicinity of the airport, nor are there any wetlands within the AOA. Any future wetland mitigation resulting from airport construction projects will be implemented as far away from the airfield as possible, unless it can be demonstrated with reasonable certainty that the mitigation would not likely increase wildlife hazards and will comply with criteria described in FAA Advisory Circular 150/5200-33 and recommendations with a federal interagency Memorandum of Agreement regarding reduction of wildlife threats at airports and wetland mitigation. Wetland mitigation projects will be reviewed by the Wildlife Coordinator.

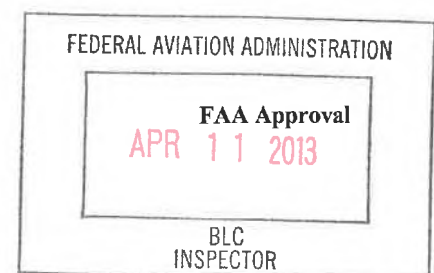
3.3.3 Temporary Standing Waters and Ditches

During months with increased precipitation, small depressions can develop within the infield areas. These areas may fill up with water for short periods of time and can become attractive to wildlife. Airport Maintenance should monitor the airfield for the development of areas and fill and/or grade the areas so that water consistently drains in a timely manner. Ditches should be appropriately sloped so that water does not pool and leaves the airfield in a reasonably short amount of time.

3.4 VEGETATION MANAGEMENT

3.4.1 Overview

KPNS contains diverse vegetation types, some of which are attractive to wildlife. The most effective approach to reducing this attraction in the critical zone is to remove all unnecessary trees, shrubs, weeds and plants, and establish non-seeding or small-seeded grass, especially within 200 feet of the runway. The KPNS wildlife hazard committee should review all plantings on KPNS property and exclude those species that produce edible fruits, nuts or berries if these plants create an attraction to hazardous wildlife. KPNS' airfield primarily consists of short grass thus minimizing the amount of attractive shrubs and herbaceous cover available to wildlife.



3.4.2 Grass Management

Other than paved areas, grass will be the primary cover inside the perimeter security fence. FAA CertAlert No. 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.

3.4.2.1 Grass Type

The type of grass used within the perimeter fence and between the runways should produce small or no seeds, but still be able to generate new growth or re-seed itself to provide a thick, monotypic stand and prevent erosion. The selected ground cover should withstand drought, flooding and other normal climatic conditions, and be somewhat unpalatable to grazers such as geese, wild ducks and deer. The grasses should also harbor relatively few insects and rodents that may attract hawks, owls, starlings, and other hazardous wildlife species. Grasses indigenous to the local area would be preferable at KPNS when replanting as part of a construction or mitigation project, provided it can be demonstrated the seed produced poses no significant wildlife attraction. The primary grasses used at KPNS will be varieties of Bermuda or Bahia.

3.4.2.2 Grass Height

Grass height throughout the airfield will be maintained at a height of 7 to 14 inches, except around runway and taxiway marker lights and signs where it will be cut to 3 inches for purposes of visibility. Grass height will be maintained throughout the year, with the first mowing activities beginning when the infield is firm enough to allow equipment access and the grass is sufficiently long to merit cutting.

3.4.2.3 Mowing

Mowing is quite attractive to several species of birds and mammals because it exposes food sources such as rodents, insects, worms and seeds. If cutting is being conducted during the day and birds are attracted to activity, the mowing should be stopped until the birds have been successfully hazed from the area. Mowing activities will be coordinated with the wildlife dispersal team.

3.4.3 Ornamental Landscaping

Landscaping at the airport can affect tourism, business, and the overall impression of the KPNS vicinity to visitors therefore, landscaping needs to be aesthetically pleasing. However it must not compromise the airport’s more important responsibility of air safety. Trees and bushes that offer hunting perches, roosting and loafing sites, nesting cover and food for birds and other wildlife will be removed. Ornamental trees and bushes used to enhance airport aesthetics will be kept to a minimum, and varieties that are unattractive to wildlife will be selected. Species which produce edible fruits, nuts or berries will not be used on KPNS property if they might attract hazardous wildlife.

FEDERAL AVIATION ADMINISTRATION

3.5 STRUCTURE MANAGEMENT

3.5.1 Overview

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

3.5.2 Airport Structures

If airport structures such as runway lights, ramp and taxiway signs, ILS towers and light poles are found to be used as problematic hunting and loafing perches for birds, such as hawks and doves, the structures may be fitted with wire coils or porcupine wire (e.g. Nixalite) or other exclusion devices.

3.5.3 Abandoned Structures

Structures not pertinent to air operations and no longer in use should be removed, including abandoned sheds, machinery and light poles. Such structures are attractive to rodents, small birds, pigeons and rabbits and, in turn, attract hawks owls, and other predators that can become a significant air hazard.

3.6 FOOD / PREY-BASE MANAGEMENT

3.6.1 Overview

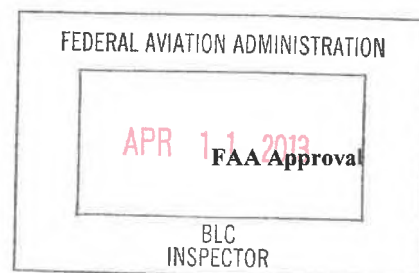
Rodents, rabbits, insects and other invertebrates are highly attractive to many species of birds and mammals and should be controlled where feasible. Handouts, trash and scattered debris also provide food for wildlife. The modification or management of a wide variety of habitats such as wildlife-attracting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

3.6.2 Rodents

Mice, rats and voles at KPNS are attractants of hawks and coyotes. Rodents were not identified as a major concern during the most recent Wildlife Hazard Assessment. If raptor sightings begin to increase, KPNS will monitor these populations to determine whether rodent populations are the cause.

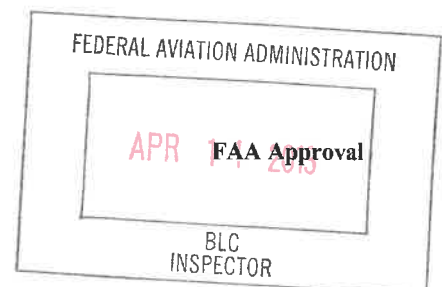
3.6.3 Insects and Other Invertebrates

Insects and other invertebrates may attract many species of wildlife at KPNS, particularly cattle egrets, American kestrels, Mississippi kites, swallow-tailed kites and barn swallows. Insect populations will be monitored periodically by KPNS to determine if they are present in sufficient numbers to attract wildlife. If control is deemed necessary, the Florida Department of Agriculture and Consumer Services can help select the best pesticide or control method. Habitat management and pesticide treatments will keep much of the prey population in check, but the airport will continue to monitor these populations for outbreaks.



3.6.4 Trash, Debris, and Handouts

Trash and debris are often responsible for attracting species such as starlings, gulls, crows, and pigeons. KPNS maintenance will continue to conduct trash and FOD (foreign object debris/damage) collection sweeps on the airfield, especially after high winds. The public or airport employees should not be allowed to feed birds or mammals around the airport.



4 - LAWS AND REGULATIONS

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

4.1 OVERVIEW

Federal, State and local governments administer laws and regulations that manage wildlife and their habitat. A number of laws affect wildlife control at airports and KPNS, and wildlife control personnel must understand and comply with the regulations. In general, taking most types of wildlife is regulated through a permit process, overseen by Federal or State agencies. Permits are necessary for a successful control program and will be obtained on a regular basis, or as required, by the wildlife coordinator.

4.2 FLORIDA WILDLIFE REGULATIONS

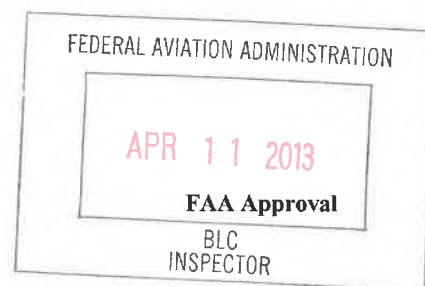
State wildlife laws are administered by the Florida Fish and Wildlife Conservation Commission (FWC). FWC's jurisdiction includes resident and migratory birds, mammals, reptiles, amphibians and State threatened or endangered species. FWC does issue permits for the taking of problematic species under their control, but also has a specific law regarding wildlife on airports (FAC 68A-9.012). The Florida Department of Agriculture and Consumer Services regulates pesticide applicator licenses for individuals permitted to apply restricted-use pesticides.

4.3 FEDERAL REGULATIONS

Several Federal regulations, including the Migratory Bird Treaty Act, the Lacey Act, the Endangered Species Act, Eagle Protection Act, the National Environmental Policy Act and the Federal Insecticide, Fungicide, and Rodenticide Act regulate various aspects of KPNS's wildlife management activities. Additional regulations that may affect wildlife control activities at KPNS are found in the Code of Federal Regulations (CFR), and several Federal agencies may be responsible for their implementation. Federal wildlife laws are typically administered by the U.S. Fish and Wildlife Service (USFWS) and involve primarily migratory birds and threatened and endangered species.

4.4 WILDLIFE CATEGORIES

Federal (CFR Title 50) and Florida state laws and wildlife codes define the categories of wildlife and regulations related to their management. For the purposes of this document, feral and free ranging dogs, cats and other domestic animals are considered "wildlife" because of the hazards they may pose to aircraft, but they are mostly regulated under other municipal laws. Wildlife categories include migratory and resident, game and non-game, and threatened and endangered species. Wildlife control personnel should know the category for the species that they intend to control, so that they can determine the relevant laws and necessary permits.



4.5 GENERAL REGULATIONS FOR WILDLIFE CONTROL

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

4.6 BIRDS

4.6.1 Resident Game Birds

Resident game birds (e.g. turkey and quail) are non-migratory. Although they are not managed by the USFWS (and no Federal permit is required for take) they are protected by State law. Under FAC 68A-9.012, no state permit is required to take these species on an airport property for the purpose of ensuring aircraft and human safety.

4.6.2 Resident Nongame Birds

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

4.6.3 Migratory Birds

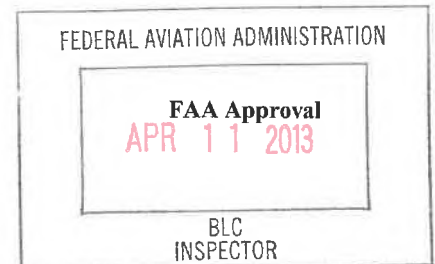
Migratory birds (e.g. ducks, geese, vultures, mourning doves, etc.) are regulated under Federal law by the USFWS. These regulations allow harassment of migratory birds when the birds are damaging property, but a permit is required for lethal take or the destruction of their eggs. Migratory bird permits are not valid for eagles, and threatened or endangered species, which require separate permits for lethal take and harassment.

4.6.3.1 Migratory Bird Depredation Permit for KPNS (CFR 50, Part 13)

A depredation permit to take federally protected migratory birds can be obtained by completing a Federal Fish and Wildlife Permit Application and submitting it to the U.S. Fish and Wildlife Service. The USFWS also requires that a Migratory Bird Damage Project Report (Form 37) completed by Wildlife Services accompany the permit application. KPNS must keep a current Federal permit (**Appendix F**) to take any migratory bird. The Wildlife Coordinator will be responsible for the required annual renewal of the depredation permit, and will comply with the reporting requirements of the USFWS detailing the species and number of animals taken under the permit. Details for the permit uses are given below. Federally listed threatened and endangered migratory birds are identified in **Appendix G**.

4.6.3.2 Reporting Control Actions to USFWS

KPNS should submit a report of the animals taken to the USFWS to fulfill the requirements of this section and the federal permit.



CFR 50 Part 21.41: CONTROL OF DEPREDATING BIRDS - Depredation permits

- (a) **Permit requirement.** Except as provided in 21.42 through 21.46, a depredation permit is required before any person may take, possess or transport migratory birds for depredation control purposes. No permit is required merely to scare or herd depredating migratory birds other than endangered or threatened species or bald or golden eagles.
- (b) **Application procedures.** Applications for depredation permits shall be submitted to the appropriate Special Agent in Charge (see 13.11 (b) of this Subchapter). Each application must contain the general information and certification by 13.12 (a) of this Subchapter plus the following additional information:
 - (1) A description of the area depredations are occurring;
 - (2) The nature of the crops or other interests being injured;
 - (3) The extent of such injury; and
 - (4) The particular species of migratory birds committing the injury.
- (c) **Additional permit conditions.** In addition to the general conditions set forth in Part 13 of this Subchapter B, depredation permits shall be subject to the following conditions:
 - (1) Permittees may not kill migratory birds unless specifically authorized on the permit.
 - (2) Unless otherwise specifically authorized, when permittees are authorized to kill migratory birds they may do so only with a shotgun not larger than No. 10 gauge fired from the shoulder, and only on or over the threatened area or area described on the permit.
 - (3) Permittees may not use blinds, pits or other means of concealment, decoys, duck calls, or other devices to lure or entice birds within gun range.
 - (4) All migratory birds killed shall be retrieved by the permittee and turned over to a Bureau representative or his designee for disposition to charitable or worthy institutions for use as food, or otherwise disposed of as provided by law.
 - (5) Only persons named on the permit are authorized to act as agents of the permittee under authority of the permit.
- (d) **Tenure of permits.** The tenure of depredation permits shall be limited to the dates which appear on its face, but in no case shall be longer than one year.

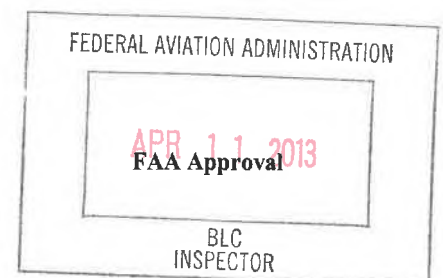
4.6.5 Depredation Order Birds

Depredation order birds are crows, blackbirds and cowbirds that are protected under the MBTA but may be taken when they are concentrated in such numbers and manner as to constitute a health hazard or other nuisance. Under the Depredation Order (50 CFR § 21.43), no federal permit is required to remove these birds *“when found committing or about to commit depredation ... or when concentrated in such numbers and manner as to constitute a health hazard or other nuisance....”*

CFR 50 Part 21.43: Depredation order for blackbirds, cowbirds, grackles, crows and magpies

A Federal permit shall not be required to control yellow-headed, red-winged, grackles, Brewer's blackbirds, cowbirds, crows and magpies, ... when concentrated in such numbers and manner as to constitute a health hazard or other nuisance **provided:**

- (a) That none of the birds killed pursuant to this section, nor their plumage, shall be sold or offered for sale, but may be possessed, transported and otherwise disposed of or utilized.



- (b) That any person exercising any of the privileges granted by this section shall permit at all reasonable times including during actual operations, any Federal or State game or deputy game agent, warden, protector or other game law enforcement officer free and unrestricted access over the premises on which such operations have been or are being conducted; and shall furnish promptly to such officer whatever information he may require, concerning said operations.
- (c) That nothing in this section shall be construed to authorize the killing of such birds contrary to any State laws or regulations; and that none of the privileges granted under this section shall be exercised unless the person possesses whatever permits as may be required for such activities by the State concerned.

4.6.6 Domestic Birds

Currently State and Federal laws do not regulate these species, which includes domestic ducks, geese and poultry. [Note: The term “domestic” here does not include those migratory birds that have not migrated on their typical patterns, becoming more residential. It includes the classic white duck or goose commonly found on farms. A basic rule of thumb would be: *If it looks like a Mallard or Canada goose, it is one.*] No permit is required to take domestic birds. Domestic waterfowl may become a problem if they are abandoned on airport property. Taking these species should only be done by wildlife personnel trained to distinguish the differences between domestic and wild waterfowl with similar appearances. If other species of feral poultry or exotic birds are observed at KPNS, the Wildlife Coordinator should be contacted for assistance with control methods. Care should be taken to determine if domestic fowl are private property and owner or local law enforcement contacted for removal.

4.7 MAMMALS

4.7.1 Game Mammals

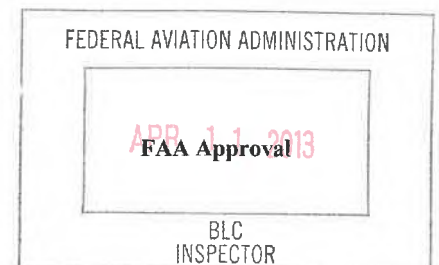
Any mammal considered wildlife (domestic dogs and cats are discussed in 4.7.2), except black bear, that is not listed as federally threatened or endangered may be taken for the purpose of ensuring aircraft and human safety (FAC 68A-9.012). Mammals that may be of concern at KPNS include coyote, red fox, grey fox, raccoon, rabbit, armadillo and opossum.

4.7.2 Domestic Mammals

For the purposes of this discussion, the primary domestic mammals are dogs and cats. When domestic mammals are found on the airfield, they should be captured and turned over to local animal control. When they cannot be safely captured, local animal control should be called immediately. Lethal removal of domestic animals should only be done in emergency situations where human or aircraft safety is a concern.

4.7.3 Rodents

Rodenticides are the most common control method for these animals, so the applicator must have a current Certified Pesticide Applicator’s License issued by Florida Department of Agriculture and Consumer Services. The primary reason to control these mammals would be to reduce the prey base for predatory animals, including raptors and coyotes. Control activities will be coordinated by the Wildlife Coordinator, as needed, to address any identified concerns with these animals.



4.8 PROTECTED WILDLIFE

The Federal Endangered Species Act (Sec. 2 [16 U.S.C. 1531]) protects animal and plant species potentially threatened with extinction. This act classifies species as endangered or threatened. An “*Endangered Species*” is defined as “any species or subspecies which is in danger of extinction throughout all or a significant portion of its range.” A “*Threatened Species*” is defined as “any species or subspecies which is in danger of becoming an endangered species within the foreseeable future throughout or over a significant portion of its range.” Once listed, a threatened or endangered species cannot be taken or harassed without a special permit. Eagles are also afforded protection under the U.S. Eagle Protection Act. In Florida, several additional species are given special protection by being listed as state species of special concern, threatened or endangered species.

4.8.1 Federally Threatened or Endangered Species

The USFWS and FWC maintain updated lists of endangered and threatened species. The FWC current listing of State and federally endangered, threatened and sensitive species is found in **Appendix G**. Wildlife control personnel at KPNS should familiarize themselves with these listed species and their potential occurrence at the airport. Some of these species may present hazards to air traffic at KPNS and permits are required to harass any federally listed species. In most cases, permits will not be granted to lethally remove members of a federally threatened or endangered species. KPNS wildlife control personnel should learn to identify these species and understand the regulatory permitting processes required for their effective management. Habitat critical to listed species is regulated by the USFWS or FWC and these regulations should be reviewed to determine their potential effect on KPNS’s habitat modification plans to reduce wildlife hazards.

If a significant hazard exists with a federally listed species that jeopardizes air safety, the USFWS should be contacted for assistance.

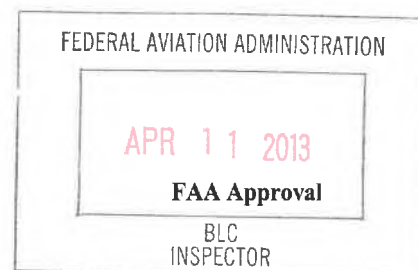
4.8.2 Florida Species of Special Concern, Threatened or Endangered Species

By default, any species listed as federally threatened or endangered, will also be listed by the state. States can impose more restrictive regulations than federal law and there are several species listed as species of special concern, threatened or endangered by the FWC that are not federally listed. The Florida Imperiled Species List can be found in **Appendix G**. As long as the federal laws are met (i.e. either the species is not federally listed or a federal permit is in place), the FWC allows the take of state listed species as outlined in FAC 68A-9.012 (1)(b). These species may only be taken in certain emergency situations and must be reported to FWC as outlined in 68A-9.012 (8).

Any state listed species that is not federally listed may be harassed by persistent, non-injurious disturbance without physical capture or direct handling when the wildlife poses an imminent threat to aircraft and human safety.

4.8.3 Eagle Permits

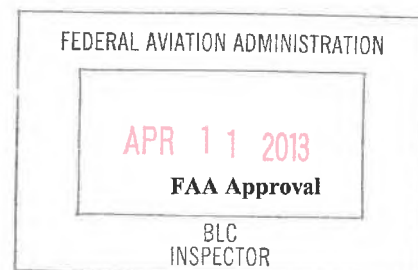
Eagles are protected under the Eagle Protection Act and require their own permit, and are therefore not included under the Migratory Bird Permit.



CFR 50 PART 22.23**EAGLE PERMITS - Permits to take depredating eagles.**

The Director may, upon receipt of an application and in accordance with the issuance criteria of this section, issue a permit authorizing the taking of depredating bald or golden eagles.

- (a) **Application procedure.** Applications for permits to take depredating bald or golden eagles shall be submitted to the appropriate Special Agent in Charge (See: Part 13). Each application must contain the general information and certification required by Part 13.12(a) plus the following additional information:
- (1) Species and number of eagles proposed to be taken;
 - (2) Location and description of property where taking is proposed;
 - (3) Inclusive dates for which permit is requested;
 - (4) Proposed method of taking;
 - (5) Kind and number of livestock or domestic animals owned by the applicant;
 - (6) Kind and amount of alleged damaged; and
 - (7) Name, address, age and business relationship with applicant of any person the applicant proposes to act for him as his agent in the taking of such eagles.
- (b) **Additional permit conditions.** In addition to the general permits set forth in Part 13, permits to take depredating bald and golden eagles shall be subject to the following conditions:
- (1) Bald and golden eagles may be taken under permit by firearms, traps or other suitable means except by poison or from aircraft;
 - (2) The taking of eagles under permit may be done only by the permittee or his agents named in the permit;
 - (3) Any eagle taken under authority of such permit will be promptly turned over to a Service agent or other game law enforcement officer designated in the permit; and
 - (4) In addition to any reporting requirement set forth in the permit, the permittee shall submit a report of activities conducted under the permit to the Special Agent in Charge within 10 days following the completion of the taking operations or the expiration of the permit whichever occurs first.
- (c) **Issuance criteria.** The Director shall conduct an investigation and not issue a permit to take depredating bald or golden eagles unless he has determined that such taking is compatible with the preservation of the bald or golden eagle. In making such determination the Director shall consider the following:
- (1) The direct or indirect effect issuing such permit would likely have upon the wild population of bald or golden eagles;
 - (2) Whether there is evidence to show that bald or golden eagles have in fact become seriously injurious to wildlife, agriculture or other interests in the particular locality to be covered by the permit, and the injury complained of is substantial; and
 - (3) Whether the only way to abate the damage caused by the bald or golden eagle is to take some or all of the offending birds.
- (d) **Tenure of permits.** The tenure of any permit to take bald or golden eagles for depredation control purposes shall be that shown on the face thereof, and shall in no case be longer than 90 days from date of issue.



4.8.4 Habitat Conservation

USFWS and FWC are responsible for species conservation and recovery plans. These plans require the identification of critical habitat when it is associated with the decline of a species. Habitat alterations and developments may be prohibited in areas where critical habitat has been designated or where such changes could result in the inadvertent take of an endangered species. Consultation with USFWS or FWC biologists will help determine on a case-by-case basis whether critical habitat is affected by airport projects, and if so, the necessary mitigation.

4.8.5 Wetlands Mitigation

Wetland modifications may require permits from various agencies, including the USFWS and the U.S. Army Corps of Engineers (USCOE). Pre-development mitigation may be required for issuance of a permit. The FAA has outlined a series of procedures (refer to the publication on wetland mitigation banking in the FAA's wildlife section homepage [www.faa.gov/airports/airport_safety/wildlife/] for mitigating wetland impacts resulting from project development). See 40 CFR 1505.3.

4.8.6 Avoiding Impacts to Threatened and Endangered Species

The WHMP examines resolutions to detect and alleviate wildlife hazards that threaten human health and safety or aircraft operations operating out of KPNS. Birds are generally considered the most hazardous form of wildlife at KPNS, particularly mourning doves, cattle egrets and crows. Although deer have not been observed on airport property in many years, coyote and fox are commonly observed within the perimeter fence. Domestic dogs occasionally gain access to the airfield where they pose a strike hazard to aircraft, but this is a relatively infrequent occurrence.

The proposed actions outlined in the WHMP would involve application of the most appropriate, effective and biologically sound wildlife control methods available. This approach is known as Integrated Wildlife Damage Management and includes both habitat management and direct control.

Habitat management provides the best long term approach for reducing wildlife attractants on an airfield. Habitat management measures are discussed in Chapter 3 of the WHMP and include elimination of standing water, planting alternative ground covers on the airfield, removal of fruit and berry producing vegetation, thinning roost trees and incorporating wildlife considerations in the early planning stages of new construction projects. Direct control efforts generally provide a more immediate response to hazardous situations, but the desired effects are often not as long lasting. Wildlife control and dispersal procedures employed at KPNS are discussed in Chapter 6 of the WHMP and include pyrotechnic hazing, propane cannons, vehicular harassment, nest removal, selective trapping and shooting with air rifles or firearms.

Control methods at KPNS would not have an effect on listed endangered or threatened species because capture and removal methods that are used at KPNS are selective and would allow for positive identification of target animals. Hazing and lethal control methods such as shooting and live-trapping are selectively directed at target individuals. No toxicants are currently used to control wildlife at KPNS, thus eliminating the probability of non-target exposure. Collisions between birds and aircraft nearly always result in the death of the bird, in addition to threatening human safety. Consequently, potential nesting habitat on and around the airfield will be eliminated to the extent possible.



4.9 PESTICIDE APPLICATOR LICENSE

Authorization to use restricted-use pesticides for the removal of hazardous wildlife (e.g. blackbirds, starlings) or prey-base (e.g. rodents, rabbits, insects, earthworms and weeds) should be limited to Certified Pesticide Operators or persons under their direct supervision. To obtain the necessary license to apply restricted-use pesticides, a person must pass an exam administered by the Florida Department of Agriculture and Consumer Services. No KPNS personnel are licensed to use restricted-use chemicals and the application of any required would be through properly licensed outside applicators. Use of all pesticides should strictly adhere to the pesticide label and should follow U.S. EPA guidelines.

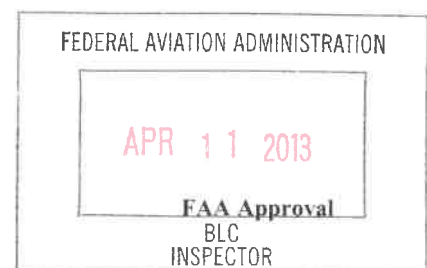
4.10 FAA REGULATIONS, ADVISORY CIRCULARS AND CERTALERTS

The FAA is the federal agency responsible for developing and enforcing air transportation safety regulations. Many of these regulations are codified in the Federal Aviation Regulations (FARs). The FAA also publishes a series of guidelines for airport operators to follow called Advisory Circulars (ACs). Advisory Circulars in the 150 series deal with airport safety issues, including wildlife hazards. In addition to FARs and ACs, the FAA periodically issues CertAlerts for internal distribution and to provide recommendations on specific issues for inspectors and airport personnel. All of the above-mentioned regulations, Advisory Circulars and CertAlerts are frequently changed or updated and their current status should be verified on a regular basis. This may be accomplished by contacting the FAA directly or by visiting their website at www.faa.gov for the most current revision.

The manual entitled "Wildlife Hazard Management at Airports" was developed cooperatively by the FAA and USDA Wildlife Services in 1999. It contains important information on airport wildlife hazard management and will be consulted regarding control actions and other issues.

Original Date: February 2013

Revision Date:



5 - RESOURCES

FAR 139.337(e)(4) Identification of resources to be provided by the certificate holder for implementation of the plan.

5.1 OVERVIEW

Habitat management and wildlife control supplies can be purchased from several companies. An adequate supply of equipment will be kept on hand at KPNS for use by trained personnel.

5.2 AIRPORT SUPPLIES

Supplies that will normally be stocked at the airport include:

- 15 mm pyrotechnic pistol launchers (bird bombs/bangers, screamers and whistlers)
- 12 gauge break action shotgun and pyrotechnics
- Cleaning kits for all firearms
- Field guide for local bird identification
- Latex gloves
- Garbage bags
- Gallon-size re-sealable sandwich bags
- "Prevention and Control of Wildlife Damage" reference manual
- Air rifle

5.3 AIRPORT OPERATIONS VEHICLES

The Airport Operations vehicles should be stocked with the supplies listed below to facilitate an immediate response to wildlife hazards. Airport Operations personnel will be responsible for responding to emergency calls from the KPNS tower or the Airport Operations Center (AOC) to disperse animals from the runways. They should maintain radio communications with the tower if there is a situation within the AOA and the patrols must operate within the AOA according to FAA guidelines. At a minimum, supplies to be maintained in the vehicles should include at least:

- 15 mm pyrotechnic pistol launchers
- An adequate supply of 15 mm pyrotechnics (bangers, whistlers, etc.)
- Bird identification field guide
- Binoculars
- Latex gloves
- Garbage bags
- Gallon-size re-sealable sandwich bags
- Several daily wildlife control log sheets

5.4 USDA-WILDLIFE SERVICES ASSISTANCE

Some supplies such as starling traps, vertebrate pesticides and chemical capturing agents may be available through Wildlife Services for conducting specific control operations. The use of some control methods, such as alpha chloralose for waterfowl and DRC-1339 for starlings, is restricted to certified Wildlife Services personnel only. Traps for live capture, and shotguns, pellet rifles and ammunition for lethal taking shall be provided by Wildlife Services for their personnel to utilize.

6 - WILDLIFE CONTROL PROCEDURES

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

139.337(e)(5)(i) Assignment of personnel responsibilities for implementing the procedures;

Personnel responsibilities are described and delineated in Chapter 2.

139.337(e)(5)(ii) Conduct of physical inspections of the movement areas and other areas critical to wildlife hazard management sufficiently in advance of air carrier operations to allow time for wildlife controls to be effective;

The Airport Operations Officers should frequently conduct physical inspections of movement areas and other areas critical to wildlife hazard management as part of the daily protocol. The Airport Operations Officers should document all observed wildlife and record the data on a Daily Wildlife Activity Report. In cases where no animals are seen, a record indicating that an inspection was conducted and that no animals were observed should be made. A copy of the Daily Wildlife Activity Report for each day should be submitted to the KPNS Airport Operations Manager. During periods of exceptionally heavy wildlife activity (e.g. migratory periods), the Airport Operations personnel should work with the Air Traffic Control to issue any advisories needed.

139.337(e)(5)(iii) Wildlife control measures;

6.1 OVERVIEW

Wildlife that is identified as hazardous during and after the completion of the recommended habitat modifications should be controlled using accepted direct control techniques. Wildlife hazards at airports are extremely variable and complex, therefore, it is essential to adopt a flexible, innovative and adaptive approach to managing such hazards. Wildlife identification guides and handbooks will be available for use by wildlife control personnel at KPNS. The manual entitled "Prevention and Control of Wildlife Damage" (2-volume set) details species-specific damage assessment and includes an in-depth discussion of methods of dispersal for each species. In addition, Transport Canada (Canada's governmental agency responsible for reducing wildlife hazards) has also produced a valuable reference manual on wildlife control procedures at airports. This manual is available online at www.tc.gc.ca/eng/civilaviation/publications/tp11500-menu-1630.htm. Airport personnel should be trained to identify hazardous wildlife at KPNS (refer to Chapter 8) and should select dispersal methods that are appropriate to the type of animal causing the hazard.

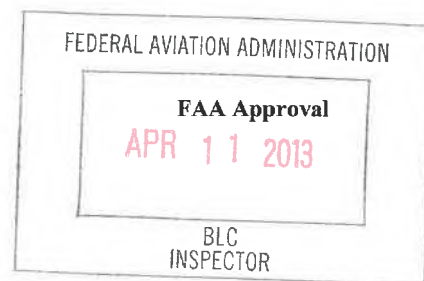
6.2 WILDLIFE PATROL

KPNS's wildlife patrol crew should consist of the Airport Operations personnel. The patrol should monitor and respond to wildlife hazards on the airfield and should coordinate their activities through the KPNS Wildlife Coordinator. The crew should be trained in wildlife identification, proper control techniques and safe operations as outlined in Chapter 8. The crew should have a radio-equipped vehicle and adequate wildlife control supplies (Chapter 5). The patrol should maintain clear communications with the tower in accordance with FAA radio protocols. The crew should also report all observations of wildlife activity on the Daily Wildlife Activity Report. Completed forms should be forwarded to KPNS

27

Original Date: February 2013

Revision Date:



Airport Operations Manager for frequent review. Routine runway sweeps should be conducted at least once per day and the presence of any dead animals found from strikes or suspected strikes should be recorded on Form 5200-7, as well as the Wildlife Incident Report. Other wildlife-related activities (e.g. notable hazards, animals killed or dispersed, unusual wildlife behavior, etc.) should be documented on the Daily Wildlife Activity Report. All dead birds or mammals found on runways and taxiways will be considered the result of a strike unless the death was obviously due to some other cause. If bird identification can not be accomplished, the remains can be sent to the Smithsonian Institution, National Museum of Natural History, Division of Birds (for further information and mailing address, see www.faa.gov/airports/airport_safety/wildlife/smithsonian/index.cfm?print=go). Wildlife strikes may be submitted electronically at wildlife.faa.gov/. A printout of the strike report must also be immediately submitted to the Airport Operations Manager and Wildlife Coordinator so that the situation can be assessed.

6.3 GENERAL WILDLIFE CONTROL

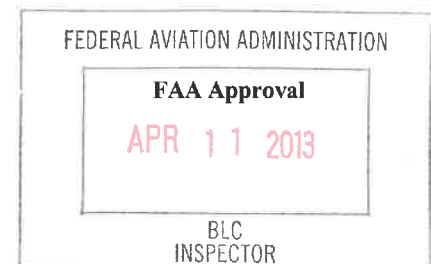
Each wildlife hazard that develops will be analyzed by wildlife control personnel to determine a practical solution. The initial response for most species will be to haze them with frightening devices, followed by population control methods when necessary. A primary key to successful wildlife control is persistence and innovation. Techniques should be applied based on safety, effectiveness, practicality and environmental social considerations. Most control techniques retain their effectiveness when used judiciously and in conjunction with other methods. Some methods such as pesticides are only effective and legal for certain species and situations. Therefore, the methods chosen will depend largely on the situation and the species involved. Finally, personnel involved in direct control should be aware of the potential diseases that wildlife can carry and should take appropriate precautions.

6.4 BIRD CONTROL

Several species of birds are present at KPNS and represent the most significant potential for causing damaging strikes. According to the completed Wildlife Hazard Assessment, a large percentage of the bird strikes were classified as unknowns. Therefore, until a better understanding is obtained of what species of birds are most often struck at KPNS, an aggressive management program will be conducted. Juvenile birds may also constitute an unusual wildlife hazard because of their general unfamiliarity with the airport environment at KPNS. The "Prevention and Control of Wildlife Damage" manual discusses a number of methods that may be used to haze birds from the airport. As previously stated, an integration of multiple methods should be employed for maximum effectiveness. If properly applied, the techniques discussed in this reference manual should reduce most hazards involving species of concern at KPNS.

6.5 MAMMAL CONTROL

Potential hazards from mammal species at KPNS can be reduced through habitat modification, the construction of fencing and other exclusionary devices. With the exception of the occasional sighting of coyotes, large mammals are effectively excluded from using the airfield by the perimeter fence. However, smaller mammals still exist on the airfield in low to moderate densities, and can provide an attraction to larger predators and raptors. These rodent and rabbit populations will be monitored by the KPNS personnel.



6.6 USDA-WILDLIFE SERVICES ASSISTANCE

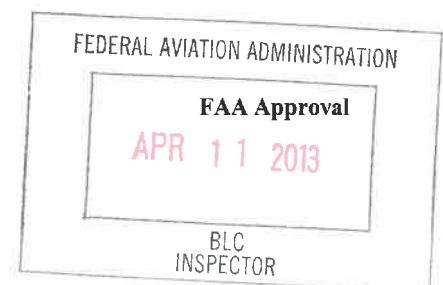
Wildlife Services provides technical assistance and direct control to KPNS when requested by the Airport Manager. WS personnel are available to assist in direct control activities if needed. Wildlife Services can be contacted at (850) 643-1310 for assistance with problems involving wildlife at the airport.

6.7 COUNTY ANIMAL CONTROL ASSISTANCE

County Animal Control is also available to help with free-ranging dogs and cats. If the animal poses an immediate threat to aviation, wildlife control personnel should attempt to catch, disperse or lethally remove it.

139.337(e)(5)(iv) Communication between wildlife control personnel and any air traffic control tower in operation at the airport;

All wildlife control personnel should be equipped with radios and have proper training to contact the air traffic control tower. If an immediate hazard exists that might compromise the safety of air traffic at KPNS, the Airport Operations Officers should coordinate with the air traffic control tower, and if necessary, detain arriving or departing air traffic until the hazard is eliminated. In extreme cases, the runway may need to be closed temporarily at the discretion of the Airport Director. Although the air traffic control tower cannot be expected to monitor all wildlife hazards on the airfield and still direct air traffic, tower personnel should notify the Airport Operations Center immediately if pilots report hazards or any such hazards are observed from the tower.



7 - EVALUATION

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

7.1 OVERVIEW

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

7.2 MEETINGS

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

7.3 WILDLIFE STRIKE DATABASE

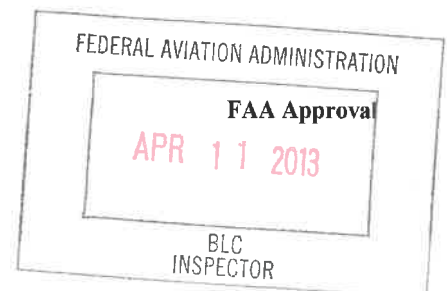
The Wildlife Coordinator will maintain a database of wildlife strikes and populations on the airfield. Information from this database will be used to identify trends and to monitor any increases in wildlife hazards on the airfield. If unacceptable increases in wildlife populations are observed, the cause should be determined and the WHMP modified to address the problem. The records should be entered weekly into a computerized database by KPNS Operations personnel.

7.4 AIRPORT EXPANSION

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

7.5 FAA INVOLVEMENT

FAA Regional Certification Inspectors should be invited to make comments on the WHMP.



8 - TRAINING

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

8.1 OVERVIEW

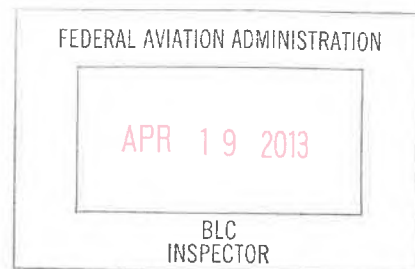
Training is essential for personnel involved in the WHMP. The Wildlife Coordinator should ensure all personnel that might be working in a wildlife deterrence capacity are trained in the proper selection and application of control methods as well as wildlife species identification.

8.2 STANDARD TRAINING

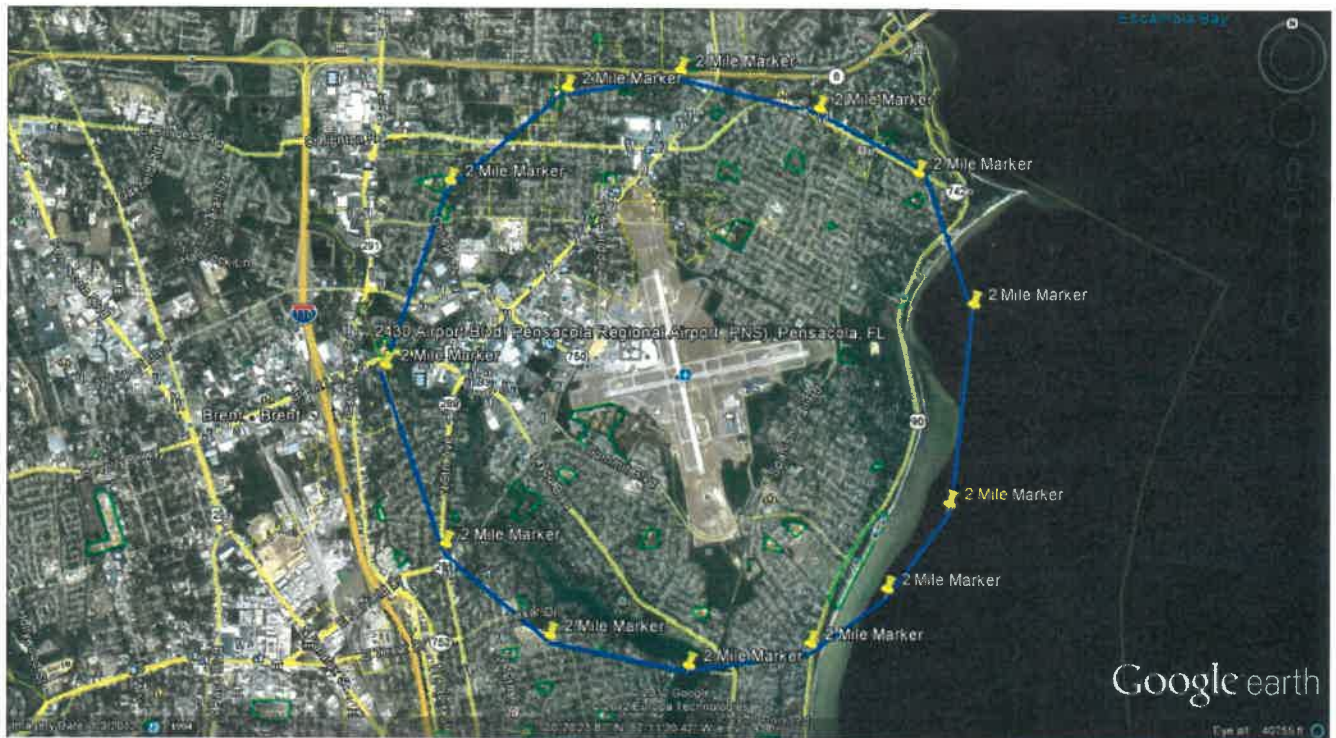
Wildlife control personnel should receive training in mitigating wildlife hazards at airports, including an overview of laws associated with wildlife control, techniques used for prey-base reductions, effective use of firearms and pyrotechnics (including hands-on training) and wildlife identification and dispersal techniques. Wildlife control personnel should receive this training from a qualified wildlife damage management biologist or from an airport employee who has received initial and recurrent training from a qualified wildlife damage management biologist. Airport communications and driver's training should also be provided to all employees involved in wildlife control operations that may require them to operate on the AOA.

8.3 USDA-WILDLIFE SERVICES TRAINING

Wildlife Services can provide a one-day training course for wildlife patrol personnel. The purpose of the course is to familiarize personnel involved with airport operations in basic wildlife identification and dispersal techniques. The course also involves hands-on training using pyrotechnics, and other deterrent equipment, with an emphasis on safety and effectiveness. This or similar training should be taken by all personnel who have responsibility in dispersing wildlife at KPNS. The training would be customized to fit the needs of individual recipients and situations.



APPENDIX A
Two Mile Critical Zone



Original Date: February 2013
Revision Date:



APPENDIX B

FAA Form 5200-7 - Wildlife Strike Incident Report

Note: Bird strike forms can be obtained or filed electronically over the internet by visiting the FAA's website at wildlife.faa.gov/.

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

BIRD / OTHER WILDLIFE STRIKE REPORT																																																
1. Name of Operator		2. Aircraft Make/Model																																														
4. Aircraft Registration		5. Date of Incident Month / Day / Year																																														
7. Airport Name		8. Runway Used																																														
10. Height (AGL)		11. Speed (IAS)																																														
12. Phase of Flight <input type="checkbox"/> A. Parked <input type="checkbox"/> B. Taxi <input type="checkbox"/> C. Take-off Run <input type="checkbox"/> D. Climb <input type="checkbox"/> E. En Route <input type="checkbox"/> F. Descent <input type="checkbox"/> G. Approach <input type="checkbox"/> H. Landing Roll		13. Part(s) of Aircraft Struck or Damaged <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th>Struck</th> <th>Damaged</th> </tr> </thead> <tbody> <tr><td>A. Radome</td><td><input type="checkbox"/></td><td><input type="checkbox"/></td></tr> <tr><td>B. Windshield</td><td><input type="checkbox"/></td><td><input type="checkbox"/></td></tr> <tr><td>C. Nose</td><td><input type="checkbox"/></td><td><input type="checkbox"/></td></tr> <tr><td>D. Engine No. 1</td><td><input type="checkbox"/></td><td><input type="checkbox"/></td></tr> <tr><td>E. Engine No. 2</td><td><input type="checkbox"/></td><td><input type="checkbox"/></td></tr> <tr><td>F. Engine No. 3</td><td><input type="checkbox"/></td><td><input type="checkbox"/></td></tr> <tr><td>G. Engine No. 4</td><td><input type="checkbox"/></td><td><input type="checkbox"/></td></tr> <tr><td>H. Propeller</td><td><input type="checkbox"/></td><td><input type="checkbox"/></td></tr> <tr><td>I. Wing/Rotor</td><td><input type="checkbox"/></td><td><input type="checkbox"/></td></tr> <tr><td>J. Fuselage</td><td><input type="checkbox"/></td><td><input type="checkbox"/></td></tr> <tr><td>K. Landing Gear</td><td><input type="checkbox"/></td><td><input type="checkbox"/></td></tr> <tr><td>L. Tail</td><td><input type="checkbox"/></td><td><input type="checkbox"/></td></tr> <tr><td>M. Lights</td><td><input type="checkbox"/></td><td><input type="checkbox"/></td></tr> <tr><td>N. Other: (Specify)</td><td><input type="checkbox"/></td><td><input type="checkbox"/></td></tr> </tbody> </table>			Struck	Damaged	A. Radome	<input type="checkbox"/>	<input type="checkbox"/>	B. Windshield	<input type="checkbox"/>	<input type="checkbox"/>	C. Nose	<input type="checkbox"/>	<input type="checkbox"/>	D. Engine No. 1	<input type="checkbox"/>	<input type="checkbox"/>	E. Engine No. 2	<input type="checkbox"/>	<input type="checkbox"/>	F. Engine No. 3	<input type="checkbox"/>	<input type="checkbox"/>	G. Engine No. 4	<input type="checkbox"/>	<input type="checkbox"/>	H. Propeller	<input type="checkbox"/>	<input type="checkbox"/>	I. Wing/Rotor	<input type="checkbox"/>	<input type="checkbox"/>	J. Fuselage	<input type="checkbox"/>	<input type="checkbox"/>	K. Landing Gear	<input type="checkbox"/>	<input type="checkbox"/>	L. Tail	<input type="checkbox"/>	<input type="checkbox"/>	M. Lights	<input type="checkbox"/>	<input type="checkbox"/>	N. Other: (Specify)	<input type="checkbox"/>	<input type="checkbox"/>
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N. Other: (Specify)	<input type="checkbox"/>	<input type="checkbox"/>																																														
14. Effect on Flight <input type="checkbox"/> None <input type="checkbox"/> Aborted Take-Off <input type="checkbox"/> Precautionary Landing <input type="checkbox"/> Engines Shut Down <input type="checkbox"/> Other: (Specify)		15. Sky Condition <input type="checkbox"/> No Cloud <input type="checkbox"/> Some Cloud <input type="checkbox"/> Overcast																																														
16. Precipitation <input type="checkbox"/> Fog <input type="checkbox"/> Rain <input type="checkbox"/> Snow <input type="checkbox"/> None		17. Bird/Other Wildlife Species																																														
18. Number of birds seen and/or struck <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Number of Birds</th> <th>Seen</th> <th>Struck</th> </tr> </thead> <tbody> <tr><td>1</td><td><input type="checkbox"/></td><td><input type="checkbox"/></td></tr> <tr><td>2-10</td><td><input type="checkbox"/></td><td><input type="checkbox"/></td></tr> <tr><td>11-100</td><td><input type="checkbox"/></td><td><input type="checkbox"/></td></tr> <tr><td>more than 100</td><td><input type="checkbox"/></td><td><input type="checkbox"/></td></tr> </tbody> </table>		Number of Birds	Seen	Struck	1	<input type="checkbox"/>	<input type="checkbox"/>	2-10	<input type="checkbox"/>	<input type="checkbox"/>	11-100	<input type="checkbox"/>	<input type="checkbox"/>	more than 100	<input type="checkbox"/>	<input type="checkbox"/>	19. Size of Bird(s) <input type="checkbox"/> Small <input type="checkbox"/> Medium <input type="checkbox"/> Large																															
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2-10	<input type="checkbox"/>	<input type="checkbox"/>																																														
11-100	<input type="checkbox"/>	<input type="checkbox"/>																																														
more than 100	<input type="checkbox"/>	<input type="checkbox"/>																																														
20. Pilot Warned of Birds <input type="checkbox"/> Yes <input type="checkbox"/> No																																																
21. Remarks (Describe damage, injuries and other pertinent information)																																																
DAMAGE / COST INFORMATION																																																
22. Aircraft time out of service: _____ hours		23. Estimated cost of repairs or replacement (U.S. \$): \$ _____																																														
24. Estimated other Cost (U.S. \$) (e.g. loss of revenue, fuel, etc.): \$ _____		25. Reported by (Optional) _____ Title _____ Date _____																																														
<small>Paperwork Reduction Act Statement: The information collected on this form is necessary to allow the Federal Aviation Administration to assess the magnitude and severity of the wildlife-aircraft strike problem in the U.S. The information is used in determining the best management practices for reducing the hazard to aviation safety caused by wildlife-aircraft strikes. We estimate that it will take approximately 6 minutes to complete the form. The information collected is voluntary. Please note that an agency may not conduct or sponsor, and a person is not required to respond to, a collection of information unless it displays a currently valid OMB control number. The OMB control number associated with this collection is 2120-0045. Comments concerning the accuracy of this burden and suggestions for reducing the burden should be directed to the FAA at: 800 Independence Ave SW, Washington, DC 20591, Attn: Information Collection Clearance Officer, ABA-20</small>																																																

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

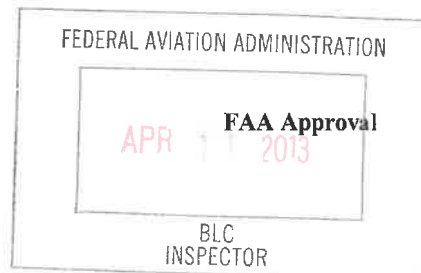
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* U.S. GPO: 1997-432-349/74201

NSN: 0052-00-851-9005

Original Date: February 2013

Revision Date:



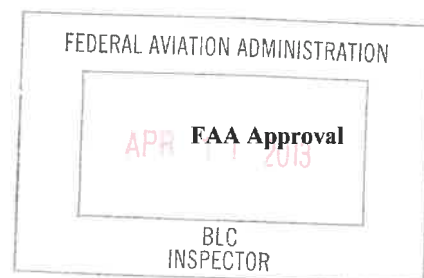
APPENDIX C
Daily Wildlife Activity Report and Wildlife Activity Report

Daily Wildlife Activity Report
KPNS

DATE	TIME	LOCATION	SPECIES	CONTROL METHODS USED ¹	# OF PYROS FIRED	COMMENTS	NAME

¹ Control Methods Used: Harassment, Vehicle, Lights, Sires, Pyrotechnics, etc.

Original Date: February 2013
Revision Date:



WILDLIFE INCIDENT REPORT

KPNS

(To be completed in the event of an animal carcass being found
on the airfield without information as to time and cause of death.)

Date Found: ____ / ____ / ____

Time Found: _____

Reported by (if applicable): _____

Specific Location: _____

Weather Condition (circle one): DRY / RAIN / SNOW

Approximate Temperature: _____ Wind Speed/Direction: _____ mph / _____

Species of Carcass (if known): _____

Size of Carcass (if species not known): SMALL / MEDIUM / LARGECondition of Carcass (mark one): FOUND ALIVE / FRESH DEAD / EXTENDED DEAD / DETERIORATED

Recovered by: _____ Title: _____

*(Attach photo if available)***Submit form to Airport OPS for inclusion in Daily Wildlife Activity Report.****Original Date:** February 2013**Revision Date:** _____

APPENDIX D

Agency Directory

REGULATORY AND ENFORCEMENT

U.S. Fish and Wildlife Service (Permitting)

Migratory Bird Permit Office

P.O. Box 49208

Atlanta, GA 30359

Phone: (404) 679-7070

Fax: (404) 679-4180

Email: permitsR4MB@fws.gov***U.S. Fish and Wildlife Service (T&E Species)***

Ecological Services

Tallahassee Satellite Office

1320 Executive Center Drive, Suite 101

Tallahassee, FL 32301

Phone: (904) 731-3336

U.S. Fish and Wildlife Service (Law Enforcement)

Office of Law Enforcement

1875 Century Blvd, Suite 380

Atlanta, GA 30359

Phone: (404) 679-7057

Fax: (404) 679-7065

***Florida Fish and Wildlife Conservation Commission
(Northwest Regional Office)***

Attn: Mr. Steve Shea, Regional Director

3911 Hwy. 2321

Panama City, FL 32409-1658

Phone: (850) 265-3676

Federal Aviation Administration***Certification and Standards Branch***

FAA Southern Region, ATTN: ASO-600

P.O. Box 20636

Atlanta, GA 30320-0631

Phone: (404) 305-6700

Fax: (404) 305-6730

Federal Aviation Administration (FAA)

Staff Wildlife Biologist

FAA Airport Safety and Operations

FAA-AA5-310

800 Independence Avenue SW

Washington, DC 20591

Phone: (202) 267-8731

MUNICIPAL AGENCIES

Escambia County Health Department

1300 West Gregory Street

Pensacola, FL 32501

Phone: (850) 595-6500

Escambia County Sheriff's Office

1700 West Leonard Street

Pensacola, FL 32501

Phone: (850) 436-9630

County Animal Control

3363 West Park Place

Pensacola, FL 32501

Phone: (850) 595-0097

City of Pensacola***Management and Administration***

P.O. Box 12910

Pensacola, FL 32521-0031

Phone: (850) 436-5625

Fax: (850) 595-1281

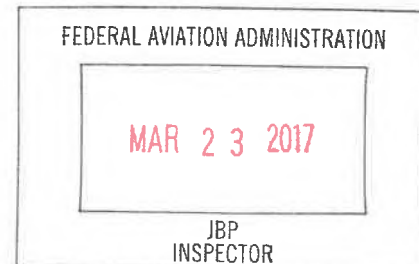
Pensacola Police Department

711 North Hayne Street

Pensacola, FL 32501

Phone: (850) 435-1900

Fax: (850) 435-1999



TECHNICAL ASSISTANCE

U.S. Department of Agriculture, Wildlife Services

Florida Wildlife Services Director

2820 East University Avenue

Gainesville, FL 32641

Phone: (352) 377-5556

Toll-free: 866-4USDAWS (866-487-3297)

Fax: (352) 377-5559

www.aphis.usda.gov/

U.S. Department of Agriculture, Wildlife Services

Wildlife Technician

P.O. Box 579

Bristol, FL 32321

Phone: (850) 643-1310

Fax: (850) 643-2284

Florida Department of Agriculture

(Bureau of Pesticides)

Davis Baiker, Ph.D., Bureau Chief

3125 Conner Boulevard

Suite F

Tallahassee, FL 32399-1650

Phone: (850) 617-7917

Fax: (850) 617-7949

Email: [Davis Baiker@freshfromflorida.com](mailto:Davis.Baiker@freshfromflorida.com)

Smithsonian Institution, National Museum of Natural History, Division of Birds (Bird ID)

Regular Shipment

Smithsonian Institution

Feather Identification Lab

E600, MRC 116

P.O. Box 37012

Washington, DC 20013-7012

Overnight / Priority Shipment

Smithsonian Institution

Feather Identification Lab

E600, MRC 116

10th & Constitution Avenue NW

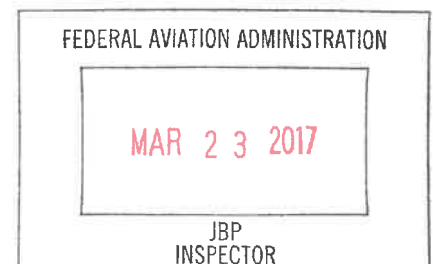
Washington, DC 20560

Phone: (202) 633-0801

www.faa.gov/airports/airport_safety/wildlife/smithsonian/index.cfm?print=go

Poison Control Center

Phone: (800) 222-1222



APPENDIX E
CertAlert 04-09
Relationship Between FAA and Wildlife Services

CERTALERT

ADVISORY * CAUTIONARY * NON-DIRECTIVE

FOR INFORMATION, CONTACT ED CLEARY, AAS-317 (202) 267-3389

DATE:	August 30, 2004	No. 04-09
TO:	Airport Certification Program Inspectors	
TOPIC:	Relationship Between FAA and WS	

CANCELLATION

CertAlert 97-02, Relationship Between FAA And WS, Dated April 25, 1997, is cancelled.

PURPOSE

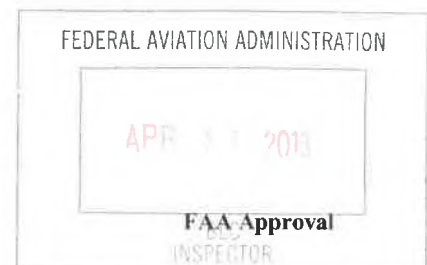
This CertAlert clarifies the roles of, and relationship between the Federal Aviation Administration (FAA) and the United States Department of Agriculture/Animal and Plant Health Inspection Service/Wildlife Services (WS) with regards to wildlife hazards on or near airports.

FEDERAL AVIATION ADMINISTRATION

The FAA issues airport operating certificates for airports serving certain air carrier aircraft under Title 14, Code of Federal Regulations, Part 139. Section 139.337 requires certificated airports having a wildlife hazard problem to develop and implement a Wildlife Hazard Management Plan to manage and control wildlife, which present a risk to public safety, caused by aircraft collisions with wildlife. The FAA relies heavily on the assistance of WS to review and contribute to such plans.

ANIMAL DAMAGE CONTROL

The Animal Damage Control Act of March 2, 1931, (7 USC 426-426c, as amended), charges the Secretary of Agriculture with management of wildlife injurious to agricultural interests, other wildlife, or human health and safety. Further, the Secretary is authorized to cooperate with States, individuals, public and private agencies, organizations, and institutions in the control of nuisance mammals and birds, including wildlife hazards to aviation. Because of the experience, training, and background of its personnel, WS is recognized throughout the world as an expert in dealing with wildlife damage management issues. WS has an active presence in all U.S. states and territories.



MEMORANDUM OF UNDERSTANDING

A Memorandum of Understanding (MOU) between the FAA and WS (No. 12-4-71-0003-MOU) establishes a cooperative relationship between these agencies for resolving wildlife hazards to aviation.

AGENCY FUNDING

Both agencies are funded by congressional appropriations. The majority of funding for the FAA comes from the Aviation Trust Fund with the remainder coming from the general funds of the U.S. Treasury. Any revenues generated by the FAA are returned to the U.S. Treasury. WS receives a limited amount of funds from the general fund of the U.S. Treasury that allows it to perform some services for the public good. However, WS's funding is also based upon its ability to enter into contracts to provide services and receive reimbursement for the cost of the services. Legislation allows WS to collect this money and return it to the program rather than the general funds of the U.S. Treasury. Consequently, WS may enter into a cooperative service agreement with an airport operator for reimbursement of services to perform a wildlife hazard assessment on an airport.

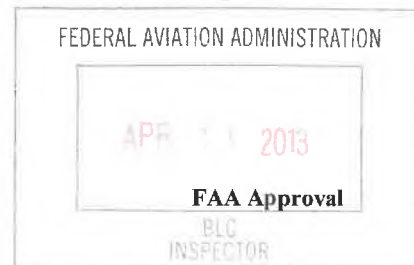
WILDLIFE HAZARD MANAGEMENT

14 CFR 139.337(b) requires the certificate holder conduct a wildlife hazard assessment, acceptable to the FAA Administrator, when any of the following events occur on or near the airport:

- (b) (1) An air carrier aircraft experiences multiple wildlife strikes;
- (b) (2) An air carrier aircraft experiences substantial damage from striking wildlife. As used in this paragraph, substantial damage means damage or structural failure incurred by an aircraft that adversely affects the structural strength, performance, or flight characteristics of the aircraft and that would normally require major repair or replacement of the affected component;
- (b) (3) An air carrier aircraft experiences an engine ingestion of wildlife; or
- (b) (4) Wildlife of a size, or in numbers, capable of causing an event described in paragraph (b)(1), (2), or (3) of this section is observed to have access to any airport flight pattern or aircraft movement area.

The wildlife hazard assessment shall contain at least the following (14CFR 139.337(c)):

- (c) (1) An analysis of the events or circumstances that prompted the assessment.
- (c) (2) Identification of the wildlife species observed and their numbers, locations, local movements, and daily and seasonal occurrences.
- (c) (3) Identification and location of features on and near the airport that attract wildlife.
- (c) (4) A description of wildlife hazards to air carrier operations.
- (c) (5) Recommended actions for reducing identified wildlife hazards to air carrier operations.

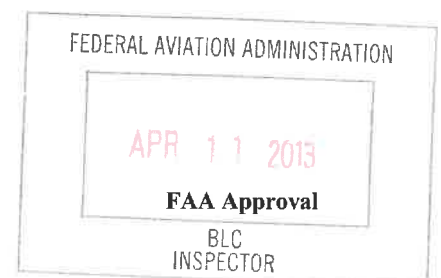


The certificate holder may look to WS or to private consultants to conduct the required wildlife hazard assessment. The FAA uses the wildlife hazard assessment in determining if a wildlife hazard management plan is needed for the airport. Therefore, persons having the education, training, and experience necessary to adequately assess any wildlife hazards should conduct the assessment.

Depending on the availability of resources, WS may conduct a preliminary hazard assessment at no charge to the certificate holder. The certificate holder should determine in advance if WS will charge to conduct the preliminary hazard assessment. More detailed assessments may require the certificate holder to enter into a cooperative service agreement with WS.

OSB



Benedict D. Castellano

*Manager, Airport Safety and Operations*August 30, 2004*Date*

APPENDIX F

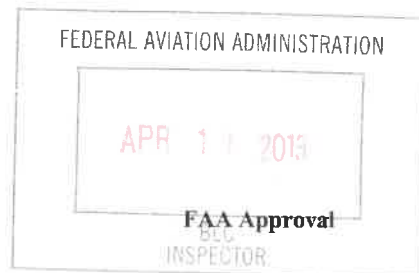
Federal and State Depredation Permits

A copy of any current Federal or State Depredation permit can be found in the supporting documents folder. The supporting documents folder is maintained by the Airport Operations Manager and is located on the O:/ network drive in the *Wildlife* folder. Hard copies are maintained in the Airport's central files.

 <small>DEPARTMENT OF THE INTERIOR U.S. FISH AND WILDLIFE SERVICE</small> FEDERAL FISH AND WILDLIFE PERMIT		<small>2. AUTHORITY-STATUTE</small> 16 USC 703-712
<small>1. PERMITTEE</small> PENSACOLA GULF COAST REGIONAL AIRPORT 2430 AIRPORT BOULEVARD, SUITE 225 ATTENTION: DANIEL FLYNN PENSACOLA, FL 32204		<small>REGULATIONS</small> 50 CFR Part 13 50 CFR 21.41
<small>3. NAME AND TITLE OF PRINCIPAL OFFICER (If not the permittee)</small> ANNMARIE GREER AIRPORT OPERATIONS DUTY MANAGER		<small>4. RENEWABLE</small> <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
<small>10. LOCATION WHERE AUTHORIZED ACTIVITY MAY BE CONDUCTED</small> Airport property		<small>5. MAY COPY</small> <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
<small>11. CONDITIONS AND AUTHORIZATIONS:</small> A. GENERAL CONDITIONS SET OUT IN SUBPART D OF 50 CFR 11, AND SPECIFIC CONDITIONS CONTAINED IN FEDERAL REGULATIONS CITED IN BLOCK 12 ABOVE, ARE HEREBY MADE A PART OF THIS PERMIT. ALL ACTIVITIES AUTHORIZED HEREIN MUST BE CARRIED OUT IN ACCORD WITH AND FOR THE PURPOSES DESCRIBED IN THE APPLICATION SUBMITTED. CONTINUED VALIDITY, OR RENEWAL, OF THIS PERMIT IS SUBJECT TO COMPLETE AND TIMELY COMPLIANCE WITH ALL APPLICABLE CONDITIONS, INCLUDING THE FILING OF ALL REQUIRED INFORMATION AND REPORTS. B. THE VALIDITY OF THIS PERMIT IS ALSO CONDITIONED UPON STRICT OBSERVANCE OF ALL APPLICABLE FOREIGN, STATE, LOCAL, TRIBAL, OR OTHER FEDERAL LAW. C. VALID FOR USE BY PERMITTEE NAMED ABOVE. D. You are authorized to take, temporarily possess, and transport the migratory birds specified below to relieve or prevent injurious situations impacting public safety. All take must be done as part of an integrated wildlife damage management program that emphasizes nonlethal management techniques. You may not use this authority for situations in which migratory birds are merely causing a nuisance. (1) The following may be lethally taken: Minimum number and species. (2) The following may be live-trapped and relocated: Minimum number and species. E. You are authorized in emergency situations only to take, trap, or relocate any migratory birds, nests and eggs, including species that are not listed in Condition D (except bald eagles, golden eagles, or endangered or threatened species) when the migratory birds, nests, or eggs are posing a direct threat to human safety. A direct threat to human safety is one which involves a threat of serious bodily injury or a risk to human life. You must report any emergency take activity to your migratory bird permit issuing office (404) 679-7070 within 72 hours after the emergency take action. Your report must include the species and number of birds taken, method, and a complete description of the circumstances warranting the emergency action. F. You are authorized to salvage and temporarily possess migratory birds found dead or taken under this permit for (1) disposal, (2) transfer to the U.S. Department of Agriculture, (3) diagnostic purposes, (4) purposes of training airport personnel, (5) donation to a public scientific or educational institution as defined in 50 CFR 10.12, (6) donation to persons authorized by permit or regulation to possess them, or (7) donation of migratory game birds only to a public charity (those suitable for human consumption). Any dead bald eagles or golden eagles salvaged must be reported within 48 hours to the National Eagle Repository at (303) 287-2110 and to the migratory bird permit issuing office at (404) 679-7070. The Repository will provide directions for shipment of these specimens. <input checked="" type="checkbox"/> ADDITIONAL CONDITIONS AND AUTHORIZATIONS ALSO APPLY		<small>6. EFFECTIVE</small> 08/01/2012 <small>7. EXPIRES</small> 03/01/2013
<small>12. REPORTING REQUIREMENTS</small> ANNUAL REPORT DUE: 01/31 You must submit a report to your Regional Migratory Bird Permit Office even if you had no activity. Report form is at www.fws.gov/forms/3-202-9.pdf .		
<small>SIGNATURE</small>  <small>TITLE</small> CHIEF, MIGRATORY BIRD PERMIT OFFICE - REGION 4		<small>DATE</small> 02/03/2012

Original Date: February 2013

Revision Date:



APPENDIX G

FWC State and Federally Endangered, Threatened and Sensitive Species List

Due to frequent changes, the FWC State and Federally Endangered, Threatened and Sensitive Species List can be found in the supporting documents folder. The supporting documents folder is maintained by the Airport Operations Duty Manager and is located on the O:/ network drive in the Wildlife folder. Hard copies are maintained in the Airport's central files. The FWC also maintains a searchable website located at www.fws.gov/endangered/.

FEDERAL THREATENED, ENDANGERED,
AND OTHER SPECIES OF CONCERN LIKELY TO OCCUR IN
ESCAMBIA COUNTY FLORIDA
Compiled by the U.S. Fish and Wildlife Service July 2011

Common Name	Scientific Name	State Status	FWS Status	Natural Communities
FISH:				
Gulf sturgeon	<i>Acipenser oxyrinchus desotoi</i>	SSC	T CH	ESTUARINE: various MARINE: various habitats RIVERINE: alluvial and blackwater streams
Crystal darter	<i>Ammocrypta asprella</i>	T	ce	RIVERINE: alluvial stream
Hickory darter	<i>Etheostoma blennioides</i>	SSC		RIVERINE: alluvial stream
Saltmarsh topminnow	<i>Fundulus jenkinsi</i>	SSC		ESTUARINE: estuarine tidal marsh
Bluenose shiner	<i>Pteronotropis watskii</i>	SSC		RIVERINE: blackwater, alluvial, and spring-run streams
AMPHIBIANS & REPTILES:				
Reticulated flatwoods salamander	<i>Ambystoma bishopi</i>	SSC	E CH	PALUSTRINE: wet flatwoods, dome swamp, basin swamp, TERRESTRIAL: mesic flatwoods (reproduces in ephemeral wetlands within this community)
Loggerhead turtle	<i>Caretta caretta</i>	T	T	TERRESTRIAL: sandy beaches; nesting
Green turtle	<i>Chelonia mydas</i>	E	E	TERRESTRIAL: sandy beaches; nesting
Leatherback turtle	<i>Dermochelys coriacea</i>	E	E	TERRESTRIAL: sandy beaches; nesting
Eastern indigo snake	<i>Drymarchon couperi</i>	T	T	ESTUARINE: tidal swamp PALUSTRINE: hydric hammock, wet flatwoods TERRESTRIAL: mesic flatwoods, upland pine forest, sandhills, scrub, scrubby flatwoods, rockland hammock, ruderal
Hawksbill turtle	<i>Eretmochelys imbricata</i>	E	E	MARINE: open water; no nesting
Kemp's ridley turtle	<i>Leptochelys kempii</i>	E	E	TERRESTRIAL: sandy beaches; nesting
Gopher tortoise	<i>Gopherus polyphemus</i>	SSC	ce	TERRESTRIAL: sandhills, scrub, scrubby flatwoods, xeric hammocks, coastal strand, ruderal
Pine barrens treefrog	<i>Hyla andersonii</i>	SSC		PALUSTRINE: seepage slope, baygall
Alligator snapping turtle	<i>Macrochelys temminckii</i>	SSC	ce	RIVERINE: seepage stream
Gulf salt marsh snake	<i>Nerodia clarkii clarkii</i>		ce	ESTUARINE: tidal marsh LACUSTRINE: river floodplain lake, swamp lake RIVERINE: alluvial stream, blackwater stream
Florida pine snake	<i>Pituophis melanoleucus mugilus</i>	SSC	ce	ESTUARINE: tidal marsh, tidal swamp MARINE: tidal marsh, tidal swamp
				LACUSTRINE: ruderal, sandhill upland lake TERRESTRIAL: sandhill, scrubby flatwoods, xeric hammock, ruderal
BIRDS:				
Red knot	<i>Calidris canutus</i>		C	ESTUARINE: exposed unconsolidated substrate MARINE: exposed unconsolidated substrate TERRESTRIAL: dunes, sandy

E=endangered, T=threatened, P=proposed, C=candidate, etc=similar appearance, SSC=species of special concern, ce=consideration encouraged, CH=Critical Habitat, p=proposed, BOEPA=Bald and Golden Eagle protection act

This is not an exhaustive list of where species do occur, but a guide to indicate areas that might require surveys if appropriate habitat exists. Please contact Florida Natural Areas Inventory (850-224-3207) for additional species location information.
(Page 1 of 5)

Original Date: February 2013

Revision Date:



FEDERAL THREATENED, ENDANGERED,
AND OTHER SPECIES OF CONCERN LIKELY TO OCCUR IN
ESCAMBA COUNTY FLORIDA
Compiled by the U.S. Fish and Wildlife Service July 2011

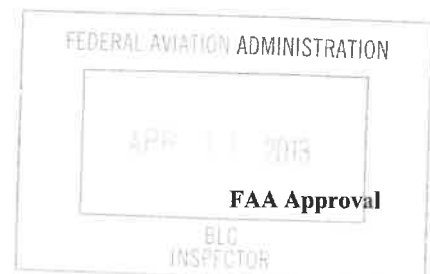
Common Name	Scientific Name	State Status	FWS Status	Natural Communities
Piping plover	<i>Charadrius melodus</i>	T	T CH	beaches, and inlet areas. Mostly wintering and migrants. ESTUARINE: exposed unconsolidated substrate MARINE: exposed unconsolidated substrate TERRESTRIAL: dunes, sandy beaches, and inlet areas. Mostly wintering and migrants.
Bald eagle	<i>Haliaeetus leucocephalus</i>		BGEPA	ESTUARINE: marsh edges, tidal swamp, open water LACUSTRINE: swamp lakes, edges PALUSTRINE: swamp, floodplain RIVERINE: shoreline, open water TERRESTRIAL: pine and hardwood forests, clearings
Wood stork	<i>Mycteria americana</i>	E	E	ESTUARINE: marshes LACUSTRINE: floodplain lakes, marshes (feeding), various PALUSTRINE: marshes, swamps, various
Red-cockaded woodpecker	<i>Picoides borealis</i>	SSC	E	TERRESTRIAL: mature pine forests
Bachman's sparrow	<i>Amphispiza aestivalis</i>		ce	TERRESTRIAL: various, ruderal
Southeastern snowy plover	<i>Charadrius alexandrinus tenuirostris</i>	T	ce	ESTUARINE: exposed unconsolidated substrate MARINE: exposed unconsolidated substrate TERRESTRIAL: dunes, sandy beaches, and inlet areas
Stoddard's yellow-throated warbler	<i>Dendroica dominica stoddardi</i>		ce	TERRESTRIAL: wooded habitats with spanish moss, various
Little blue heron	<i>Egretta caerulea</i>	SSC		ESTUARINE: marshes, shoreline PALUSTRINE: floodplains, swamps RIVERINE: shoreline
Snowy egret	<i>Egretta thula</i>	SSC		ESTUARINE: marshes, tidal swamps, shoreline LACUSTRINE: lake edges PALUSTRINE: swamp, floodplain, ruderal RIVERINE: shoreline
Tricolored heron	<i>Egretta tricolor</i>	SSC		ESTUARINE: marshes, tidal swamps, shoreline LACUSTRINE: lake edges PALUSTRINE: swamp, floodplain, ruderal RIVERINE: shoreline
Arctic peregrine falcon	<i>Falco peregrinus tundrius</i>	E	ce	ESTUARINE: winters along coasts LACUSTRINE: various PALUSTRINE: various TERRESTRIAL: various, ruderal
Southeastern kestrel	<i>Falco sparverius paulus</i>	T	ce	ESTUARINE: various habitats PALUSTRINE: various habitats TERRESTRIAL: open pine forests, clearings, ruderal, various
American oystercatcher	<i>Haematopus palliatus</i>	SSC		ESTUARINE: exposed unconsolidated substrate, exposed mollusk reef MARINE: exposed unconsolidated substrate, exposed mollusk reef TERRESTRIAL: beaches, ruderal areas
Brown pelican	<i>Pelecanus occidentalis</i>	SSC		ESTUARINE: islands for nesting, open water MARINE: open water

E=endangered, T=threatened, P=proposed, C=candidate, s/a=similar appearance, SSC=species of special concern, ce=consideration encouraged, CH=Critical Habitat, p=proposed, BGEPA=Bald and Golden eagle protection act

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(Page 2 of 5)

Original Date: February 2013

Revision Date:



FEDERAL THREATENED, ENDANGERED,
AND OTHER SPECIES OF CONCERN LIKELY TO OCCUR IN
ESCAMBIA COUNTY FLORIDA
Compiled by the U.S. Fish and Wildlife Service July 2011

Common Name	Scientific Name	State Status	FWS Status	Natural Communities
Black skimmer	<i>Rynchops niger</i>	SSC		ESTUARINE: various LACUSTRINE: various RIVERINE: various TERRESTRIAL: ocean beaches, beach dune, ruderal. Nests common on rooftops.
Least tern	<i>Sterna antillarum</i>	T		ESTUARINE: various LACUSTRINE: various RIVERINE: various TERRESTRIAL: beach dune, ruderal. Nests common on rooftops.
MAMMALS:				
Perdido Key beach mouse	<i>Peromyscus polionotus trissyllepsis</i>	E	E	CH TERRESTRIAL: beach dune, coastal scrub. Sites: Perdido Key State Rec. Area (CH), Gulf Islands National Seashore (CH).
West Indian manatee	<i>Trichechus manatus latirostris</i>	E	E	ESTUARINE: submerged vegetation, open water MARINE: open water, submerged vegetation RIVERINE: alluvial stream, blackwater stream, spring-run stream
Santa Rosa beach mouse	<i>Peromyscus polionotus leucocephalus</i>		ce	TERRESTRIAL: beach dune, coastal scrub
Southeastern big-eared bat	<i>Plecotus rafinesquii</i>		ce	PALUSTRINE: various, floodplains TERRESTRIAL: pine and hardwood forests, ruderal, various
Eastern chipmunk	<i>Tamias striatus</i>	SSC		TERRESTRIAL: slope forest, upland hardwood forest, upland pine forest
Florida black bear	<i>Ursus americanus floridanus</i>	T	ce	PALUSTRINE: up swamps, floodplains TERRESTRIAL: pine and hardwood forests
INVERTEBRATES:				
Narrow pigtoe (mussel)	<i>Fusconaia escambia</i>		C	Riverine: small to medium-sized creeks and rivers with slow to moderate current over gravel, and gravel mixed with sand or some silt. Endemic to the Escambia and Yellow River drainages of Alabama and Florida
Round ebonyshell (mussel)	<i>Fusconaia rotulata</i>		C	Riverine: Endemic and restricted to the main channel of the Conecuh River AL, and Escambia River, FL
Fuzzy pigtoe (mussel)	<i>Pleurobema strodeanum</i>		C	Riverine: small to medium-sized creeks and rivers with slow to moderate currents in sand and sand with some silt. Endemic to the Escambia, Yellow, and Choctawhatchee River drainages of Alabama and Florida.
Choctaw bean (mussel)	<i>Villosa choctawensis</i>		C	Riverine: Small to large creeks and rivers with moderate current over sand to silty-sand substrates. Endemic to the Escambia, Yellow, and Choctawhatchee River drainages of Alabama and Florida.

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(Page 3 of 5)

Original Date: February 2013
Revision Date:

FEDERAL AVIATION ADMINISTRATION

APF 11 2013

FAA Approval

BLC
INSPECTOR

FEDERAL THREATENED, ENDANGERED,
AND OTHER SPECIES OF CONCERN LIKELY TO OCCUR IN
ESCAMBIA COUNTY FLORIDA
Compiled by the U.S. Fish and Wildlife Service July 2011

Common Name	Scientific Name	State Status	FWS Status	Natural Communities
Downy rainbow (musset)	<i>Villosa villosa</i>		ce	RIVERINE: small streams to large rivers in sand or muddy sand substrates (Panhandle watersheds: Apalachicola, Chipola, Escambia, Choctawhatchee, Ochlockonee, Suwannee)
PLANTS:				
Aster	<i>Aster hemisphericus</i>	E	ce	TERRESTRIAL: upland mixed forest, on sandstone outcrop
Buckthorn	<i>Bumelia thomai</i>	E	ce	PALUSTRINE: hydric hammock, floodplain swamp
Curtiss' sandgrass	<i>Calamovilfa curtisii</i>	T	ce	PALUSTRINE: mesic and wet flatwoods, wet prairie, depression marsh TERRESTRIAL: mesic flatwoods
Sweet shrub	<i>Calycanthus floridus</i>	E		TERRESTRIAL: upland hardwood forest, slope forest, bluffs PALUSTRINE: bottomland forest, stream banks, floodplains
Beltzell's sedge	<i>Carex beltzelli</i>	T	ce	TERRESTRIAL: slope forest, moist sandy loam; moist sandy loam
Cruise's golden-aster	<i>Chrysopsis gossypina cruseana</i>	E	ce	TERRESTRIAL: coastal dunes, coastal strand, coastal grassland; openings and blowouts
Spoon-leaved sundew	<i>Drosera intermedia</i>	T		LACUSTRINE: sinkhole lake edges PALUSTRINE: seepage slope, wet flatwoods, depression marsh RIVERINE: seepage stream banks, drainage ditches
Trailing arbutus	<i>Epigaea repens</i>	E		TERRESTRIAL: bluff, slope forest, mixed hardwood forest
Heartleaf	<i>Hexastylis arifolia</i>	T		RIVERINE: seepage stream bank TERRESTRIAL: slope forest
Florida anise	<i>Illicium floridanum</i>	T		PALUSTRINE: floodplain forest, baygall RIVERINE: seepage stream bank TERRESTRIAL: slope forest, seepage slope
Mountain laurel	<i>Kalmia latifolia</i>	T		RIVERINE: seepage stream bank TERRESTRIAL: slope forest, seepage stream banks
Southern red lily	<i>Lilium catesbaei</i>	T		PALUSTRINE: wet prairie, wet flatwoods, seepage slope TERRESTRIAL: mesic flatwoods, seepage slope; usually with grasses
Panhandle lily	<i>Lilium indolae</i>	E	ce	PALUSTRINE: baygall, dome swamp edges, mucky soil, seepage slope, edges of tit bogs, RIVERINE: blackwater stream banks
Gulf coast lupine	<i>Lupinus westianus</i>	T	ce	TERRESTRIAL: beach dune, scrub, disturbed areas, roadsides, blowouts in dunes
Hummingbird flower	<i>Macranthera flammea</i>	E		PALUSTRINE: seepage slope, dome swamp edges, floodplain swamps RIVERINE: seepage stream banks TERRESTRIAL: seepage slopes

E=endangered, T=threatened, P=proposed, C=candidate, s/a=similar appearance, SSC=species of special concern, ce=consideration encouraged, CH=Critical Habitat, p=proposed, BGEPA=Bald and Golden eagle protection act

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(Page 4 of 5)



FEDERAL THREATENED, ENDANGERED,
AND OTHER SPECIES OF CONCERN LIKELY TO OCCUR IN
ESCAMBIA COUNTY FLORIDA
Compiled by the U.S. Fish and Wildlife Service July 2011

Common Name	Scientific Name	State Status	FWS Status	Natural Communities
Nuphar ulvacea	West Florida cow-lily		ce	
Chapman's butterwort	Pinguicula planifolia	T	ce	PALUSTRINE: wet flatwoods, seepage slopes, bog, dome swamp, ditches; in water
Primrose-flower butterwort	Pinguicula primulifolia	E		PALUSTRINE: bogs, pond margins, margins of spring runs
Yellow fringed orchid	Platanthera ciliaris	T		PALUSTRINE: bogs, wet flatwoods
Yellow fringeless orchid	Platanthera integrifolia	E	ce	TERRESTRIAL: Bluff
Large-leaved jointweed	Polygonella macrophylla	T	ce	PALUSTRINE: wet prairie, seepage slope
Florida pondweed	Potamogeton floridanus		ce	TERRESTRIAL: mesic flatwoods
Orange azalea	Rhododendron austrinum	E		TERRESTRIAL: scrub, sand pine/oak scrub ridges
White-top pitcher plant	Sarracenia leucophylla	E	ce	RIVERINE: blackwater stream
Parrot pitcher plant	Sarracenia psittacina	T		PALUSTRINE: bottomland forest
Decumbent pitcher plant	Sarracenia purpurea	T		RIVERINE: seepage stream bank
Red-flowered pitcher plant	Sarracenia rubra	T		TERRESTRIAL: slope forest, upland mixed forest
Silky carnellia	Stewartia malecodendron	E		PALUSTRINE: wet prairie, seepage slope, baygall edges, ditches
Drummond's yellow-eyed grass	Xyris drummondii		ce	PALUSTRINE: wet flatwoods, wet prairie, seepage slope
Harper's yellow-eyed grass	Xyris scabrifolia	T	ce	PALUSTRINE: Bogs
				PALUSTRINE: bog, wet prairie, seepage slope, wet flatwoods
				RIVERINE: seepage stream banks
				PALUSTRINE: baygall
				PALUSTRINE: slope forest, upland mixed forest
				TERRESTRIAL: slope forest, upland mixed forest; acid soils
				PALUSTRINE: wet flatwoods, bog, seepage slopes, ditches
				PALUSTRINE: seepage slope, wet prairie, bogs

E=endangered, T=threatened, P=proposed, C=candidate, s/a=similar appearance, SSC=species of special concern, ce=consideration encouraged, CH=Critical Habitat, p=proposed, BGEPA=Bald and Golden eagle protection act

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(Page 5 of 5)

Original Date: February 2013

Revision Date:





Permit Number: MB819270-0
Effective: 04/01/2020 Expires: 03/31/2021

Issuing Office:

Department of the Interior
U.S. FISH AND WILDLIFE SERVICE
Migratory Bird Permit Office
1875 Century Boulevard, NE
Atlanta, GA 30345
Tel: 404-679-7070 Fax: 404-679-4180

CHIEF, MIGRATORY BIRD PERMIT OFFICE - REGION 4

Permittee:

PENSACOLA GULF COAST REGIONAL AIRPORT
2430 AIRPORT BOULEVARD, SUITE 225
ATTENTION: DANIEL FLYNN
PENSACOLA, FL 32504

Name and Title of Principal Officer:

DANIEL E. FLYNN - AIRPORT DIRECTOR

Authority: Statutes and Regulations: 16 USC 703-712; 50 CFR Part 13, 50 CFR 21.41.

Location where authorized activity may be conducted:

Airport property - Escambia County

Reporting requirements:

ANNUAL REPORT DUE: 01/31

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

Authorizations and Conditions:

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

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

C. Valid for use by permittee named above.

D. You are authorized to take, temporarily possess, and transport the migratory birds specified below to relieve or prevent injurious situations impacting public safety. All take must be done as part of an integrated wildlife damage management program that emphasizes nonlethal management techniques. You may not use this authority for situations in which migratory birds are merely causing a nuisance.

(1) The following may be lethally taken: Minimum numbers and species. Permittee may use lead shot except over ponds, bayous, wetlands, or other water sources.

E. You are authorized in emergency situations only to take, trap, or relocate any migratory birds, nests and eggs, including species that are not listed in Condition D (except bald eagles, golden eagles, or endangered or threatened species) when the migratory birds, nests, or eggs are posing a direct threat to human safety. A direct threat to human safety is one which involves a threat of serious bodily injury or a risk to human life.

You must report any emergency take activity to your migratory bird permit issuing office at U.S. Fish and Wildlife Service, Migratory Birds Permit Office, 1875 Century Blvd, Atlanta, GA 30345 within 72 hours after the emergency take action. Your report must include the species



Permit Number: MB819270-0
Effective: 04/01/2020 Expires: 03/31/2021

and number of birds taken, method, and a complete description of the circumstances warranting the emergency action.

F. You are authorized to salvage and temporarily possess migratory birds found dead or taken under this permit for (1) disposal, (2) transfer to the U.S. Department of Agriculture, (3) diagnostic purposes, (4) purposes of training airport personnel, (5) donation to a public scientific or educational institution as defined in 50 CFR 10.12, (6) donation to persons authorized by permit or regulation to possess them, or (7) donation of migratory game birds only to a public charity (those suitable for human consumption). Any dead bald eagles or golden eagles salvaged must be reported within 48 hours to the National Eagle Repository at 303/287-2110 and to the migratory bird permit issuing office at U.S. Fish and Wildlife Service, Migratory Birds Permit Office, 1875 Century Blvd, Atlanta, GA 30345. The Repository will provide directions for shipment of these specimens.

G. You may not salvage and must immediately report to U.S. Fish and Wildlife Service Office of Law Enforcement any dead or injured migratory birds that you encounter that appear to have been poisoned, shot, electrocuted, have collided with industrial power generation equipment, or were otherwise killed or injured as the result of potential criminal activity. See USFWS OLE contact information below.

H You may use the following methods of take: (1) firearms (permittee may use lead shot when nontoxic shot is not available); (2) nets; (3) registered animal drugs (excluding nicarbazin), pesticides and repellents; and (4) falconry abatement. When using firearms, you may use rifles or air rifles to shoot any bird when you determine that the use of a shotgun is inadequate to resolve the injurious situation. You may use paint ball guns to haze birds or deter birds only when other methods of hazing are ineffective.

Anyone who takes migratory birds under the authority of this permit must follow the American Veterinary Medical Association Guidelines on Euthanasia when euthanization of a bird is necessary (http://www.avma.org/issues/animal_welfare/euthanasia.pdf).

I. You may temporarily possess and stabilize sick and injured migratory birds and immediately transport them to a federally licensed rehabilitator for care.

J. The following subpermittees are authorized: any other person who is (1) employed by or under contract to you for the activities specified in this permit, or (2) otherwise designated a subpermittee by you in writing, may exercise the authority of this permit.

K. You and any subpermittee(s) must comply with the attached Standard Conditions for Migratory Bird Depredation Permits. **These standard conditions are a continuation of your permit conditions and must remain with your permit.**

For suspected illegal activity, immediately contact USFWS Law Enforcement at: 352/429-1037.



Standard Conditions Migratory Bird Depredation Permits 50 CFR 21.41

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

1. To minimize the lethal take of migratory birds, you are required to continually apply non-lethal methods of harassment in conjunction with lethal control.
[Note: Explosive Pest Control Devices (EPCDs) are regulated by the Bureau of Alcohol, Tobacco, Firearms, and Explosives (ATF). If you plan to use EPCDs, you require a Federal explosives permit, unless you are exempt under 27 CFR 555.141. Information and contacts may be found at www.atf.gov/explosives/how-to/become-an-fel.htm.]
2. Shotguns used to take migratory birds can be no larger than 10-gauge and must be fired from the shoulder. You must use nontoxic shot listed in 50 CFR 20.21(j).
3. You may not use blinds, pits, or other means of concealment, decoys, duck calls, or other devices to lure or entice migratory birds into gun range.
4. You are not authorized to take, capture, harass, or disturb bald eagles or golden eagles, or species listed as threatened or endangered under the Endangered Species Act found in 50 CFR 17, without additional authorization.

For a list of threatened and endangered species in your state, visit the U.S. Fish and Wildlife Service's Threatened and Endangered Species System (TESS) at: <http://www.fws.gov/endangered>.

5. If you encounter a migratory bird with a Federal band issued by the U.S. Geological Survey Bird Banding Laboratory, Laurel, MD, report the band number to 1-800-327-BAND (2263) or <http://www.reportband.gov>.
6. This permit does not authorize take or release of any migratory birds, nests, or eggs on Federal lands without additional prior written authorization from the applicable Federal agency, or on State lands or other public or private property without prior written permission or permits from the landowner or custodian.
7. Unless otherwise specified on the face of the permit, migratory birds, nests, or eggs taken under this permit must be:
 - (a) turned over to the U.S. Department of Agriculture for official purposes, or
 - (b) donated to a public educational or scientific institution as defined by 50 CFR 10, or
 - (c) completely destroyed by burial or incineration, or
 - (d) with prior approval from the permit issuing office, donated to persons authorized by permit or regulation to possess them.

8. A subpermittee is an individual to whom you have provided written authorization to conduct some or all of the permitted activities in your absence. Subpermittees must be at least 18 years of age. As the permittee, you are legally responsible for ensuring that your subpermittees are adequately trained and adhere to the terms of your permit. You are responsible for maintaining current records of who you have designated as a subpermittee, including copies of designation letters you have provided.
9. You and any subpermittees must carry a legible copy of this permit, *including these Standard Conditions*, and display it upon request whenever you are exercising its authority.
10. You must maintain records as required in 50 CFR 13.46 and 50 CFR 21.41. All records relating to the permitted activities must be kept at the location indicated in writing by you to the migratory bird permit issuing office.
11. Acceptance of this permit authorizes the U.S. Fish and Wildlife Service to inspect any wildlife held, and to audit or copy any permits, books, or records required to be kept by the permit and governing regulations.
12. You may not conduct the activities authorized by this permit if doing so would violate the laws of the applicable State, county, municipal or tribal government or any other applicable law.

(DPRD - 12/3/2011)