Auburn Lewiston Municipal Airport - Board of Directors - Meeting Agenda
January 8, 2024 5:30 P.M.
Administrative Conference Room 80 Airport Drive, Auburn, Maine

Call to Order

I. Consent Items

II. Minutes

1. November 13, 2024 Meeting

III. Financial Report – Treasurer

1. FY 2025 YTD Financials
2. Fuel Sales Year over Year Comparisons

IV. Communications –

V. Public Comment – *Members of the public are invited to speak to the Board of Directors about any issue directly related to airport business.*

VI. Old Business - None

VII. New Business –

1. Order Authorizing an Amendment to the FY2025 Airport Operations Airfield Maintenance Budget for an additional $50,000 for the purposes of Wildlife Management and Obstruction Removal

VIII. Reports

1. Airport Director Report
    - FY2026 Budget Drivers and Schedule Discussion
    - Update on FBO management
    - Update on CDS/T-hangar development
    - Update on Private Box Hangar Development/Fielding Properties LLC
2. Board of Directors Reports

IX. Executive Sessions - None

X. Adjournment (Next Board Meeting, February Budget Meeting – Date TBD)

Auburn Lewiston Municipal Airport - Board of Directors - Meeting Minutes
November 13, 2024 5:30 P.M.
Administrative Conference Room 80 Airport Drive, Auburn, Maine

Present: L. Allen, T. Roy, M. Blais, M. Garside, W. Poulin, D. Chittim
Absent: P. Crowell, B. Weisner

WORKSHOP – FY26-30 Draft Capital Improvement Plan Presentation and Discussion

I. Consent Items

II. Minutes

1. October 16, 2024 Meeting – On a motion by M. Garside and second by D. Chittim, minutes were approved 5-0-1 (D. Chittim abstaining)

III. Financial Report – Treasurer – On a motion by D. Chittim and seconded by M. Garside, financial reports were accepted by a vote of 6-0

1. FY 2025 YTD Financials
2. Fuel Sales Year over Year Comparisons

IV. Communications – None

V. Public Comment – *Members of the public are invited to speak to the Board of Directors about any issue directly related to airport business.*

VI. Old Business - None

VII. New Business - None

VIII. Reports

1. Airport Director Report
- Update on Line Services
- Update on CDS/T-hangar development
- Update on Private Box Hangar Development/Fielding Properties LLC

2. Board of Directors Reports

IX. Executive Sessions - None

X. Adjournment – On a motion by T. Roy and seconded by D. Chittim, meeting was adjourned on a 6-0 vote.

Auburn – Lewiston Municipal Airport
Board Meeting Information Sheet

Board Workshop or Meeting Date: January 8, 2025

Author: Jonathan P. LaBonte, Airport Director

Subject: Budget Amendment for FY2025 Airfield Maintenance

Information: The Airport's primary responsibility is safety of flight. For a significant period of time, attention has been focused on other areas of activity including the FBO's business interests and pursuing hangar development. Over the last year, as part of updating capital programs at the Airport, evaluations were commissioned for Part 77 surfaces (three dimensional spaces above the airport and on its approach/departure pathes) and for wildlife management. With new information available, and the Airport in a stronger financial position, it is being requested that the current fiscal year budget be amended to allow for contracted services and materials to be procured as soon as practical to begin improvements.

Included as an attachment is the report we commissioned from the USDA wildlife expert that works with aviation/airports. He highlighted a number of challenges we knew existed, and has brought to our attention others, in addition to recommended improvements. A side benefit of this report having already been commissioned, is that we are able to submit it to the FAA to allow the relocation of our perimeter fence to be eligible for federal funds. As a general aviation reliever airport, we are not required to have fencing (Part 139 certificated airports are). However, given the threats from wildlife, building and properly maintaining perimeter fencing is paramount.

The requested $50,000 will not resolve all deficiencies, as these have accumulated over more than a decade. It is being requested to ensure we can procure services and make some improvements now and budget into future fiscal years getting to a new status quo and sustaining that. In coordination with the FAA (as addressing these is essential to complying with our Grant Assurances), we are drafting a formal plan for both wildlife management improvements and obstruction management and will be submitting those as part of our CDS Hangar Project grant application at the end of this month (January 2025). Those plans will come to the Board of Directors as part of the FY2026 budget and workplan. Specific projects to be targeted with this additional funding in FY2025 will be:

- Airport Gate Repairs to ensure no gaps of greater than 6"
- Drainage/ditch improvements
- Vegetation management/obstruction removal

Securing initial work in these three areas will help us better understand costs per unit and project out to budget appropriately to make these improvements within the operating budgets going forward versus capital requests to the two sponsors. As the USDA report highlights, there are significant deferred maintenance items for inside the fence areas, and we are fortunately in a stronger position

---

Airport Financial Impacts: Up to $50,000 in additional expenitures during FY25

Recommended Action: Approve Order to Increase the FY25 Airfield Maintenance Budget by $50,000

Previous Meetings and History:

Attachments: USDA Wildlife Site Visit Report

USDA
Wildlife Services

Address:
79 Leighton Rd., Suite 12
Augusta, ME 04330

Phone: 207-629-5181
FAX: 207-629-5182
Email: john.j.wood@usda.gov

DATE: Tuesday, November 5th, 2024

ADDRESS: Jonathan LaBonte, Airport Manager, Auburn Lewiston Municipal Airport

Dear, Mr. LaBonte,

This letter contains the report for the recently complete Wildlife Hazard Site Visit (WHSV) conducted at Auburn Lewiston Municipal Airport (LEW) by USDA APHIS Wildlife Services (USDA WS) on September 20, 2024 and September 23, 2024, regarding identification and management of wildlife hazards. The discussions and site visits were conducted pursuant to a request from your office to discuss current management practices and recommendations implemented at LEW and to discuss current wildlife hazards. The meeting and site visits and the recommendations and information contained in this letter, together constitute the Initial Consultation provided to LEW by USDA WS. The WHSV was conducted in compliance with FAA Advisory Circular 150/5200-38. Wildlife hazard management recommendations in this letter are based on observations made within two visits/days and are limited in scope given the short duration of the survey period. This letter report concludes the Initial Consultation phase of our involvement. Mitigating wildlife hazards hereafter would be conducted upon request, as negotiated and described in the continuance of our current Cooperative Service Agreement.

WS conducted the bird surveys during the morning (6:30– 830 AM) and mid-day (12:45–2:15 PM) of September 20th, and the evening (4:30-6:30 PM) of September 23rd; the night survey for mammals was conducted on September 23rd from 7:30-10:00 PM. General observations, fence and habitat analysis was conducted between surveys. September was chosen because it coincides with the Fall bird migration when bird abundances are at their peak. Survey points were positioned around the airport to get a complete representation of habitat attractants; survey point 14 was discontinued due to access availability overlooking Taylor Pond (positioned at a known attractant for ring-billed gulls in the area) (Figure 1). Bird surveys were conducted by listening and observing birds within the survey area surrounding each point. Mammal surveys were conducted at night, using spotlights and thermal binoculars and in a way that fully encompasses the airfield.

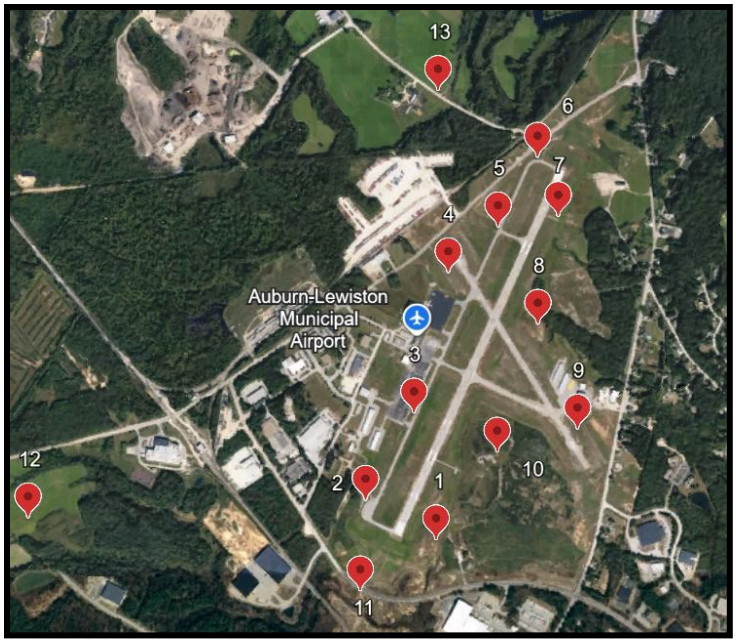

Figure 1. An aerial image of the bird survey points.

A total of 277 birds (12 species) were observed (Table 1) and a total of 7 mammals (4 species) were observed. Surveys points 7, 5, and 4 produced the most birds observed, particularly American crows (Table 1). This is not an exhaustive list of wildlife species that utilize LEW throughout the year, only those present and observed on during this WHSV. American crows constituted 72.2% of all birds observed making them the most hazardous bird species at LEW during the WHSV. European starlings (5.1%), American kestrels (2.5%), wild turkeys (2.5%), ring-billed gulls (2.1%), and turkey vultures (1.4%) were also observed with relative significance during the WHSV and are considered to be threats to aviation safety (Table 2).

Table 1. Total number of birds, and American crows observed by survey point at LEW during the WHSV.

Survey Point	Total # of Birds Observed	# of American crows Observed
7	56	54
5	52	47
4	42	39
10	22	12
9	20	6
6	19	15
13	15	12
11	13	0
8	12	7
2	11	3
1	8	1
3	4	4
14	3	0
12	0	0

No Federal threatened or endangered wildlife species were observed; sparrows were observed but positive identification was limited given their size and movements in the shrubs and long grass.

Table 2. Species and number of birds observed by USDA Wildlife Services during wildlife surveys conducted at Auburn Lewiston Airport during the WHSV.

Species	# Birds Observed	% of Total
American crow	200	72.20%
Sparrow	21	7.60%
European starling	14	5.10%
American kestrel	7	2.50%
Northern flicker	7	2.50%
Wild turkeys	7	2.50%
Blue jay	6	2.10%
Ring-billed gull	6	2.10%
Turkey vulture	4	1.40%
Blue bird	2	0.72%
Mourning dove	2	0.72%
Coopers hawk	1	0.36%
TOTAL	**277**	

Most observations occurred during morning surveys (Table 3).

Table 3. Number of birds observed in the morning, mid-day, and evening bird surveys by USDA Wildlife Services at LEW during the WHSV.

AM Total Birds Observed	Mid-day Total Birds Observed	PM Total Birds Observed
183	49	45

While conducting the evening bird survey, an employee at LEW informed air-traffic that a white-tailed deer was seen crossing Runway 4-22 at the mid-field toward the terminal apron. The deer was then observed running back across the runway from west to east and into the large patch of woods to the northeast of the light beacon. Later, a white-tailed deer, believed to be the same one from earlier, was observed inside the fence on the southwest portion of the airfield, ultimately running across the Runway 4 threshold. During the general observation period, between survey points, fresh beaver dams were discovered inside the fence, impounding water, on the southeastern most point of the airfield. Numerous coyote tracks, scats, and dig-unders were observed as well.

During the night survey, a single deer was observed to the east of the Runway intersections. Furthermore, two coyotes were observed, one to the east of the Runway 22 threshold which was lethally removed, and one to the east of Runway 4. Additional sightings include a skunk and three opossums (Figure 2).

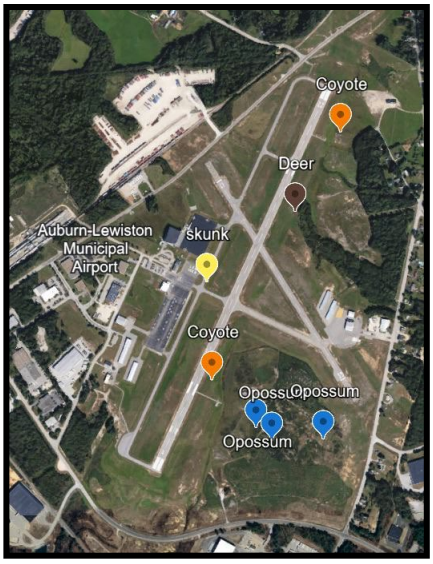

Figure 2. Night Survey results at LEW

Habitat features that may attract and support wildlife at LEW were: 1) fresh water in the form of streams, wetlands, and ditches, 2) shrubs, and wetland vegetation along ditches and in edges between woodlands and grassy areas, 3) short grass adjacent to runways and taxiways, (4) long grass; typically occurring further from the movement areas, (5) Upland forest consisting of old and young growth-mixed forested habitat. The biodiversity in habitat features and current habitat management practices are directly contributing to the overall attractiveness of the airfield. Based on bird and mammal observations, the biggest attractant on the airfield have to be associated with American crow abundance. Most American crows were seen feeding in the short grass habitat in the movement areas to the north of the Runway 17-35 and Runway 4-22 intersection (the northern end of the airfield). However, the large expanses of forested land combined with slow moving, heavily vegetated wetland streams, and varying grass lengths make the airfield attractive to many hazardous wildlife species.

Based on these observations, and LEW bird strike records, the following general recommendations are provided:

1. Track Wildlife Strikes. LEW personnel have only reported four strikes since 1999 (Table 5).

Table 5. Wildlife strike records for Auburn Lewiston Airport.

Date	Species	Runway	Comments
8/10/1999	Herring gull	22	
11/28/2000	Snow bunting	4	
11/1/2003	Unknown bird - small	22	
5/8/2006	Unknown bird - large	4	Large, white bird; significant damage to right wing

It is strongly encouraged that LEW improve strike reporting efforts and knowledge through continued education; WS offers many wildlife hazard training opportunities throughout the year that emphasize the importance of strike reporting, accuracy, species identification and snarge (genetic material/tissue left behind on aircraft or discovered on the airfield) collection, and more. Strike reporting is vital for discovering trends, identifying strike risk associated with each species on the airfield, and improving and appropriately focusing on those species that are known wildlife hazards at LEW. Different species pose different types of hazards during different times of the year and therefore, management actions differ based on species behavior and ecology. The staff at the Smithsonian Institute, Feather Indentifcation Lab receive the snarge

submitted by airports around the country and can identify the submitted genetic material to species; therefore, there should rarely be any entry with an "unknown" species. Without knowing the species, managers and biologists have very little information to analyze and improve management methods. Furthermore, without a phase of flight, height, or carcass found written in the strike report, the Smithsonian Institute, Feather lab staff are unable to attribute the strike to the airport and the report will go un-used and therefore will be useless. It is strongly recommended that LEW implement these strike reporting techniques. Runway, taxiway, and airfield inspections should include a thorough, daily search for wildlife strikes/remains.

Wildlife strikes are deemed to have occurred when: 1) a pilot reports striking a bird or mammal, 2) aircraft maintenance personnel identify damage as having been caused by wildlife, 3) ground personnel see wildlife collide with an aircraft, or 4) wildlife remains are found on airside pavement area or within 200 feet of a runway, unless another reason for the animal's death is identified. The fourth category of this definition, the collection of bird carcasses near movement areas, usually constitutes the greatest proportion of an airport's wildlife strike record. LEW should report strikes from all four categories. Do not rely only on pilot-reported strikes. These typically represent less than 25% of all strikes that occur. Pavement and grassy areas should be searched daily to locate and collect carcasses. On-line wildlife strike reporting can be completed at this website: https://wildlife.faa.gov/home. Strike forms should be printed out and maintained in a logbook at LEW.

2. Provide Training for LEW Wildlife Control Personnel. LEW airport personnel involved in wildlife hazard control should be periodically trained to optimize the effectiveness of methods, and to ensure continued compliance with Federal/State permits. WS provides a 1-day training course for airport personnel which covers topics such as bird identification, bird survey procedures, laws and permits, wildlife attractant identification, and safe/effective use of firearms, pyrotechnics, and other tools. LEW should consider firearms training for staff associated with wildlife hazard management. When new wildlife control personnel are added, LEW should register them for the next available training. A record of all training received should be maintained.

3. Review all New Landscaping/Development Plans for Wildlife Hazards. All landscaping and airport development plans should be reviewed by a Qualified Airport Wildlife Biologist (QAWB) to identify potential wildlife attractants and hazard potential. Construction projects can create hazards and may have unintended consequences that impact the airport during and after completion. Vegetation that provides fruits, nuts, and nesting/roosting sites should be avoided. Dense stands of evergreens and deciduous trees that provide roosting habitat should not be developed or encouraged. Requests by state agencies for management of threatened and endangered species should be carefully reviewed by a QAWB to ensure that the request isn't going to increase threats to aviation safety. LEW should refer to Cert Alert 06-07 "Requests by State Wildlife Agencies to Facilitate and Encourage Habitat for State-Listed Threatened and Endangered Species and Species of Special Concern on Airports" (Appendix A). Airfield improvement projects should incorporate converting these areas to grass and LEW should always use tall fescue grass species, preferably Kentucky 31. Research has found this species of grass to be unpalatable to wildlife, to outcompete native grasses, and it does not produce a seed-head until late-stage development, all of which are ideal for airport grass cover. Airport improvement projects should not create diversity in habitat; many projects can create water

impoundments, temporary standing water, areas of dirt/mounds, utilize varying seed type for grasses, or result in a varied grass height which are all attractive to wildlife. In addition to airport construction projects, efforts should be made to participate in the planning and design phases of any encroaching development in surrounding communities and municipalities.

4. Water Management. Whenever possible, all standing water should be eliminated from the airport. Fresh water in temporary pools on pavement surfaces, wet grassy areas, ditches and drains, wetlands, and ponds provide a very strong attractant to wildlife, including mallard ducks, Canada geese, blackbirds, gulls, and other birds and mammals. Beavers have created dams at LEW, impounding water and creating wetland habitat. It is strongly recommended that trapping be conducted and water flow restored. Routine monitoring of this area, in the southwest corner of the AOA, is recommended. Numerous streams exist in the AOA, all of which contain overgrown wetland vegetation that impedes water flow off the airport and attracts wildlife (Figure 3).

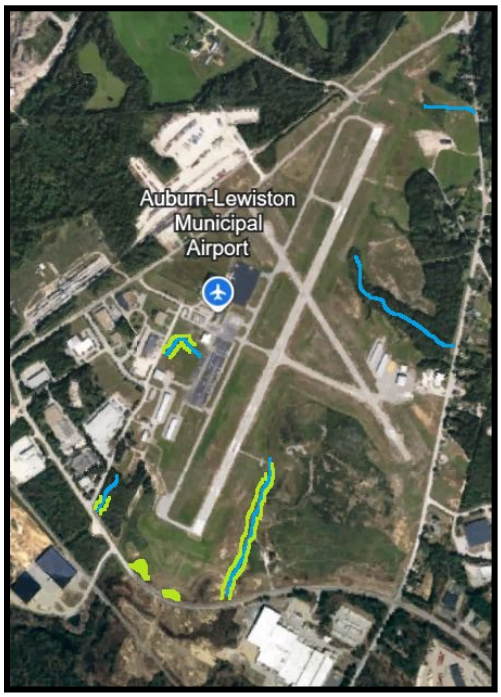

Figure 3. Streams (blue), and associated wetland vegetation (green) discovered at LEW.

Although not detected during the survey, temporary pools on pavement surfaces can be dissipated through sweeping, repaving to increase camber, and pavement grooving. Wetland management to eliminate their attractant value to wildlife should be coordinated with the Maine Department of Environmental Protection. If possible, on-airport wetlands with standing water should be modified to eliminate the water and/or bird access. Ditches should be covered or otherwise modified and replaced by underground systems. If that is not practical, ditches should be cleared of vegetation and ditch slopes should be modified to permit easy access by mowing equipment (Figures 4 and 5).

Figure 4. An example of a stream/ditch improvement.

Figure 5. An example of a stream/ditch at LEW.

Un-grated culverts that run underneath the fence also exist at LEW and were bringing large volumes of water on the airfield and allowing wildlife access to the airfield (Figure 6).

Figure 6. An un-grated culvert at LEW.

5. <u>Vegetation Management.</u>

Vegetation Management is one of the most effective ways to reduce wildlife hazards at an airport. The promotion of a monoculture habitat is the primary goal; ultimately, reducing the diversity of plant species will create a less attractive habitat for most hazardous wildlife species.

Grass management should be geared toward the most hazardous species that are influenced by grass height but are not easily discouraged through other mitigation efforts; specifically, harassment, lethal removal efforts and trapping. American crows were by far the most abundant species observed at LEW, and they prefer shorter grass habitat for ease of foraging and maneuverability; therefore, it is recommended that LEW initiate a taller grass management program that falls between 8 and 12

inches in height. It is understood that the FAA requires shorter grass adjacent to airfield signage and structures and that airports often need to keep grass shorter along taxiways, runways, and perimeter roads; however, it is not recommended to exceed the minimum distance required and instead, LEW should promote 8-12 inches in height wherever feasible.

In addition, the grass cover at LEW is a mixed composition including various plant species and is not uniform in height (Figure 7). The diverse vegetation typically grows at different speeds which allows flowers to emerge and seed-heads to form (a food source for many birds). The goal should be to create a uniform grass height of 8-12" throughout the airfield.

Figure 7. Varied grass heights and species diversity at LEW.

Mowing often results in displacing small mammals, causing them to be vulnerable to predators such as raptors and canines. Furthermore, it results in insects being exposed or destroyed during the process, attracting birds such as American crows. LEW should consider mowing at night to reduce this attraction if bird activity increases during or immediately following mowing. In the event abundance increases, dispersal techniques and lethal reinforcement while mowing should be utilized. Additionally, insect control measures should be taken to limit availability of insect foods for American crows, gulls and kestrels. American crows were observed digging up the grass alongside TWY alpha, in search of insects (likely grubs). Insect control measures may be necessary – especially in the north end of the airfield (survey points 7, 5 and 4) where American crow abundance was highest.

Those areas of bare/sandy ground should be improved to grow the recommended grass and maintained at the 8-12 inches in height. These areas are preferred by many bird species such as mourning doves, killdeer, sparrows, and eastern meadowlarks. These species often find foraging opportunities in this cover type, ranging from small seeds or insects, such as ants. Airfield

improvement projects should incorporate converting these areas to grass and LEW should always use tall fescue grass species, preferably Kentucky 31.

Wetland vegetation (Figures 8 and 9 are examples found at LEW), especially those areas depicted in Figure 3, should be removed, filled, and graded to facilitate mowing. LEW should work closely with the Maine Department of Environmental Protection to accomplish these goals.

Figure 8. An example of wetland vegetation at LEW.

Figure 9. An example of wetland vegetation at LEW

Trees, shrubs, and brush exist throughout the air operations area (AOA) and should be completely removed and maintained as 8-12" grass. These large expanses of forested habitat comprise approximately 25-30% of the airfield and provide food, cover, nesting, roosting, loafing and perching opportunities for many species, including mammals such as white-tailed deer, coyotes, skunks, and opossums (all of which were observed during the survey period) (Figures 10 and 11). White-tailed deer have been documented numerous times at LEW and have ample cover and foraging opportunities in these areas which allow them to persist inside the AOA for long periods of time.

Figure 10. An example of forested habitat at LEW.

Figure 11. Forested habitat at LEW (shaded brown areas).

Brushy areas along ditches and streams should be mowed and maintained clear of vegetation, to increase runoff and eliminate wildlife habitat where animals would nest, feed, and roost/loaf.

The new recommended grass management plan should be as follows:

- With the exception of those areas that must be shorter grass for airfield compliance, maintain all grass at a height of 8-12"
- Mowing should occur as often as needed to maintain this grass height. It is understood that the current grass management excludes mowing between May 1 and August 1 when "birds" (presumed to be referencing state threatened upland sandpipers) could be present. This strategy could result in increasing wildlife hazards, especially if it allows the grass to get beyond 12" tall; at that height, small mammal abundance could increase and ultimately increase the presence of large raptors, and grasses over 12" tend to produce seed-heads and create a diversity of species which produce food and cover for birds and mammals. Upland sandpipers are a threat aviation safety and are ranked as the 28th most hazardous species to aviation safety (American crows are ranked 19th) (Advisory Circular 150/5200-38). Therefore, their presence on the airfield should not be promoted. Given the risk of wildlife strikes, airports are also dangerous environments for birds and mammals; therefore, discouraging wildlife on airports enhances survival.
- There should be complete uniformity of 8-12" grass height, and therefore no areas outside of those required for airport compliance, should be maintained below this height.
- Burning should be done with caution. Without surveying the results of such an effort, it is unknown how this could negatively affect the safety of operations as it pertains to wildlife hazards. However, grasses new growth/grasses below 8" would be considered highly attractive to many hazardous wildlife species that exist at LEW, and therefore would be discouraged.
- Reseeding projects should utilize a tall fescue grass species, preferably Kentucky 31 as previously described.
- Construction projects should be completed in a manner that minimally disturbs the recommended 8-12" grass height.

6. Operation of Wildlife Hazard Management Patrols. Wildlife hazard management patrols by informed, motivated and equipped personnel is the most important action LEW can take to identify and reduce wildlife hazards to aircraft and public safety. The top priority is to safely reduce the extent to which wildlife interact with aircraft. Members of the patrol must be motivated to address wildlife hazard situations immediately and continually until the threat is resolved. LEW staff should be trained to identify birds, other wildlife, and wildlife attractants, and must be capable and willing to employ all legal, practical, and necessary tools to reduce wildlife hazards. Notably, patrol personnel must be capable of employing the use of specialty equipment such as firearms, electronic devices, propane cannons, pyrotechnic launchers, and other tools and devices that require strict adherence to safety protocols. Personnel who are unwilling or unable to adhere to these requirements should not participate in wildlife hazard patrols. Typical responsibilities of the patrol should be to search for and report wildlife strikes, identify and communicate wildlife attractants to LEW management, harass wildlife away from aircraft movement areas (using pyrotechnics, live rounds, repellents, scaring devices, etc.) , document wildlife observations, and other activities directed at reducing wildlife

hazards. Patrol personnel must be capable of recognizing if/when lethal control of wildlife is necessary to protect human safety on the airport. Responsible conduct of wildlife removal, pursuant to Federal/State permits includes proper species identification, safe and effective shooting/trapping/immobilization of animals, and appropriate reporting of take to the U.S. Fish and Wildlife Service and/or the Maine Department of Inland Fisheries and Wildlife (MDIFW).

Currently, LEW does not have a federal depredation permit which allows the lethal removal and/or trapping and translocation of migratory birds that are posing a threat to aviation safety. At one time, LEW did have an active state depredation permit (issued by MDIFW) that allows the lethal removal of mammals, non-migratory birds (i.e. wild turkeys), and those migratory bird species of special concern that may be approved, but that permit needs to be renewed. MDIFW may also allow airports to harass certain threatened or endangered species that are threatening aviation safety. It is imperative to identify the birds on the airport and involved in strikes to determine the most appropriate and effective action to take so hazardous conditions are mitigated. Contact USDA WS for assistance with renewing and acquiring depredation permits. It is highly recommended that LEW acquire/renew their permits to keep them active. In the event that permits are not active, or LEW feels that additional, professional assistance is needed to resolve the issue, it is recommended they utilize additional resources; currently there is an active Cooperative Service Agreement with USDA WS.

7. Deer resistant Fencing. A deer resistant fence that is at least 10 feet tall (topped by 2 strands of barbed wire) is the most effective long-term deer damage management method for use on the airport. LEW current fence has many areas where deer could crawl under, and open gates and roadways provide possible travel corridors. Appendix B contains a complete report for all issues recorded during the WHSV. Typical perimeter fencing that eliminates public access to airfields is inadequate for deer control. Installation of deer resistant fencing can be expensive and is usually considered and implemented over several fiscal years.

Figure 12. A section of fence at LEW

Gaps under fencing can sometimes be fixed using patches of fencing affixed to the bottom, or with with products such as “dig defence”; the “max protect gap repair”. This product does appear to be a good option and has been used with success at another airport in Maine. This is not a perfect substitute for the FAA’s wildlife exclusion fence (Part 139 CertAlert 16-03, Recommended Wildlife Exclusion Fencing, 4 August 2016), which is the most ideal fence improvement for hazardous wildlife species. If possible, it is recommended that LEW pursue this type of wildlife exclusion fence for maximum results. Of notable importance, this CertAlert states that “deer have been observed squeezing through a 7.5-inch gap at the bottom of a fence and coyotes can fit through 6 inch x 4 inch gaps under a fence and they will also dig under the fence to access the airfield”. There are many fence issues that meet or exceed these criteria at LEW and therefore would allow deer and other mammals onto the airfield.

8. Maintain an Airport Wildlife Log. The log should contain pertinent wildlife hazard management information (strike reports, summaries, wildlife control activity forms, wildlife observations/surveys, personnel training, etc.) in one readily accessible source, so that LEW personnel can review and add to it as appropriate. The wildlife log, if properly maintained, will assist in determining appropriate strategies to reduce hazards and in predicting when hazards might develop, based on past patterns.

Based on this Initial Consultation, and in consideration of FAA requirements, I recommend that a Wildlife Hazard Assessment (WHA) be conducted at LEW. The WHA would be based on a yearlong, fully comprehensive survey of wildlife and attractants that is conducted by a QAWB. The WHA could serve, if determined necessary and appropriate by LEW and the FAA, as the basis for the airport's Wildlife Hazard Management Plan pursuant to FAR 139.337 (c). USDA WS would be able to assist LEW by conducting the WHA and by helping to develop the WHMP, upon your approval of a Cooperative Service Agreement. If you are interested in having WS conduct the yearlong assessment, please contact me so we can initiate the planning process.

I trust this information is useful to you in identifying and managing wildlife hazards at LEW. I look forward to continuing to work with LEW to assess and mitigate wildlife hazards to aircraft and public safety.

Sincerely,

_____

John Wood
Qualified Airport Wildlife Biologist
Staff Wildlife Biologist
USDA APHIS WS, Maine

Appendix A
(Cert Alert 06-07)

CERTALERT

ADVISORY CAUTIONARY NON-DIRECTIVE
AIRPORT SAFETY AND OPERATIONS DIVISION AAS-300

FOR INFORMATION, CONTACT Ed Cleary, AAS-300, (202) 267-3389

Date: 11/21/2006 **No. 06-07**

To: Airport Operators, FAA Airport Certification Safety Inspectors

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

PURPOSE:

This Certalert describes procedures for responding to requests by state wildlife agencies to facilitate and encourage habitats for state-listed threatened and endangered species or species of special concern that occur on airports and may pose a threat to aviation safety. This Certalert does not apply to federally listed threatened and endangered species. Federal Aviation Administration (FAA) guidance on dealing with federally listed threatened and endangered species can be found in FAA Order 1050.1E, *Environmental Impacts - Policies and Procedures*, Appendix A, Section 8.

BACKGROUND:

An airport's air operations area (AOA) is an artificial environment that has been created and maintained for aircraft operations. Because an AOA can be markedly different from the surrounding native landscapes, it may attract wildlife species that do not normally occur, or that occur only in low numbers in the area. Some of the grassland species attracted to an airport's AOA are at the edge of their natural ranges, but are attracted to habitat features found in the airport environment. Also, some wildlife species may occur on the airport in higher numbers than occur naturally in the region because the airport offers habitat features the species prefer. Some of these wildlife species are state-listed threatened and endangered species or have been designated by state resource agencies as species of special concern.

Many state wildlife agencies have requested that airport operators facilitate and encourage habitat on airports for state-listed threatened and endangered species or species of special concern. Airport operators should exercise great caution in adopting new management techniques; new techniques may increase wildlife hazards and be inconsistent with safe airport operations. Managing the on-airport environment to facilitate or encourage the presence of hazardous wildlife species can create conditions that are incompatible with, or pose a threat to, aviation safety.

DISCUSSION:

Hazardous wildlife are those species of wildlife (50 CFR 10.12), including feral animals and domesticated animals not under control (14 CFR 139.5, Definitions), that are associated with aircraft strike problems, are capable of causing structural damage to airport facilities, or act as attractants to other wildlife that pose a strike hazard. (FAA Advisory Circular 150/5200-33A, *Hazardous Wildlife Attractants on or Near Airports*, July 27, 2004.) Not all state-listed threatened and endangered species or species of concern pose a direct threat to aviation safety. However, these species may pose an indirect threat and be hazardous because they attract other wildlife species or support prey species attractive to other species that are directly hazardous. Also, the habitat management practices that benefit these state-listed threatened and endangered species and species of special concern may attract other hazardous wildlife species. For example, the grassland habitat preferred by grasshopper sparrows, which are listed as threatened in New York[1], also supports a wide variety of insects and small mammals. These insects and small mammals are an indirect threat to aviation safety because they are very attractive to hawks, owls, gulls and other birds. It is these large birds that can pose a direct threat to aviation safety. On-airport habitat and wildlife management practices designed to benefit wildlife that directly or indirectly create safety hazard where none existed before are incompatible with safe airport operations.

Airport operators must decline to adopt habitat management techniques that jeopardize aviation safety. Adopting such techniques could place them in violation of their obligations and subject to an FAA enforcement action and possible civil penalties under 49 U.S.C. §44706, as implemented by 14 CFR § 139.337. In particular, an airport operator that has received federal grant-in-aid assistance is obligated through its grant assurances to maintain compatible land uses. Failure to do so may lead to noncompliance with its grant obligations. Further, airports that serve commercial air carriers are required to be certificated under 49 U.S.C. §44706, as implemented by 14 CFR Part 139. Title 14 CFR § 139.337(a) requires airport operators holding a Part 139 certificate to "take immediate action to alleviate wildlife hazards whenever they are detected." Accordingly, Part 139-certificated airport operators should make state wildlife agencies aware of the airport's FAA-approved Wildlife Hazard Management Plan (WHMP), AC 150/5200-33A, and the joint FAA-Wildlife Services manual, *Wildlife Hazard Management at Airports* (6/05) (joint FAA/WS manual). Before making any changes in land management practices, the airport operator should carefully review the above documents to assure that any changes are consistent with its obligations under federal law to control wildlife hazards and attractants in the AOA. For ease of reference, the key land management practices bearing upon aviation safety are summarized and highlighted below:

RECOMMENDATIONS:

1. Adhere to the turf, landscaping, and habitat management practices described in the airport's WHMP, AC 150/5200-33A, and the joint FAA/WS manual. Do not change these practices specifically to encourage the presence of, or to attract hazardous wildlife species even if the species are state-listed or of special concern.

    a. Do not deliberately preserve or develop on-airport wildlife habitats such as wetlands, forest, brush, or native grasslands having characteristics that attract

---

[1] Those species listed by states as threatened, endangered, or species of special concern vary from state to state. For information on state listed species, contact the appropriate state wildlife management Agency.

hazardous wildlife (See the airport's WHMP, AC 150/5200-33A, and the joint FAA/WS Manual.)

b. Manage the airport's AOA vegetation as recommended in the airport's WHMP, AC 150/5200-33A, and the joint FAA/WS manual.

2. Adhere to the wildlife harassment and repellant techniques described in the airport's WHMP, AC 150/5200-33A, and the joint FAA/WS manual to prevent hazardous wildlife species from becoming established and complicating the ability to adhere to prescribed habitat management practices.

3. Do not allow hazardous state-listed threatened and endangered species or species of special concern to remain on the airport if it requires managing the airport environment contrary to FAA recommendations.

4. Reevaluate existing and evaluate future agreements with federal, state, or local wildlife agencies where the terms of the agreements are or may be contrary to federal obligations concerning hazardous wildlife on or near public-use airports and aviation safety.

5. Whenever practicable, wetland mitigation for state-listed threatened and endangered species or species of special concern should be sited off-airport (see AC 150/5200-33A, §2-4.c (1)).

OSB — 11/21/2006

Ben Castellano, Manager
Airport Safety & Operations Division — Date

DISTRIBUTION

CERTALERT DISTRIBUTION LIST

Appendix B
(Fence Improvement Recommendations for LEW)

Number on Map	GPS Location	Issue	Picture
1	44.04991, -70.28872	7-8” Gap all through this area	NA
2	44.04951, -70.28768	Gate 19: 7” gap	NA
3	44.04876, -70.28844	Gate 2: 7” gap between posts	
4	44.04667, -70.28956	Gate 3: 6” gap underneath	NA
5	44.04367, -70.29032	14” Dig-under	
6	44.04279, -70.29087	12” gap under fence	NA

7	44.04211, -70.29126	Washout: 15” under fence	
8	44.04079, -70.2901	Fence leaning hard	NA
9	44.04022, -70.28843	12” Gap	NA
10	44.0404, -70.28616	10” Dig-under (very active)	
11	44.0408, -70.28367	Fence Gaps	NA
12	44.04096, -70.28181	Dig-under	NA
13	44.04089, -70.28153	14” Gap – Big Area	
14	44.04078, -70.28087	Gap under fence	NA
15	44.04064, -70.28009	Gap under fence	NA

16	44.04123, -70.27922	Holes in fence/dig-under	NA
17	44.04162, -70.27901	10” Dig-under	
18	44.04687, -70.27878	Gate and fence gaps	NA
19	44.04763, -70.27822	Dig-under	NA
20	44.04766, -70.27722	Culvert has no grate. Fence gaps around the culvert as well	
21	44.05529, -70.27656	Culvert has no grate	NA
22	44.05588, -70.27786	Gap under fence	NA

Figure A. Fence issues 1-4 as identified in the formal Wildlife Hazard Site Visit

Figure B. Fence issues 5-17 as identified in the formal Wildlife Hazard Site Visit

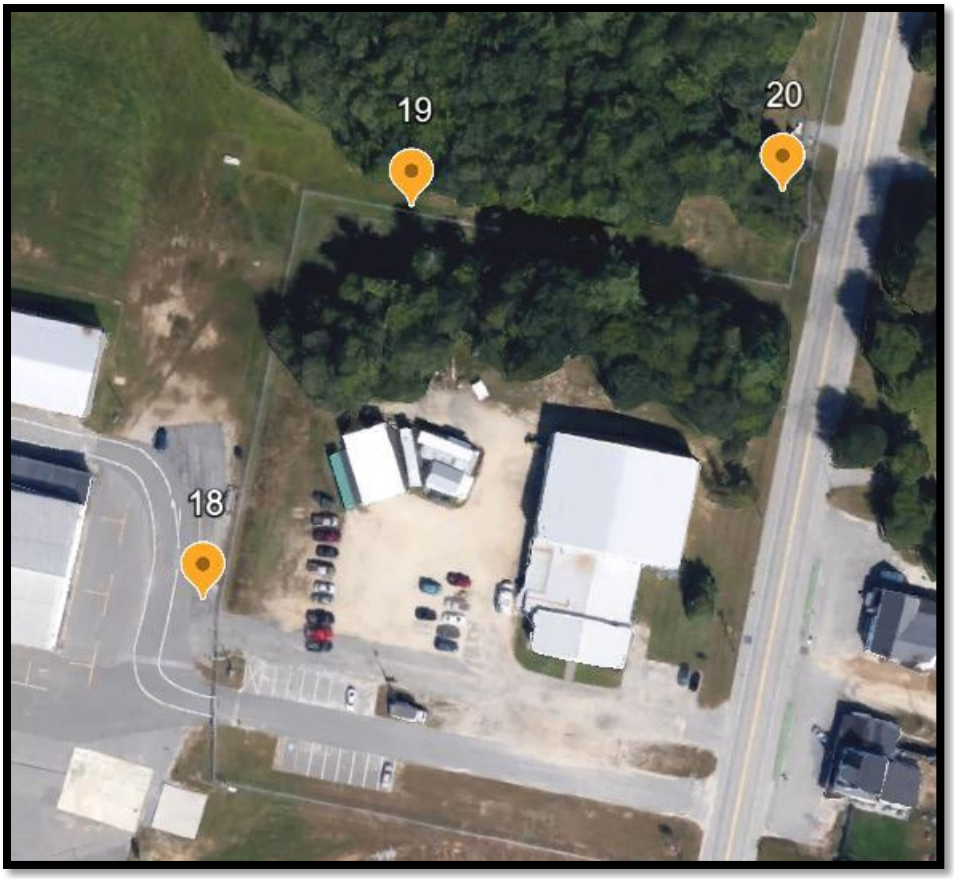

Figure C. Fence issues 18-20 as identified in the formal Wildlife Hazard Site Visit

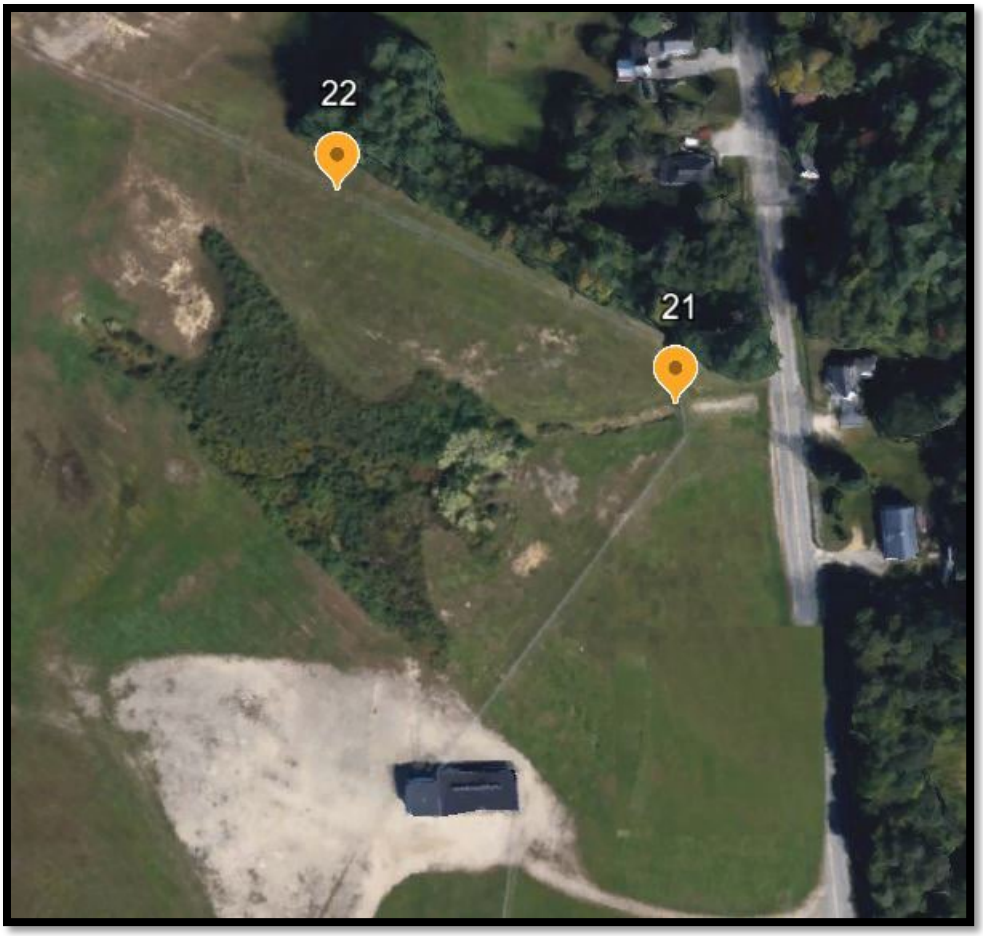

Figure D. Fence issues 21 and 22 as identified in the formal Wildlife Hazard Site Visit